NORTH VALLEY AREA PLAN

APRIL 1993

BERNALILLO COUNTY & CITY OF ALBUQUERQUE

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This Plan is Dedicated to the Memory of
Cynthia S. Bruce, AICP
Chief of Advance Planning
1984-1991

CITY of ALBUQUERQUE
TENTH COUNCIL

COUNCIL BILL NO. R-255 ENACTMENT NO. 60-1993

SPONSORED BY: Vincent E. Griego

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RESOLUTION

ADOPTING THE NORTH VALLEY AREA PLAN AS A RANK 2 AREA PLAN.

WHEREAS, the City Council has the authority to adopt plans for geographic areas within the planning jurisdiction of the City as authorized by New Mexico Statutes; and

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

WHEREAS, the Albuquerque/Bernalillo County Comprehensive Plan directs that lower ranking plans should provide specific recommendations within general density and character guidelines of that plan; and

WHEREAS, the North Valley Area Plan, a Rank Two Plan, provides the framework and direction for any more specific planning for smaller geographic subareas of the plan area; and

WHEREAS, the City of Albuquerque has prepared the North Valley Area plan to guide future development by addressing general land use, zoning, air quality, wastewater, drainage, transportation, housing, community design, agriculture and implementation; and

WHEREAS, the North Valley Area Plan was prepared with assistance of residents and property owners, business people and others in accordance with their desires as expressed in public meetings and Volume II North Valley Area Plan Goals and Issues; and

WHEREAS, the North Valley Area Plan responds to citizen goals of recognizing the North Valley as a unique and fragile resource and as an

inestimable and irreplaceable part of the entire metropolitan community; and

WHEREAS, the North Valley Plan Area includes lands within the municipal limits and outside of those limits but within the City's planning jurisdiction; and

WHEREAS, the Environmental Planning Commission in its advisory role on all matters related to planning, zoning, and environmental protection has approved and recommended adoption of the North Valley Area Plan at a public hearing.

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

Section 1. The North Valley Area Plan attached hereto and made a part hereof, is hereby adopted as a Rank Two Area Plan.

Section 2. The North Valley Area Plan goals, policies and principles, including goals identified in Volume II and included in the Plan Introduction, shall guide the density, character and design of all public and private land uses and development within the plan area.

A. Cluster Housing principles shall serve as a guide for evaluating new residential development in the plan area.

B. Village Center principles shall serve as a guide for evaluating new and redeveloped commercial projects in the plan area.

C. The text in each chapter shall serve to interpret the intent of goals and policies contained in the plan.

Section 3. The North Valley Area Plan shall guide subsequent planning and regulatory actions in the plan area including, but not limited to, sector plans and design overlay zoning.

Section 4. Development densities shall not be determined on the basis of the presence of sanitary sewer alone but shall also be determined through Comprehensive Plan designation, existing zoning, and area character.

Section 5. Subdivisions in the Semi-Urban and Rural Areas of the North Valley Area Plan shall be subject to rural development standards to encourage retention and expansion of rural character features,

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including diverse lot sizes and shapes and housing types within subdivisions, retention of ditch access for irrigation and/or recreation and non-asphalt streets and soft-surfaced trails instead of sidewalks.

Section 6. The North Valley Area Plan and the policies herein shall not be interpreted to either support or oppose construction of the Montano Bridge. If this roadway is built, its design and subsequent development will be guided by applicable policies of this plan.

Section 7. Solid Waste Transfer Stations shall be allowed in the North Valley Plan area only on land zoned for manufacturing uses and only if, after thorough investigation of relative benefits and costs, such location is deemed appropriate and the potential impacts on adjacent residential land can be mitigated through proper site design.

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PASSED AND ADOPTED THIS 17th DAY OF MAY, 1993

BY A VOTE OF 8 FOR AND 0 AGAINST.

Yes: 8
Excused: Griego

Steve D. Gallegos, Presiding President
City Council

APPROVED THIS 2nd DAY OF JUNE, 1993.

Louis E. Saavedra, Mayor
City of Albuquerque

ATTEST:

City Clerk

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CITY of ALBUQUERQUE
TENTH COUNCIL

COUNCIL BILL NO. R-254 ENACTMENT NO. 56-1993

SPONSORED BY: Vincent E. Griego

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RESOLUTION

AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN BOUNDARIES CONSISTENT WITH RECOMMENDATIONS OF THE NORTH VALLEY AREA PLAN.

WHEREAS, the Comprehensive Plan and Article 7-4 Revised Ordinances 1974, the City Plans Ordinance, provide amendment procedures for the Comprehensive Plan; and

WHEREAS, the Albuquerque/Bernalillo County Comprehensive Plan provides for revisions to Comprehensive Plan Map boundaries for compelling reasons of planning policy; and

WHEREAS, the North Valley Area Plan recommends boundary amendments for five areas, based upon analysis and public review; and

WHEREAS, the boundary changes will alter existing area boundaries to better reflect existing character, resources and development potential by enlarging and consolidating Semi-Urban and Rural areas with like features and characteristics and will also allow consistent application of Comprehensive Plan and Area Plan policies directed at Semi-Urban and Rural areas; and

WHEREAS, the above items constitute compelling reasons of planning policy; and

WHEREAS, a goal of the Comprehensive Plan is to maintain the character and identity of Semi-Urban Areas which have environmental, social or cultural conditions limiting urban land uses; and

WHEREAS, Semi-Urban designation applied to selected areas presently designated Established Urban would provide for recognition of those areas' agricultural history and potential; and

WHEREAS, staff analysis within the North Valley Area Plan has shown

that Areas B, C, D and E exhibit characteristics and development potential appropriate for designation as Semi-Urban rather than Developing or Established Urban, and that Semi-Urban designation does not affect significant reduction or increase of development potential to which there is public or individual landowner opposition; and

WHEREAS, Rural area designation would provide for maintenance of the separate identity of rural areas as alternatives to urbanization by guiding development compatible with their open character, natural resources and traditional settlement patterns; and

WHEREAS, staff analysis has shown that Area A exhibits characteristics and potential appropriate for designation as Rural than Established Urban and that Rural designation does not affect a significant reduction or increase of development potential to which there is public or individual landowner opposition.

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

Section 1. Area A, bounded by the North Diversion Channel on the east and on the north, Edith Boulevard and the Rural area boundary on the west and eastward extension of the right-of-way line of Calle del Fuego on the south, shall be designated as Rural on the Comprehensive Plan Map.

Section 2. Area B, bounded by the Alameda Lateral on the west, the municipal limits on the east, Osuna Road on the south and Ranchitos Road on the north, shall be designated as Semi-Urban on the Comprehensive Plan Map.

Section 3. Area C, bounded by the AT&SF Railroad tracks on the east, the Chamisal Lateral on the west, the Gallegos and Stotts Lateral on the south, Willow Road and Osuna Road on the north, shall be designated as Semi-Urban on the Comprehensive Plan Map.

Section 4. Area D, bounded by Municipal limits on the east, the AT&SF Railroad tracks on the west, Montano Road on the south and Osuna Road on the north, shall be designated as Semi-Urban on the Rio Grande on the west, the Municipal limits on the north and I-40 on the Comprehensive Plan Map.

Section 5. Area E, bounded by Gabaldon Road on the east, the Rio Grande south, shall be designated as Semi-Urban on the Comprehensive Plan Map.

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PASSED AND ADOPTED THIS 17TH DAY OF MAY, 1993.

BY A VOTE OF: 8 FOR 0 AGAINST.

Yes: 8

Excused: Griego

Steve D. Gallegos, Presiding President
City Council

APPROVED THIS 2nd DAY OF JUNE, 1993.

Louis E. Saavedra, Mayor
City of Albuquerque

ATTEST:

City Clerk

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RESOLUTION NO. AR 36-93

ADOPTING THE NORTH VALLEY AREA PLAN AS A RANK 2 AREA PLAN.

WHEREAS, the Commission has the authority to adopt plans for geographic areas within the planning jurisdiction of the County as authorized by New Mexico Statutes; and

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

WHEREAS, the Albuquerque/Bernalillo County Comprehensive Plan directs that lower ranking plans should provide specific recommendations within general density and character guidelines of that plan; and

WHEREAS, the North Valley Area Plan, a Rank Two Plan, provides the framework and direction for any more specific planning for smaller geographic subareas of the plan area; and

WHEREAS, the City of Albuquerque has prepared the North Valley Area Plan to guide future development by addressing general land use, zoning, air quality, wastewater, drainage, transportation, housing, community design, agriculture and implementation; and

WHEREAS, the North Valley Area Plan was prepared with assistance of residents and property owners, business people, and others in accordance with their desires as expressed in public meetings and Volume II North ValleyArea Plan Goals and Issues; and

WHEREAS, the North Valley Area Plan responds to the citizen goals of recognizing the North Valley as a unique and fragile resource and as an inestimable and irreplaceable part of the entire metropolitan

community; and

WHEREAS, the North Valley Plan Area includes lands within the municipal limits and outside of those limits but within the City's planning jurisdiction; and

WHEREAS, the County Planning Commission in its advisory role on all matters related to planning, zoning, and environmental protection has approved and recommended adoption of the North Valley Area Plan at a public hearing.

BE IT RESOLVED BY THE COUNTY COMMISSION, THE GOVERNING BODY OF THE COUNTY OF BERNALILLO THAT:

Section 1. The North Valley Area Plan attached hereto and made a part hereof, is hereby adopted as a Rank Two Area Plan for the County of Bernalillo.

Section 2. The North Valley Area Plan goals, policies and principles, including goals identified in Volumed II and included in the Plan Introduction, shall guide the density, character and design of all public and private land uses and development within the plan area.

A. Cluster Housing Principles shall serve as a guide for evaluating new residential development in the plan area.

B. Village Center principles shall serve as a guide for evaluating new and redeveloped commercial projects in the plan area.

C. The text in each chapter shall serve to interpret the intent of goals and policies contained in the plan.

Section 3. The North Valley Area Plan shall guide subsequent planning and regulatory actions in the plan area including, but not limited to sector plans and design overlay zoning.

Section 4. Development densities shall not be determined on the basis of the presence of sanitary sewer alone but shall also be determined through Comprehensive Plan designation, existing zoning, and area character.

Section 5. Subdivisions in the Semi-Urban and Rural Areas of the North Valley Area Plan shall be subject to rural development standards to encourage retention and expansion of rural character features including: diverse lot sizes and shapes and housing types within subdivisions; retention of ditch access for irrigation and/or recreation; non-asphalt streets, and soft-surfaced trails instead of sidewalks.

Section 6. The North Valley Area Plan and the policies herein shall not be interpreted to either support or oppose construction of the Montaño Bridge. If this roadway is built, its design and subsequent development will be guided by applicable policies of this plan.

Section 7. Solid Waste Transfer Stations shall be allowed in the North Valley Plan area only on land zoned for manufacturing uses and only if after thorough investigation of relative benefits and costs, such location is deemed appropriate and the potential impacts on adjacent residential land can be mitigated through proper site design.

ADOPTING THE NORTH VALLEY AREA PLAN AS A RANK 2 AREA PLAN.

was approved by the Bernalillo County Board of County Commissioners at the April 27, 1993, Commission Meeting.

BOARD OF COUNTY COMMISSIONERS

Patrick J. Baca, Chairman

Jacqulyn K. Schaefer, Vice-Chair

Eugene M. Gilbert, Member

Barbara J. Seward, Member

Albert "Al" Valdez, Member

ATTEST:

for E. E. Liz Perry

Judy D. Woodward, County Clerk

RESOLUTION NO. AR 37-93

AMENDING THE COMPREHENSIVE PLAN BOUNDARIES CONSISTENT WITH RECOMMENDATIONS OF THE NORTH VALLEY AREA PLAN.

WHEREAS, the Comprehensive Plan and Article 7-4 Revised Ordinances 1974, City Plans Ordinance provides amendment procedures for the Comprehensive Plan; and

WHEREAS, the Albuquerque/Bernalillo County Comprehensive Plan provides for revisions to Comprehensive Plan Map boundaries for compelling reasons of planning policy; and

WHEREAS, the North Valley Area Plan recommends boundary amendments for five areas, based upon analysis and public review, and

WHEREAS, the boundary changes will alter existing area boundaries to better reflect existing character, resources and development potential by enlarging and consolidating Semi-Urban and Rural areas with like features and characteristics and allow consistent application of Comprehensive Plan and Area Plan policies directed at Semi-Urban and Rural Areas and

WHEREAS, the above items constitute compelling reasons of planning policy; and

WHEREAS, a goal of the Comprehensive Plan is to maintain the character and identity of Semi-Urban Areas which have environmental, social or cultural conditions limiting urban land uses; and

WHEREAS, Semi-Urban designation applied to selected areas presently designated Established Urban would provide for recognition of those areas' agricultural history and potential; and

WHEREAS, staff analysis within the North Valley Area Plan has shown

that Areas B, C, D, and E exhibit characteristics and development potential appropriate for designation as Semi-Urban rather than Developing or Established Urban, and that Semi-Urban designation does not affect significant reduction or increase of development potential to which there is public or individual landowner opposition; and

WHEREAS, Rural area designation would provide for maintenance of the separate identity of rural areas as alternatives to urbanization by guiding development compatible with their open character, natural resources, and traditional settlement patterns; and

WHEREAS, staff analysis has shown that Area A exhibits characteristics and potential appropriate for designation as Rural than Established Urban and that Rural designation does not affect a significant reduction or increase of development potential to which there is public or individual landowner opposition.

THEREFORE BE IT RESOLVED BY THE COUNTY COMMISSION, THE GOVERNING BODY OF THE COUNTY OF BERNALILLO THAT:

Section 1. Area A, bounded by the North Diversion Channel on the east and on the north, Edith Boulevard and the Rural area boundary on the west, and eastward extension of the right-of-way line of Calle del Fuego on the south, shall be designated as Rural on the Comprehensive Plan Map.

Section 2. Area B, bounded by the the Alameda Lateral on the west the municipal limits on the east, Osuna Road on the south, and Ranchitos Road on the north, shall be designated as Semi-Urban on the Comprehensive Plan Map.

Section 3. Area C, bounded by the AT&SF Railroad tracks on the

AMENDING THE COMPREHENSIVE PLAN BOUNDARIES CONSISTENT WITH RECOMMENDATIONS OF THE NORTH VALLEY AREA PLAN.

east, the Chamisal Lateral on the west, the Gallegos and Stotts Lateral on the south, Willow Road and Osuna Road on the north, shall be designated as Semi-Urban on the Comprehensive Plan Map.

Section 4. Area D. bounded by the Municipal limits on the east, the AT&SF Railroad tracks on the west, Montaño Road on the south, and Osuna Road on the north, shall be designated as Semi-Urban on the Comprehensive Plan Map.

Section 5. Area E, bounded by Gabaldon Road on the east, the Rio Grande on the west, the municipal limits on the north, and I-40 on the south shall be designated as Semi-Urban on the Comprehensive Plan Map. was approved by the Bernalillo County Board of Commissioners at the 4-27-93 Commission Meeting.

BOARD OF COUNTY COMMISSIONERS

Patrick J. Baca, Chairman

Jacqueline K. Schaefer, Vice-Chair

Eugene M. Gilbert, Member

Barbara J. Seward, Member

Albert "Al" Valdez, Member

ATTEST:

for Judy D. Woodward, County Clerk

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North Valley Area Plan Summary

The North Valley is a precious area, cherished in the minds of all. The metropolitan area has a real opportunity to retain a special and unique character, distinct from other cities. The mountains, the volcanoes, and pueblo lands define our limits. The ribbon of valley piercing the city offers a startling possibility of refreshing change within the metropolitan matrix. Few metropolitan areas have a comparable resource. And the forward thinking among those cities have acted to preserve and enhance their assets. This plan attempts to protect and enhance the unique qualities of the valley, simultaneously enriching the metropolitan area as a whole.

Jonathan Siegel, CATF Member

Goals and Issues

Goals and issues related to the plan area were identified by the North Valley Citizens' Advisory Task Force and technical staff and published in January 1988. The North Valley Area Plan Goals are listed below.

1. To recognize the North Valley area as a unique and fragile resource and as an inestimable and irreplaceable part of the entire metropolitan community.

2. To preserve and enhance the environmental quality of the North Valley Area by:

   a) maintaining the rural flavor of the North Valley

   b) controlling growth and maintaining low density development

   c) providing a variety of housing opportunities and life styles including differing socioeconomic types

   d) reducing noise level impacts

3. To preserve air, water and soil quality in the North Valley area. To prohibit hazardous waste disposal sites and transfer stations and solid waste disposal sites; and to address problems of individual waste disposal systems on lots of inadequate size.

4. To increase and improve public recreation and open space areas (including MRGCD - maintained ditches) compatible with neighborhood desires.

5. To reduce or eliminate flooding and improve ponding and drainage capacities in the plan area.

6. To encourage quality commercial/industrial development and redevelopment in response to area needs in already developed/ established commercial industrial zones and areas. To discourage future commercial/industrial development on lots not already zoned commercial/industrial.

7. To develop a strategy for arterial roadways that creates a transportation system compatible with a semi-rural lifestyle.

8. To designate and preserve sites of historic and archaeological significance.

9. To establish area beautification standards and designate sites for beautification through community neighborhood input.

10. To incorporate the Rio Grande and its bosque into the North Valley planning process to protect the natural qualities of the river corridor while providing low-impact recreational opportunities.

11. To locate commercial and industrial development within the I-25 corridor, and selected areas along the I-40 corridor, especially as an alternative to extensive lower valley commercial/industrial development.

12. To develop incentives to preserve farmland and open space and to maintain ditches and acequias for agricultural and low-impact recreational purposes.

Plan Policies

Zoning and Land Use

1. The Comprehensive Plan area boundaries shall reflect existing character, resources and development potential in the North Valley.

   a. City and County shall adopt the following proposed Comprehensive Plan boundary changes:

      Developing Urban to Rural, north of Calle Del Fuego, east of Edith Boulevard, south of Tramway Road, and west of the North Diversion Channel.

      Developing Urban to Semi-Urban, north of Osuna Road, east of the AT&SF Railroad tracks, south of Ranchitos, and west of the Municipal Limits.

      Established Urban to Semi-Urban, north of the Gallegos Lateral, east of the Chamisal Lateral, south of Osuna Road, and west of the Alameda Lateral railroad tracks.

      Established Urban to Semi-Urban, north of Montaño Road, east of the AT&SF Railroad tracks, south of Osuna Road, and west of the Municipal Limits.

      Established Urban to Semi-Urban, north of I-40, east of the Rio Grande, south of the Municipal boundary, and west of Gabaldon Road .

2. The City and County shall stabilize residential zoning and land use in the North Valley Area.

   a. Limit the location, duration and type of new uses allowed by Special Use Permit.

      i. Restrict new Special Use Permits for heavy commercial and manufacturing uses in North Valley residential zones to owner-occupied businesses with five or fewer employees on 1/2 acre or greater.

      ii. Limit the time period between approval of new Special Use Permits and issuance of a building permit to one year.

   b. Cancel discontinued Special Use Permits, permits granted where existing conditions of approval are not met, and permits that are otherwise in violation of the Zoning Ordinance.

i. Undertake systematic inspection of Special Use Permits beginning with permits granted in residential zones.

ii. Determine the need for new positions for zoning and planning activities especially as they relate to County Special Use Permits and area plan implementation.

c. Retain existing County A-1 zoning as the only Rural Agricultural zone intended to provide for agricultural activities and spacious development especially in Semi-Urban and Rural areas where such land is adjacent to irrigation ditches.

d. Require landscape buffering and other measures necessary to limit potential impacts of non-residential uses on residential areas.

i. Amend the County Zoning Ordinance to require buffering and landscaping between non-residential uses and land used or zoned for residential purposes.

ii. Through the site plan review and approval process, require special buffer landscaping, fencing, lighting controls, increased setbacks, and/or other measures to protect County residential uses below the mesa edge from potential impacts of City non-residential development in the North I-25 subarea.

e. Retain the low density character of Rural Areas of the North Valley.

i. Amend the County Zoning Ordinance to provide a lot area minimum for R-1 zoned land in the Rural Area equal to the area required to meet Liquid Waste Ordinance requirements or 3/4 acre, whichever is greater.

f. Undertake a planning process for areas of Mid-North Valley East and Mid-North Valley West to address land use conflicts, non-conforming uses, redevelopment of vacant land, affordable housing, transportation, streetscape improvements, cultural sites, and other issues.

g. Where appropriate, according to this plan or more detailed plans, encourage and support efforts to rezone properties to their present use or for residential uses.

3. The City and County shall limit new strip commercial development and associated signage on valley arterials.

a. Retain existing residential zoning on Alameda Boulevard, Second Street, Montaño Road, and on future roadway corridors.

b. Undertake Rank Three planning to create design overlay zoning along Alameda Boulevard (County), Second Street (City/County), and
Montaño Road (City).

c. Promote commercial development and redevelopment of existing commercially zoned properties.

   i. Assist existing and potential businesses with organization and promotion efforts.

   ii. Undertake a coordinated Rank Three planning effort with the City, County and Village for the Fourth Street Corridor.

d. Adopt and promote Village Center Principles for new and redeveloped commercial properties.

   i. Undertake Rank Three planning to implement Village Center Principles.

4. The County and City shall seek adoption or endorsement of the Area Plan by the Villages of Los Ranchos de Albuquerque and Corrales for the areas included in these municipalities' planning and platting jurisdictions.

Air Quality

1. The City & County shall increase efforts to inform the public about the effect of motor vehicle usage on air quality.

2. The City & County shall increase efforts to inform the public about existing regulations pertaining to air quality & continue enforcement of existing air quality regulations.

3. The City & County shall initiate travel demand forecasting and a transportation system capacity analysis for the North Valley Plan Area as soon as practical.

4. The City & County shall explore ways to limit unauthorized motor vehicle use on irrigation facilities and other open areas & stabilize areas which are already considered substantial dust sources.

5. The City & County shall make efforts to stabilize roads or parking areas.

6. The City & County shall encourage limiting driving of motor vehicles on critical CO days (i.e. No-burn days).

7. The City & County shall encourage the communities of Los Ranchos de Albuquerque, Corrales, and Rio Rancho to participate in addressing air quality issues in the North Valley.

Wastewater

1. North Valley areas with the greatest concentrations of older septic tank systems and therefore the greatest potential groundwater contamination shall be the highest priority for sewer line extension and financial aid for sewer hook-up.

2. The County shall take an active role in planning and managing wastewater collection and treatment systems in unincorporated County areas.

   a. Participate in an evaluation of wastewater options for the North Valley to determine the type, location, and cost of collection systems.

   b. Identify potential low density, low lying areas appropriate for on-site alternative systems in the near and long term.

   c. Promote and monitor the use of approved non-polluting on-site wastewater treatment systems which are acceptable, affordable, and desirable to homeowners and amend sewer line extension priorities where on-site systems are successfully operated and maintained.

   d. Limit conventional discharging septic tank systems for new homes and encourage installation of alternative on-site wastewater treatment systems.

   e. Explore and recommend financing and management options for the various alternatives.

3. Wastewater systems shall be designed to serve the North Valley at future development densities allowed by existing zoning.

4. Where sewer systems are available for new construction, the City and County shall promote new housing development according to Cluster Housing Principles in order to shorten the length of collector lines and maintain open space.

5. Where the location of future sewer collectors is known, the City and County shall obtain necessary easements through the subdivision process.

6. The presence or absence of sanitary sewer in the North Valley shall not be the sole factor in determining appropriate housing densities.

   a. Existing zoning and Comprehensive Plan Areas shall provide the basis for determining appropriate housing densities in the North Valley.

   b. Cluster Housing Densities may be allowed through approved site plans that meet the Cluster Housing Principles.

7. The City and County shall consider restricting permissive uses of land in the North Valley to protect groundwater quality especially where sanitary sewer service is not available.

   a. Create overlay zoning for wellhead protection areas consistent with adopted policies of the Groundwater Protection Policy and Action Plan.

   b. Consider limiting allowed uses of M-1 zoned land where sanitary sewer is not available.

   c. Consistent with recommendations of the Groundwater Protection Policy and Action Plan, strictly enforce the County Liquid Waste Ordinance (88-1) and evaluate the need to limit densities of septic tank systems.

Drainage

1. Upon approval by the Middle Rio Grande Conservancy District(MRGCD) and the Bureau of Reclamation, the City, County, Albuquerque Metropolitan Area Flood Control Authority (AMAFCA) and MRGCD shall fund and construct planned drainage improvements in the North Valley as expeditiously as possible to alleviate periodic flooding.

2. The County shall implement the Bernalillo County Storm Drainage Ordinance to prevent inadequate provision for drainage in new development.

3. The City shall incorporate earth-tone tinting or soil cement for visible concrete culverts, choke downs, or other structures on the Alameda Drain.

4. The City shall use rip-rap, where feasible, for bank stabilization on the Alameda Drain.

5. The City shall design any necessary guard rails or other fencing associated with drainage improvements to aesthetically blend with the character of the Valley so long as it meets transportation safety needs.

6. The City and County shall design maintenance roads and other areas adjacent to drains to allow multiple use as recreational trails.

7. The City and County shall require grading and re-vegetation as appropriate to prevent erosion and sediment deposition within future grading and drainage plans.

8. The City and County, with approval by the MRGCD where appropriate, shall implement the Facility Plan for Arroyos and future trails plans with regard to multiple use of the arroyos and ditches as trail corridors.

9. Prior to widening the North Diversion Channel, AMAFCA shall investigate other options and the impacts of all options addressed, including possible mitigation efforts.

10. The City and County should allocate adequate funding for trash and debris clean-up in the arroyos to prevent debris from accumulating in the North Diversion Channel outfall area. AMAFCA should attempt more frequent trash clean-up of the outfall area.

11. The City and AMAFCA shall test and monitor stormwater for contaminants and implement management programs to reduce pollutants which exceed acceptable levels per State or Federal guidelines.

Transportation

1. The City and County shall encourage the smooth flow of traffic on arterials.

   a. Retain existing residential zoning on Alameda Boulevard, Second Street, Montaño Road, and on future roadway corridors.

   b. Limit access to Second Street, Alameda Boulevard, and Montaño Road
   Road from adjacent properties except where alternative access is not available or feasible.

2. The City and County shall actively promote sustainable transportation in and through the plan area by encouraging reduced automobile use and improving the safety of non-motorized travel.

a. Consider restriping narrower driving lanes on Candelaria Road, Griegos Road, Twelfth Street , and Fourth Street to provide additional space for sidewalks or walkways, bikeways, and bus stops.

   i. Undertake a transportation analysis to determine the impactof reduced lane width on roadway capacity and on the transportation network.

b. Provide convenient local transit service and related amenities.

   i. Seek agreements with the Village of Los Ranchos and the County for bus service along Fourth Street (Route 10) including service to the portion of Fourth Street now within the Village's jurisdiction, and extension of Route 10 north to Alameda Boulevard.

   ii. Explore possible future locations and agreements for small Park and Ride facilities in the North Valley at existing commercial centers and where bus service terminates .

c. Target North Valley commuters and area employees for Sun Tran and Ridepool promotional activities.

d. Pursue necessary analysis and subsequent improvements for trails and bikeways identified in the plan.

   i. Seek agreement with the Middle Rio Grande Conservancy District to establish notification procedures for ditch closures that include posting the affected right-of-way and holding advertised public meetings.

   ii. With the MRGCD, undertake a study of multiple use of ditches and associated rights-of-way.

3. The City and County shall limit industrial and heavy commercial traffic through residential areas in order to enhance residential stability and preserve area history and character.

   a. Consider alternative access to the North I-25 Subarea by extending the Alexander Roadway Study Corridor north of Osuna Road to Paseo del Norte.

      i. Undertake a transportation analysis to determine the impact of the recommendation on the transportation system.

   b. Consider removal of the Elena/Balboa Study Corridor from the Long Range Major Street Plan.

b. Consider removal of the Elena/Balboa Study Corridor from the Long Range Major Street Plan.

i. Undertake a transportation analysis to determine the impact of this recommendation on the transportation system.

c. Limit the future number of lanes on Edith Boulevard north of Osuna Road by changing the functional classification of Edith Boulevard on the Long Range Major Street Plan from a minor arterial to a collector, or adding an exception for Edith Boulevard to the General Standards for rights-of-way for minor arterial streets contained in the addendum to the Long Range Major Street Plan to limit the right-of-way width of Edth to 68 feet.

d. Retain and expand residential zoning of land in the lower valley especially in the Edith, Mid-North Valley east, Second/Fourth, and Alameda Subareas.

4. The City and County shall limit conflicts between rail travel, roadways, and land use.

a. Consider grade separation of Alameda Boulevard and Montaño Road
Road at AT&SF tracks.

b. Examine land use impacts of potential rail station park and ride locations on residential areas.

c. Seek agreements to limit future rail spur locations to commercially zoned land.

Housing

1. The City and County shall stabilize land use to protect affordable housing and land presently zoned for housing.

a. Maintain and expand areas zoned for residential uses including A-1, R-1, MH.

b. Limit encroachment of non-residential uses into residential areas.

c. Encourage residential zoning of parcels with residential use.

2. The County and City shall encourage mixed use development and redevelopment which incorporates housing.

a. Encourage rezoning land in the Edith Boulevard, and Mid-North Valley East subareas for residential and mixed uses.

3. The City and County shall promote lower-income rehabilitation projects in neighborhoods with existing moderately-priced homes and areas vulnerable to speculation, redevelopment, and displacement of lower-income residents.

   a. Expand efforts to leverage private investment in housing programs for lower-income North Valley residents and target resources to assistance of very low-income renters.

   b. Study the implications and impacts of accessory apartments in some residential areas.

   c. Undertake a survey to compile reliable data on incomes and housing cost burdens for North Valley households.

4. The County and City shall remove disincentives, provide incentives, and/or require housing development which meets the Cluster Housing Principles of preserving open land, providing new housing at appropriate densities, lower infrastructure costs, and design flexibility and creativity.

   a. Amend the City Zoning Ordinance to add cluster principles and reduce the cluster housing district "minimum district size" in RA-2 to two acres.

   b. Amend the County Zoning Ordinance to add cluster principles and to include Cluster Housing as a Special Use.

   c. Provide for densities greater than 1 dwelling unit/acre in Rural and Semi-Urban Areas through adoption and promotion of Cluster Housing Principles.

   d. Adopt standards for homeowner associations, including provisions which would enable the City or County to bill the association for maintenance costs if necessary and requirements for open space in perpetuity.

Village Centers

1. The City and County shall encourage new development and redevelopment that incorporates Village Center Principles including: pedestrian attraction and accessibility, mixed use development, and valley scale and character.

a. Evaluate proposed development and redevelopment projects using Village Center Principles and the following guidelines.

i. Within 300 feet of intersections, building setbacks should not exceed 10 feet from the public right-of-way.

ii. Within 100 feet of intersections, sidewalks should be unobstructed by curb cuts or driveways.

3. Main entrances should be visible to the pedestrian and directly accessible.

b. Utilize the guidelines to test ideas and build support for the Village Center Principles prior to establishing new requirements.

c. Target public investments which meet Village Center Principles including right-of-way improvements and public buildings.

2. The County and City shall explore techniques for implementing Village Center Principles including Transferable Development Rights, Design Overlay Zoning, and zoning ordinance amendments.

a. Draft a map of possible receiving and sending areas for transferable development rights and use the effort to evaluate the TDR method of controlling density and to guide decision making under the present zoning laws.

b. Undertake a Rank Three planning process to create Design Overlay Zones for one or several Village Center locations.

c. Explore possible Zoning Ordinance amendments to create other zoning tools such as Rural Commercial Zoning to implement the principles including possible limits to floor area ratio or total square footage of new commercial structures.

Community Design

1. The City and County shall recognize and maintain the land use pattern along the mesa edge which separates non-residential uses in the North I-25 Subarea from residential uses in the Edith Subarea.

a. Limit access to newly granted industrial zoned properties from the Edith Subarea.

b. Ensure adequate setbacks, height limits, lighting controls, buffer landscaping and other measures necessary to limit potential impacts of development in the North I-25 Subarea.

c. Consider North Valley Character and potential neighborhood impacts in new development within the North I-25 Subarea.

2. The City and County shall adopt additional signage restrictions through design overlay zoning for Village Centers and arterials including Alameda Boulevard, Second Street, Edith Boulevard, and Montaño Road.

3. The City and County in coordination with interested neighborhood and business associations shall work to encourage recognition of the North Valley as a unique regional resource.

   a. Consider "welcome" signage at appropriate entrance locations to the North Valley.

   b. Consider North Valley character and potential neighborhood impacts in new development within the North I-25 Subarea.

4. The County and City shall encourage rural standards for development especially within the Semi-Urban and Rural Comprehensive Plan areas of the North Valley.

   a. Amend the City and County Subdivision Ordinances and Development Process Manual to:

      i. Allow retention of existing street widths in appropriate locations.

      ii. Allow reduced standard street widths in new development.

      iii. Allow construction of soft-surface trails instead of sidewalks.

      iv. Encourage retention of access to ditches for irrigation and recreation consistent with the Acequia Multiple use study.

      v. Encourage a variety of lot sizes and housing types in new development.

      vi. Encourage limitations on exterior lighting, including streetlights.

5. The County shall develop a process requiring survey and mitigation of archaeological sites before development is initiated.

   a. Create a County landmarks commission to designate and protect historic and prehistoric features.

6. The County and City shall protect cottonwoods through site design, relocation, and surfacing to limit compaction and allow water infiltration.

   a. Develop and adopt a tree protection ordinance in the City and County which requires protection of existing cottonwood trees.

7. Some portion of the park dedication requirements in the North Valley may be met through on-site space retained through cluster development in perpetuity.

8. The County and City shall protect open land adjacent to the bosque through promotion and application of cluster principles, design overlay zoning, and/or acquisition.

9. The City shall undertake a coordinated planning process with the All Indian Pueblo Council and neighborhood representatives for streetscape improvements, land uses, and transportation in the vicinity of the old Albuquerque Indian School site.

Agriculture and Rural Character

1. The County and City shall support and promote preferential taxation for agricultural property.

   a. Consider supporting amendments to the State Property Tax Code.

      i. Consider including preservation of qualified open space in Class A counties for the purpose of the preferential tax.

      ii. Consider improving the tax equity through a repayment provision where qualified land is converted to other uses.

      iii. Consider a waiver of the repayment provision where development meets cluster development and open space criteria.

2. The County and City shall promote small scale agriculture and retention of open space in the valley.

   a. Assist local growers and promote valley products.

   b. Support development according to Cluster Housing Principles in order to retain open space and agricultural potential.

3. The County and City shall amend the Comprehensive Plan boundaries to more closely reflect rural character areas.

4. The County and City shall encourage or require retention of access to ditches for open space and irrigation purposes.

   a. Undertake the Acequia Multiple Use Study.

5. The County and City shall request the Middle Rio Grande Conservancy District to adopt notification procedures in the event of proposed ditch closures including legal notice and sign posting on the ditch right-of-way.

Implementation Actions

The following actions are recommended to begin plan implementation. Of all the plan policies recommended, these efforts are the highest priority. In general, they are actions related most directly to community building and stabilization of land uses and zoning, arguably the two most important issues addressed by this plan.

1. Explore formation of a regional planning commission to oversee both land use and transportation planning functions.

2. Support formation of neighborhood associations, business associations, and common interest communities.

   a. Enact a County Neighborhood Recognition Ordinance.

   b. Fund an association coordinator position.

   c. Adopt guidelines for creation of homeowner associations and maintenance of common areas including provisions within the model Uniform Common Interest Ownership Act.

3. Assist and support neighborhood and business associations in formation of a North Valley Area Council or Coalition.

   a. Initiate public meetings to set implementation action priorities and identify additional issues.

   b. Assign liaison staff from the City and County to facilitate implementation.

4. Fund public improvements consistent with North Valley Area Plan policies and outcome of plans and studies recommended by the North Valley Area Plan.

   a. Identify development locations where recent private investment can be complemented with public right-of-way improvements.

   b. Submit requests for City or County public funding for design, construction, and maintenance of improvements.

5. With the North Valley Coalition or Council, build support for and undertake recommended amendments to the City and County Zoning Ordinances:

a. Amend the County Zoning Ordinance to include provisions for Cluster Housing under Special Use Permits with a two acre site minimum.

b. Amend the County Zoning Ordinance to Specify R-1 minimum lot size in the Rural and Open Comprehensive Plan area equal to the area required to meet Liquid Waste Ordinance requirements for 3/4 acre, whichever is greater.

c. Amend the City Zoning Ordinance to reduce the RA-2 cluster housing district land area minimum from five to two acres.

d. Amend the City Zoning Ordinance to require buffering between residential and non-residential uses regardless of jurisdiction.

e. Consider additional future ordinance amendments as appropriate to implement the policies of the North Valley Area Plan.

6. With assistance and review from the North Valley Coalition, the City and the County in coordination with other agencies shall:

a. Scope and undertake an analysis of travel demand and transportation system capacity for the North Valley Plan Area.

b. Scope and undertake a planning process for areas of Mid-North Valley East and Mid-North Valley West.

c. Research and draft development standards for Rural and Semi-Urban Areas of the North Valley.

d. Scope and develop Design Overlay Zoning for North Valley Arterial corridors to limit off-premise signage.

e. Periodically update basic factural information contained in this plan and plan appendices.

Introduction

1

If you want to see where you are, you will have to get out of your space vehicle, out of your car, off your horse, and walk over the ground. On foot you will find the earth is still satisfyingly large, and full of beguiling nooks and crannies.

- Wendell Berry

*These places we forget and rediscover are the best. These spots under our overpasses, over the tree canopy, and behind the parking lots. The valley has many such places. **

The Unique Identity of the North Valley

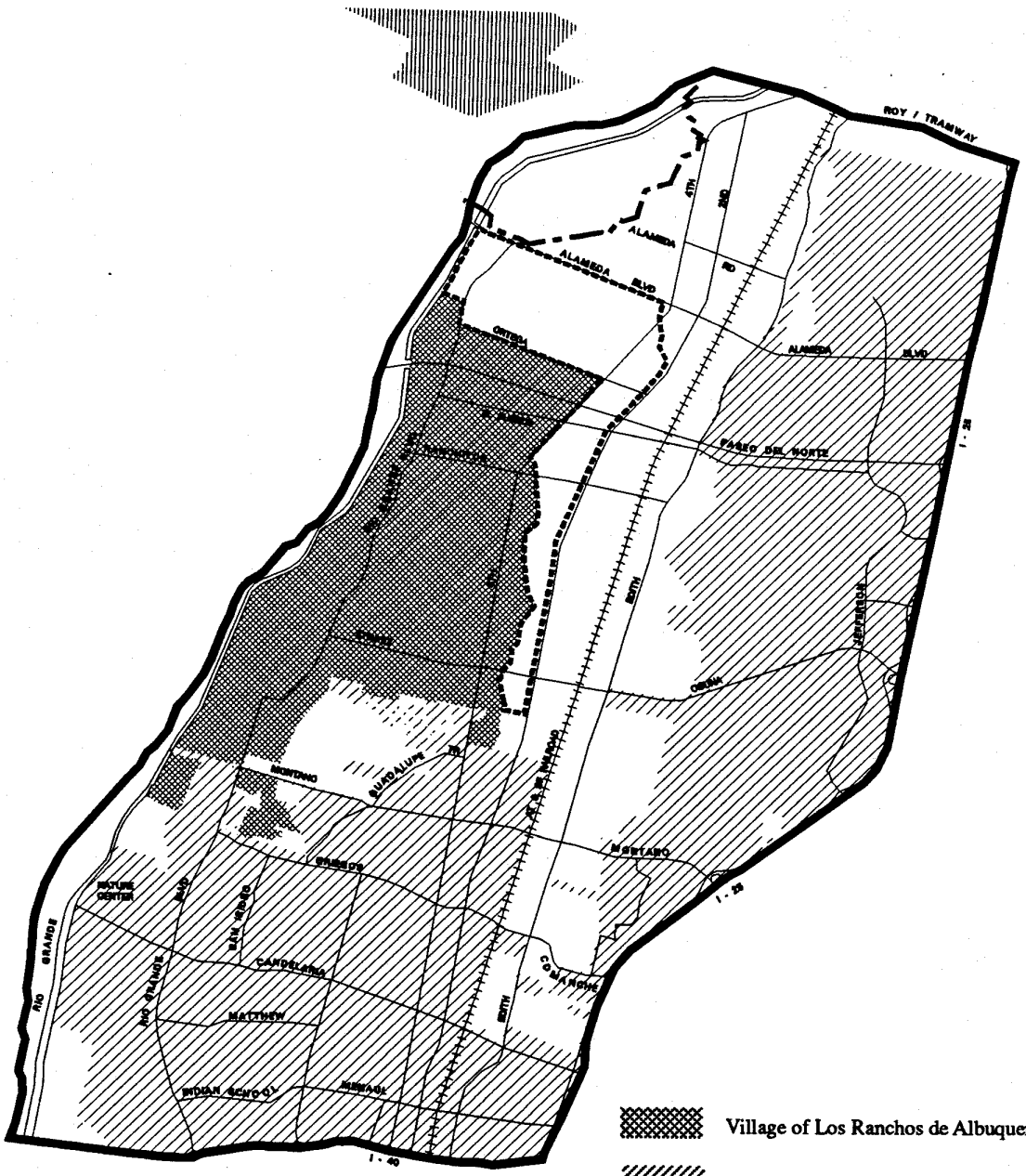
Albuquerque's North Valley area faces choices about its future. The urbanization of the mesas on either side of this portion of the valley may have the consequences of permanently altering the valley's physical and historic features in ways not intended. These features provide Albuquerque with much of its community identity.

Certain physical and historic features make the valley unique.

Certain physical and historic features make the valley unique. The irrigation ditches (or acequias), drainage ditches, old homes and village areas, open fields, cottonwood trees and bosque, and the river distinguish valley lands from those of the nearby mesas. They are visible reminders of the valley's long history of agriculture and of the fact that the area is a low lying river valley. Neglect and a failure to appreciate these qualities will likely destroy them. An alternative is the integration and celebration of these features. Examples of both approaches can be seen in the North Valley today.

The Comprehensive Plan is a policy framework for making choices about issues of metropolitan-wide importance. An area plan is needed to state the choices specific to the valley within this policy framework.

**Except where otherwise noted, the quotes throughout the text were made anonymously by technical team members, Citizen Advisory Task Force members, and valley residents.*



Village of Los Ranchos de Albuquerque

City of Albuquerque

Village of Corrales within Bernalillo County

Unincorporated Bernalillo County

Extra-Territorial planning & platting jurisdiction boundary between the Village of Los Ranchos and the City of Albuquerque per their Joint Powers Agreement

Approximate line equidistant from Village of Corrales and the other two municipalities.

north April 1993 **BOUNDARIES**

Physical Setting

The North Valley is part of the Albuquerque metropolis which lies in the Rio Grande Basin, flanked by mountains on the east and volcanoes on the west. The basin is comprised of gently sloping mesas and the valley floor which have been formed and shifted by activities of the river and outwash from the mountains.

Over geologic time, the Rio Grande has flowed at several distinct levels within the Albuquerque basin. More recently, the river created what is known as the valley floor or flood plain. The plan area is composed of the low lying valley floor and a portion of the mesa to the east. A steep embankment to the east of Edith Boulevard separates the mesa slope from the valley.

The river valley is an important part of Albuquerque's past. The first residents of the area settled near the river's edge. Later irrigation and flood control measures made the valley floor a safer place to live and encouraged non-agricultural development. The valley is now developed with a variety of land uses. The physical features that distinguish it from other portions of the metropolitan area are now somewhat obscured by the overlying pattern of development. However, the direction, speed and style of urban growth have been shaped in part by the valley's setting, making valley development unique.

Purpose

The purpose of this area plan is to inventory the area's cultural and environmental resources, define citizen needs and desires, identify issues, prepare programs to implement policy, and recommend policy changes if necessary.

The area plan also provides sufficient information to increase awareness and understanding of opportunities and limitations in the area and to encourage citizen involvement in decision-making. Action for the future is in the hands of interested citizens and policy-makers who are responsible for the area and its residents.

Scope

Geographical Scope

The North Valley as defined by this plan is bounded by the Bernalillo County/Sandoval County boundary (north); Interstate Highway 40 (south); Interstate Highway 25 (east); and the Rio Grande (west). The area addressed by the plan is 28.5 square miles. Of that total area, 4.01 square miles are within the corporate limits of the Village of Los Ranchos de Albuquerque and not subject to the plan. Of the remaining area, 14.38 square miles are within the City of Albuquerque, and 10.15 square miles are within unincorporated Bernalillo County.

Authority

New Mexico statutes enable municipalities to prepare and adopt a general plan for the physical development of the community and within the planning and platting jurisdiction of the municipality which bears a relationship to the municipality. The City has statutory authority for extraterritorial planning which extends five miles beyond its Municipal Limits and thus reached the entire plan area.

The Village of Los Ranchos has extraterritorial authority and an adopted master plan. The City and the Village have negotiated a boundary which is generally equidistant from their respective municipal boundaries. Within this area the Village exercises planning and platting authority. There is not a similar agreement with the Village regarding zoning in this area. At present Bernalillo County, through an agreement with the City, exercises zoning authority for all unincorporated lands within the City's three mile extraterritorial zoning jurisdiction.

The Master Plan for Los Ranchos de Albuquerque, the Albuquerque/ Bernalillo County Comprehensive Plan, and this North Valley Area Plan are similar in content and policy intent. The Los Ranchos Master Plan calls for housing densities within the range of the Comprehensive plan, commercial mixed use development in the Fourth Street corridor, groundwater protection measures, and retention of agriculture and rural character.

Bernalillo County has adopted subdivision and zoning ordinances to implement the Albuquerque/Bernalillo County Comprehensive Plan which both the City and the County have adopted. The City exercises its extraterritorial authority to review subdivisions in unincorporated areas. The Village of Los Ranchos de Albuquerque also exercises extraterritorial authority in a portion of this plan area.

The Village of Corrales also has statutory extraterritorial authority that extends into this Plan area: (no agreement between local governments has

been negotiated.) The map shows the approximate equidistant line between Corrales and the other two municipalities' limits. Corrales has planning and platting authority for the area to the west and north of this equidistant line, although they have not exercised that authority to date. In the absence of some action by the Village of Corrales, development procedures will not differ from those in effect today. The County and City should seek adoption or endorsement of the Area Plan by Corrales and Los Ranchos.

Issues Addressed

The major issues addressed include community development and design, land use and zoning, wastewater, drainage, transportation, and housing.

Approach, Methods, Process

The process to plan for the North Valley's future was based on an approach known as Sustainable Community Development. Sustainable Community Development is a term used here to describe the economic and cultural growth gained through the retention and stewardship of local resources. A sustainable community is one in which members exercise stewardship of local resources for the benefit of themselves and the community in which they belong. Community building is a necessary step in economic development wherein residents and businesses communicate and structure mutually beneficial exchanges. Neighborhood, homeowner, and business associations are familiar organizations which can provide for community building. This plan recommends that the City and County encourage formation of neighborhood, homeowner, and business associations and assist associations with access to information and formation of area councils.

A sustainable community is one in which members exercise stewardship of local resources for the benefit of themselves and the community in which they belong.

Methods for inventorying resources included preparing a background report outlining existing conditions (May 1988). Definition of citizen needs and desires and the issues facing the area are addressed in a second report (January 1989).

This plan responds to those previously identified issues by identifying the choices to be made about, and their implications on, the area's future. These choices are presented in the form of scenarios, or alternative futures.

Citizen participation in formulating the plan allowed for a broad exchange of information and ideas through a series of meetings. A Citizen Advisory Task Force was established. This group received all subsequent draft transmittals for discussion.

Relationship to Other Plans and Studies

The North Valley Area Plan is intended to implement the Albuquerque/ Bernalillo County Comprehensive Plan. It does so by elaborating and interpreting the applicable Comprehensive Plan policies and analyzing them for their effectiveness and impact on moving toward goals and achieving objectives given certain market conditions and public and private investment choices.

The Village of Los Ranchos de Albuquerque, an incorporated village, has recently completed a Comprehensive Plan. The North Valley Area Plan is generally consistent with the goals and policies of the Village Comprehensive Plan.

There are several other related plans subordinate to the Comprehensive Plan which address areas adjacent to the North Valley Area Plan or which address public facility systems within (or to be built within) the geographical scope of this plan.

1. The Center City Revitalization Strategy and Downtown Core Sector Development Plan. The area addressed by this plan is I-40 (north), Bridge Boulevard (south), I-25 (east), and the Rio Grande (west).

2. The Northwest Mesa Area Plan, bounded by the Rio Grande (east), a Section Line west of the volcanic cinder cones (west), the Sandoval County/ Bernalillo County line (north), and I-40 (south).

The North Valley Area Plan also includes an area to the east of the valley which has been the subject of more detailed planning than provided by an area plan. This more detailed planning is contained in the North I-25 Sector Development Plan.

Long range planning for the valley has been done in the past on a limited basis. The Mid-North Valley Plan was completed in 1972. The study area was south of Montaño Road and north of I-40. In April 1972 a report by the Save the Valley Ad Hoc Committee entitled "North Valley Highways" was completed and published by the committee and by the North Valley Neighborhood Association. That report was intended to identify how a highway system might be developed "in harmony with the valley life style." In addition, the report helped spur comprehensive land use planning for the county. Another report was developed soon after by the North Valley Neighborhood Association entitled, "Preserving the North Valley Atmosphere". This effort resulted in specific recommendations for future valley development. Again, these recommendations were never adopted by the County or the City.

There have been several plans completed for the bosque and riverside area. In 1973 the Rio Grande City Edges Study was published. It recommended creation of a nature center and various other recreation and nature preservation improvements for the riverside area. The Water Based Recreation Study was completed in 1985. It also addressed development of recreational uses along the river and irrigation ditches in the valley. And in 1987, the Rio Grande Valley State Park Management Plan was adopted by the City and County. It established management policies for the State Park, established in 1983.

Population & Census Information

The North Valley's future includes accommodating some of the metropolitan area's projected population growth. The amount of additional population in the valley depends on its continued attractiveness for existing residents to want to remain living there. It also depends on the area's ability to absorb potential residents who will choose to live there rather than in another part of metropolitan Albuquerque.

EXISTING AND PROJECTED POPULATION SIZE

	1990	2000*	2010
Bernalillo County	480,577	525,661	577,864
City	384,736	436,600	462,291**
North Valley Plan Area	44,622	49,337	55,790

** 2000 projected population is based on 1.01% annual growth.*
*** This City 2010 projected population is estimated to be 80% of the County-wide 2010 population.*

1990 Census figures for the plan area show a 1% increase in population from 1980. The area has a relatively high percentage of residents of Hispanic origin, 55% compared to 32% in the County as a whole. All census tracts in the plan area exceed this total County percentage except for tract 35.02 with a 34.9% population of Hispanic origin. The highest percentages are in tracts 29, 30.02, 32.01, and 32.02 with 66%, 60.4%, 63.8%, and 66.9% respectively. This corresponds to the Mid-North Valley sub-areas generally south of Montaño Road.

Census Tracts

Scenario Descriptions

The scenario descriptions present alternative futures for the valley and illustrate the consequences of various policies and practices. The descriptions were developed through research into the valley's history of growth and development and through interpretation of existing Albuquerque/ Bernalillo County Comprehensive Plan policies and goals.

The Trend Scenario describes a possible future for the North Valley based on what has already happened in some areas. The Comprehensive Plan Scenario represents an interpretation of the City and County adopted goals and policies applied in the context of the North Valley. The Preferred Scenario is the scenario of choice—the alternative that City, County, and other officials may adopt and endorse.

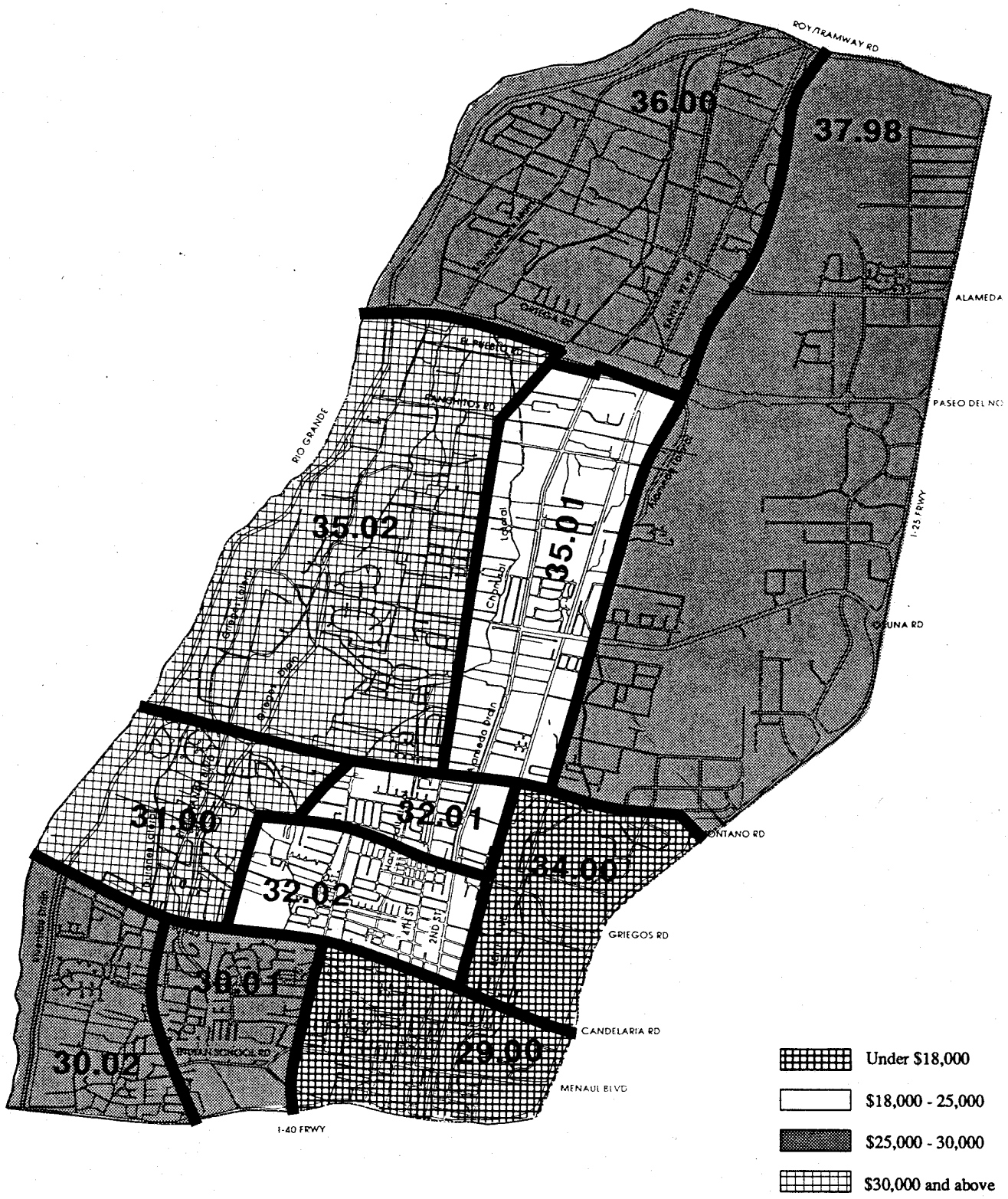
1990 Census data for: North Valley Area Plan

TOTAL POPULATION	44355
SEX	
Male	21641
Female	22714
AGE	
Under 5 years	3430
5 to 17 years	8351
18 to 20 years	1910
21 to 24 years	2320
25 to 44 years	14628
45 to 54 years	4933
55 to 59 years	1856
60 to 64 years	1938
65 to 74 years	3120
75 to 84 years	1530
85 years and over	339
Under 18 years	11781
Percent of total population	26.56
65 years and over	4989
Percent of total population	11.25
HOUSEHOLDS BY TYPE	
Total households	16164
Family households (families)	11554
Married-couple families	8605
Percent of total households	53.24
Other family, male householder	849
Other family, female householder	2100
Nonfamily households	4610
Percent of total households	28.52
Householder living alone	3638
Householder 65 years and over	1233
Persons living in households	43737
Persons per household	2.71
GROUP QUARTERS	
Persons living in group quarters	618
Institutionalized persons	230
Other persons in group quarters	388
RACE AND HISPANIC ORIGIN	
White	32037
Black	399
Percent of total population	0.90
American Indian, Eskimo, or Aleut	1116
Percent of total population	2.52
Asian or Pacific Islander	234
Percent of total population	0.53
Other race	10569
Hispanic origin (of any race)	24427
Percent of total population	55.07

Source: U. S. Bureau of the Census (STF1B 1990)

TOTAL HOUSING UNITS	17436
OCCUPANCY AND TENURE	
Occupied Housing Units	16164
Owner occupied	11906
Percent owner occupied	73.66
Renter occupied	4258
Vacant housing units	1272
For seasonal, recreational, or occasional use	10
Homeowner vacancy rate (percent)	1.56
Rental vacancy rate (percent)	10.88
Persons per owner-occupied unit	2.75
Persons per renter-occupied unit	2.58
Units with over 1 person per room	1035
UNITS IN STRUCTURE	
1-Unit, detached	12022
1-Unit, attached	935
2 to 4 units	900
5 to 9 units	211
10 or more units	644
Mobile home, trailer, other	2724
VALUE	
Specified owner-occupied units	9272
Less than $50,000	1334
$50,000 to $99,999	4873
$100,000 to $149,999	1538
$150,000 to $199,999	793
$200,000 to $299,999	462
$300,000 or more	272
CONTRACT RENT	
Specified renter-occupied units paying cash rent	3885
Less than $250	1088
$250 to $499	2377
$500 to $749	353
$750 to $999	48
$1000 or more	19
RACE AND HISPANIC ORIGIN OF HOUSEHOLDER	
Occupied Housing units	16164
White	12328
Black	104
Percent of occupied units	0.64
American Indian, Eskimo, or Aleut	299
Percent of occupied units	1.85
Asian or Pacific Islander	56
Percent of occupied units	0.35
Other race	3377
Hispanic origin (of any race)	7835
Percent of occupied units	48.47

Report by: Planning Department, City of Albuquerque



north January 1993 MEDIAN INCOME CATEGORIES

North Valley Area Plan

Each scenario assumes the same level of projected population increase to be accommodated. The second and third scenarios emphasize different degrees of sustainable community development. They assume a greater re-use of older homes rather than conversion to non-residential use or abandonment. They also assume a greater re-use of non-residential structures rather than becoming marginal before abandonment leading to demolition.

Trend

Housing

Because home prices are high and continue to rise, the area to the west of Fourth Street would, under the Trend Scenario, become an exclusive area of high priced homes. Low or moderate cost homes in mixed industrial and housing areas would continue to decline. The need for low cost housing would be met in part by mobile home parks and subdivisions in the northern portions of the plan area adjacent to large parcels developed with manufacturing uses. New conventional housing would be of a standard suburban character and layout. The Chamisal Lateral and other ditches through residential areas would be abandoned.

Commercial Uses

Under the Trend Scenario all SUPs would become permanent uses. Commercial development would utilize large blocks extending 600' or more back from arterial street frontage. Second Street would develop with large deep auto-oriented commercial. Vacant and dilapidated buildings would increase on Fourth Street. Larger scale retail space would continue to provide for businesses although the rate of construction would slow. Neighborhoods would be isolated from local shopping and service needs and reliance on the private automobile would increase.

There are over 37 acres of parcels with abandoned or vacant commercial structures in the plan area. These older structures would continue to deteriorate as shopping opportunities in larger centers increase. Remaining five to ten acre tracts located on arterials would be rezoned for commercial purposes. These large scale retail centers would be oriented to the automobile traveler from a large market area. Large asphalt parking lots and increased traffic would further isolate pedestrians and standardize the appearance of the valley. New signage and lighting throughout the valley would alter the views and character of the area.

Industrial and Heavy Commercial Uses

The plan area would continue as the fastest growing employment center in the state. Industrial uses would predominate on long deep parcels adjacent to the railroad tracks and both sides of the Edith Corridor. The North I-25 Area would develop with all heavy commercial and industrial uses but no residential - metal buildings, billboards, lighting, truck access to Edith Boulevard , large asphalt parking lots and concrete arroyo channels. The land along Edith Boulevard and Second Street on the valley bottom will continue in a transition from low density residential uses to heavy commercial and outdoor storage uses. This will limit available land for housing. Lands adjacent to the valley floor on the mesa edge would continue to develop with industrial uses requiring truck and rail access through residential areas.

Agriculture and Rural Character

The trend in the valley is toward the total loss of agriculture. Between 1976 and 1989 over 400 acres of irrigable land were taken out of agriculture. Agriculture in the valley would be limited to historical remnants visible in the remaining ditches and varied lot sizes. Land subdivision would not retain access to irrigation water or to the ditches. This would speed the loss of pasture land, livestock keeping and trail riding. The present urban standards for streets, sidewalks, curb and gutter would continue to be applied throughout the plan area as vacant land is developed. In combination with smaller allowable lot sizes where sanitary sewer is available, these standards will eliminate features currently associated with rural character in the valley.

Albuquerque/Bernalillo County Comprehensive Plan

Housing

Under the Comprehensive Plan Scenario, new residential growth in the Semi-Urban and Rural portions of the North Valley would be integrated into existing neighborhoods and clustered to retain open land. In suitable areas, such as village centers, higher density townhomes would provide a more affordable housing option.

Commercial Uses

Most commercial development in the valley would be oriented to the local service needs of residents and located at major intersections in Village Centers. Pedestrian and bicycle access and access to mass transit, mixed uses, and smaller scale retail would typify Village Centers. Older storefronts would be preserved as structures which reflect the history and scale of the valley.

Industrial and Heavy Commercial Uses

Large scale industrial development would continue in the North I-25 area under the Comprehensive Plan Scenario. These areas would be appropriately landscaped and linked to residential areas through effective transit, paratransit and trails. A planning effort would result in a mixed use or multipurpose site in the northern portion of the North I-25 area. Smaller scale manufacturing and "cottage industries" would be located in the valley. There would be a compatible mixing of different land uses in the North I-25 area which would reduce the need for motorized travel. Vacant properties unsuitable for heavy commercial and industrial uses would be rezoned to allow residential uses.

Agriculture and Rural Character

In the Comprehensive Plan Scenario a limited amount of agricultural land in the Rural and Semi-Urban areas would be maintained through a combination of methods including transfer of development rights and conservation easements. Remaining agriculture in the Comprehensive Plan Established and Developing Urban Areas, however, would not be specifically addressed. The requirement for clustering housing would retain some land in common ownership for gardens, vineyards, and orchards.

Preferred

Housing

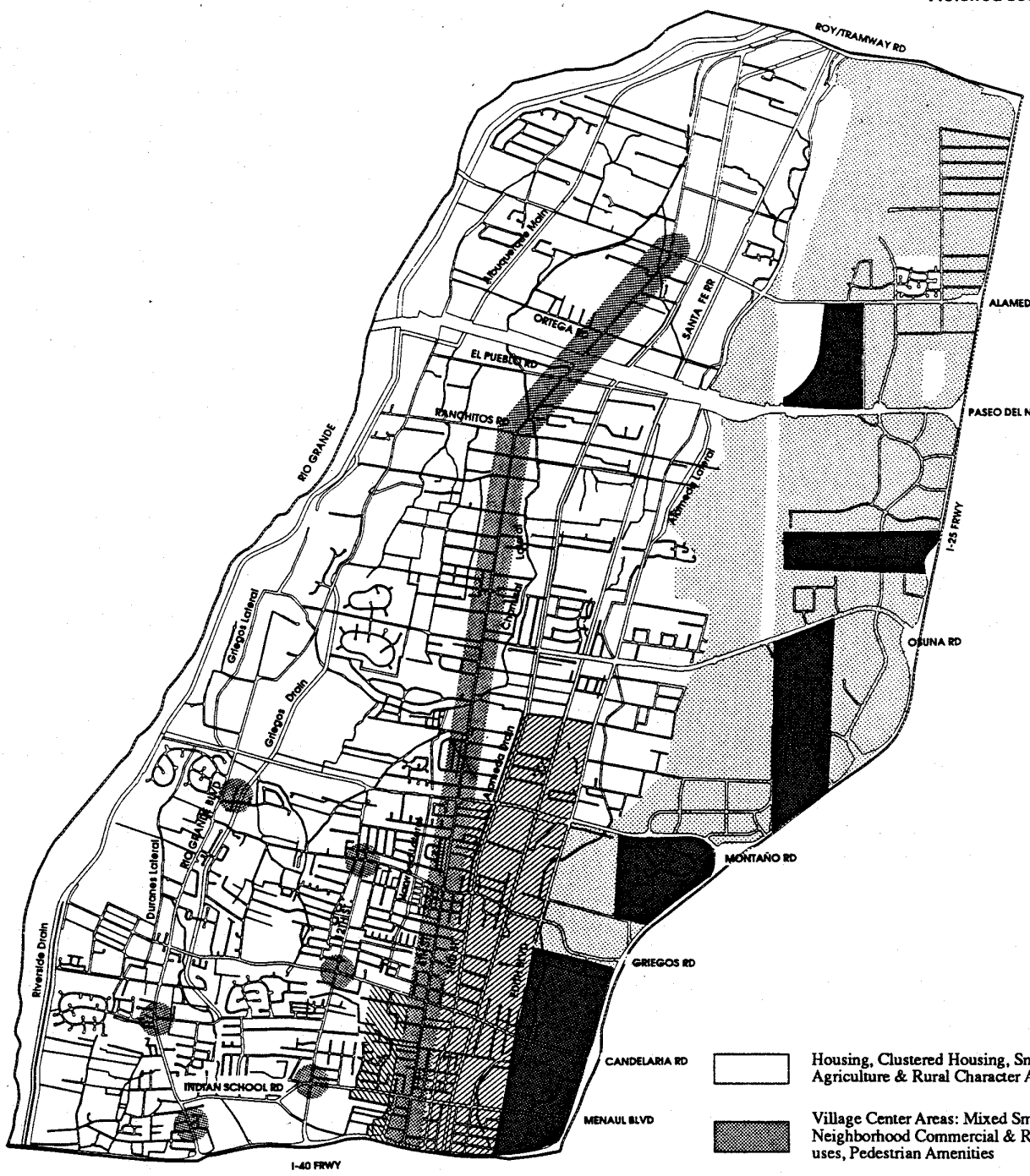
Under the Preferred Scenario, the City and County would assist residents and businesses with efforts to organize and address issues such as buffering between residences and heavy commercial and industrial properties along the mesa edge. The Second Street Corridor would mark the edge of the mixed heavy commercial and housing area between the tracks and Second north of Candelaria with the Alameda Drain and Second Street improvements serving to buffer the housing west of the Drain.

The area of the Mid North Valley East, Second & Fourth Streets , and Edith Subareas with an unstable mix of housing and heavy commercial and industrial uses would be subject to further planning efforts aimed at non-conforming uses, retention and provision of affordable housing and application of Village Center principles. Vacant manufacturing zoned parcels in these areas would be targeted for housing and mixed use projects. Housing should be the predominant use north of Candelaria with the exception of existing business which front the east side of Second Street. In general, the zoning of properties in these areas should be consistent with existing uses. Regulations would be strengthened to provide for buffering between residences.

The east side of the Edith Corridor north from Montaño Road to Osuna Road would be recognized and retained as a residential area with the exception of business which front the roadway. The zoning for these businesses would be consistent with their use (commercial zoning for commercial uses). North of Osuna Road, the Edith Corridor would be retained as residential. Efforts to enhance the appearance of Edith Boulevard and recognize the history of the roadway would be made.

Cluster housing principles would be applied where new housing is proposed. Existing features that distinguish the valley, such as narrow roads and ditches, would be retained in all new development. Features that typify rural character such as mixed lot sizes and setbacks would be replicated in new development. "Common interest communities" would be encouraged to provide for open space and retention of agriculture.

Land adjacent to irrigation ditches would be retained for small scale agriculture through development of cluster housing or retention of A-1 zoning and ditch access. A continued and enhanced mix of neighborhood commercial and higher density residential uses would be encouraged along Fourth Street. Application of Village Center principles would result in a comparable mix and scale of uses, and pedestrian improvements.



Housing, Clustered Housing, Small Scale Agriculture & Rural Character Areas

Village Center Areas: Mixed Small Scale Neighborhood Commercial & Residential uses, Pedestrian Amenities

Large Scale Community & Regional Commercial

Industrial

Subject Areas for Rank III Planning Efforts: Area with Present Mix of Heavy Commercial / Industrial & Housing

north January 1993

PREFERRED SCENARIO
LAND USE PLAN

North Valley Area Plan

Commercial Uses

New commercial uses in the valley would meet local neighborhood needs and would be oriented to those neighborhoods through provision of access to pedestrians and bicyclists. These businesses would be smaller scale and would incorporate Village Center Principles of pedestrian access, mixed use and valley scale and character. Existing small scale commercial uses would be revitalized through public/private efforts to provide pedestrian and bicycle amenities, shared parking, promotion, and landscaping. Mixed commercial and residential use patterns would continue to exist along Fourth Street with enhancements to the pedestrian paths and details, especially transit amenities. Present disincentives and barriers to development of Village Centers would be removed. Such disincentives include reliance on automobile use for local neighborhood, commercial, social and civic functions. Providing for alternative modes of travel and safe pedestrian routes and paths will be an incentive to private investment in Village Centers.

Larger scale community or regional commercial development would be located in the available areas within the North I-25 Corridor. This area is also appropriate for heavy commercial and large scale industrial development served with transit and Ridepool alternatives. Improved non-vehicular connections to and from residential areas on the valley floor would also be made to improve the potential for non-vehicular work travel.

Industrial and Heavy Commercial

Large scale uses would be located only on the east mesa and would be served with transit. County SUP's for these purposes would be limited. Businesses would be assisted in efforts to improve and create non-vehicular connections to residential areas on the valley floor and to the east of I-25. Landscaping to control water erosion and dust and to create a visually pleasing environment would be encouraged. The edges between residences and industries would be designed to buffer residences and eliminate traffic from businesses through the neighborhoods.

Public Uses

Village Center principles would be applied with the location and construction of public facilities. The park and ride station for a Santa Fe/ Albuquerque rail line would be located so as to foster successful and necessary redevelopment in the Central Urban area. Transit would extend bus service to County areas under a revised joint powers agreement between the City and County. Intracity rail and transit service would be planned to reduce the impacts of cross-valley automobile travel.

Trails for both recreation and commuter use would be designed and constructed. Joint use of public rights-of-way, especially ditches, would be implemented.

A planning effort to create a joint use site in the far north portion of the North I-25 subarea would be undertaken.

Agriculture and Rural Character

Agriculture: farming, gardening, raising livestock, maintaining irrigated permanent pasture land, and related uses would be encouraged through market and tax incentives and through subdivision standards that provide for the retention of irrigation access and larger parcels. Development on irrigable land, residential or commercial, would be arranged to retain use of irrigation water for either landscaping or agriculture. Access for non-vehicular travel would be retained and/or created with any new development or subdivision. This includes access to ditch roads or any other formal or informal trail network.

Land Use and Zoning

2

Whether these forces (market pressures for "infill" in the North Valley) are allowed to dictate zoning and land use change to 'higher and better' economic activities depends upon the planning and zoning bodies of the local government jurisdictions.

- North Valley River Crossings Environmental Impact Statement, 1983

Summary

Zoning governs land uses and their intensity, density and location. Land use patterns, in turn, determine the need for and location of transportation facilities and other public infrastructure. Zoning is the key tool with which the City and County can govern and implement land use patterns.

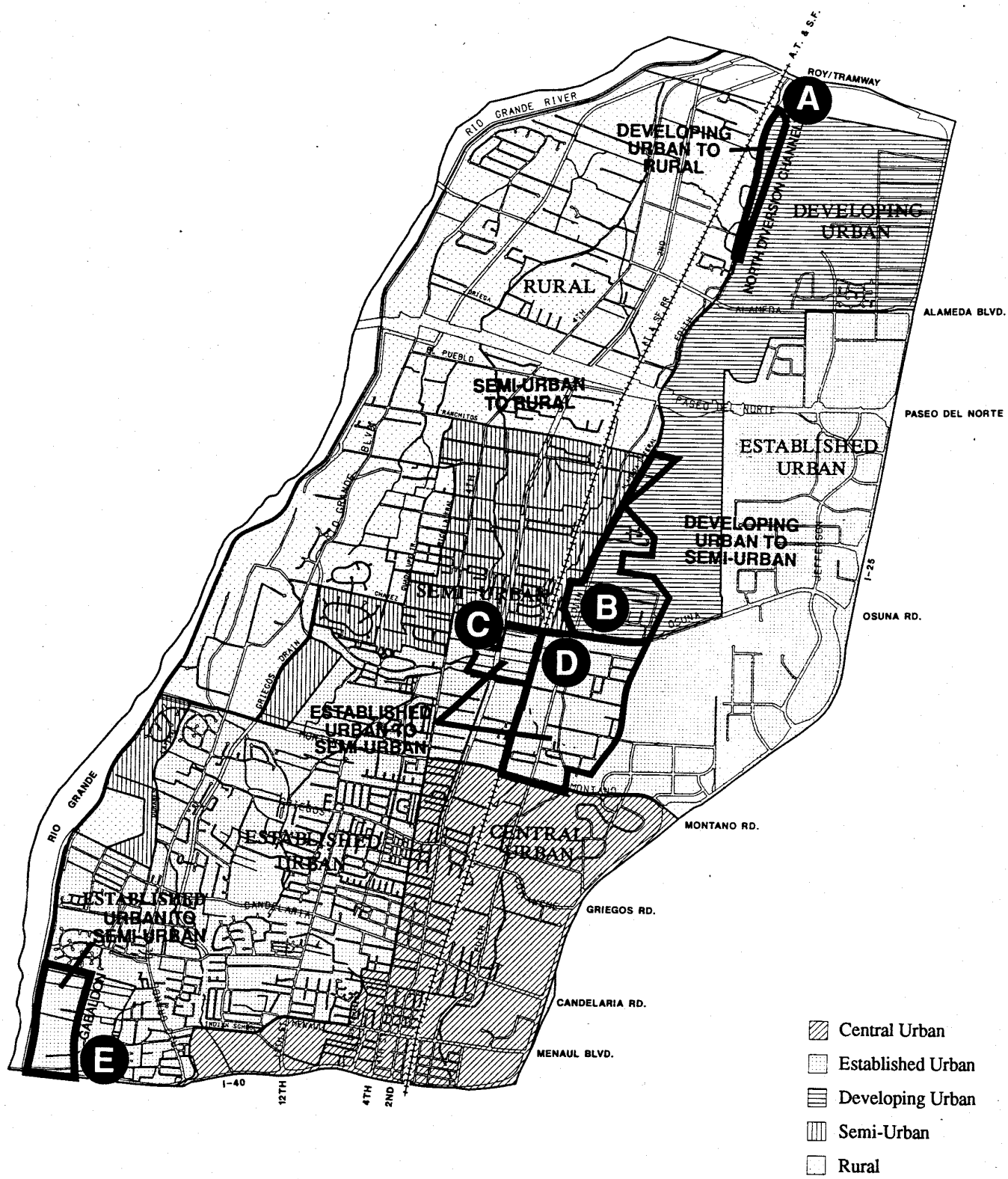
Zoning is the key tool with which the City and County can govern and implement land use patterns.

Unlike other portions of the metropolitan area, many land use patterns in valley areas predate zoning. The general patterns and proportions of land uses are described in this chapter and in more detail in subarea descriptions contained in the appendices.

In general, the housing that would be allowed on vacant land in the North Valley with existing zoning is sufficient to accommodate projected growth. Zone changes and special use permits, however, are granted monthly in both the City and County. On a case-by-case basis the impact of these changes are difficult to judge but over time they can significantly alter an area's character. This plan recommends stabilizing zoning and land use and promoting development and redevelopment of existing commercial and industrial properties.

Comprehensive Plan Areas

The City adopted its first Zoning Ordinance in 1954, and every North Valley parcel was designated one of several zoning districts and officially mapped to show that designation. The City's first General Plan (the Municipal Master Plan) was adopted between 1962-1974. The original zoning was generally consistent with the Plan as required by State law. The County adopted its first Zoning Ordinance in 1968. The Municipal Master Plan was repealed in 1975 and the Comprehensive Plan was adopted by both the City and the County to replace it.



north January 1993 COMPREHENSIVE PLAN AREAS

North Valley Area Plan

The consistency between the City/County Comprehensive Plan land use policies and existing zoning is open to interpretation and is tested with each zone map amendment request. This Plan is intended, in part, to affirm the validity of existing zoning as an instrument that the City and County have to control the type, location, and density of growth. Land use policies are only as effective as their implementation through zoning. Stability in the zoning and resulting land use pattern is critical for effective planning of all systems such as roadways and utilities.

The Albuquerque/Bernalillo County Comprehensive Plan provides policies which form the basis for lower ranking plans and land use regulations, including the zoning and subdivision ordinances of the City and County. The policies are keyed to a plan map which identifies six development categories: Central Urban, Established Urban, Developing Urban, Semi-Urban, and Rural. All six categories are represented in the North Valley Plan Area.

The basis for determining the present boundaries between development categories was generally related to whether or not land was platted. In some areas the anticipated provision of water and/or sewer service determined the development category. Detailed analysis of the vacant land area, character and existing developed densities were generally not undertaken within the Comprehensive Plan. As a result, there are several areas of the North Valley today where development categories appear mismatched with area character and development potential. These areas have an appearance and neighborhood character often associated with the Rural and Semi-Urban areas but which are within the Established or Developing Urban categories.

Descriptions of each area are given in the plan. Established Urban areas include most of the "built up" area. This area is intended for gross* densities up to 5 dwelling units per acre, and infill is encouraged. The Developing Urban area has "adequate resources for urbanization" and the emphasis is on planning for large areas. The gross densities in this area are also up to 5 dwelling units per acre. The Semi-Urban areas have special soil and water limitations or scenic, agricultural, recreational assets, and the appropriate gross density in this area is from 1 to 3 dwelling units per acre. Clustering is encouraged.

The Comprehensive Plan states that the boundaries of these development areas should be amended only for "compelling reasons of planning policy." This plan recommends amendments to several of the Comprehensive Plan boundaries. These amendments will improve the necessary consistency between the area character and the Comprehensive Plan densities and area descriptions.

Amendments to Comprehensive Plan boundaries are described below and shows on map. The net housing density was estimated in each of the subject areas. Net density is the density of the developed housing areas, not including streets. Gross densities, the densities guided by Comprehensive Plan policy, would be much lower.

Developing Urban to Rural (Area A)
(Edith Boulevard Corridor)

This area lies to the west of the North Diversion Channel at the northern end of the Edith Boulevard Corridor Subarea. The channel at this location provides a clear and logical edge between the manufacturing uses in the City's jurisdiction and valley lands in the County. This subject area is within the County unlike the land to the east of the channel. The net housing density in this area ranges from 1 to 2.5 dwelling units per acre. Developing Urban areas are appropriate for gross densities of up to 5 dwelling units per acre. Such densities in this area would be vastly out of character with the adjacent valley land. The area was identified in the North I-25 Sector Development Plan as Open Space and Agricultural.

Developing to Semi-Urban (Area B)
(Edith Boulevard Corridor)

This area of north Edith Boulevard is largely residential with the exception of several uses allowed by Special Use Permit. The proposed change would not affect those uses. The original boundary between Semi-Urban and Developing Urban followed the Alameda Lateral. This land is above the ditch and therefore, is not in agriculture. However, the area was subdivided at the time the Comprehensive Plan areas were mapped. Almost one-half of the land area is in agriculture or vacant. The net densities of the developed residential areas range from 2 to 3 dwelling units per acre.

Established Urban to Semi-Urban (Area C)
(Second and Fourth Street Corridor)

This area has much in common with Semi-Urban portions of the plan area. Much of the area was originally platted in 3 acre lots with access to irrigation water. The developed neighborhoods have a net density of approximately 1 to 2 dwelling units per acre.

** "Gross" density in the Comprehensive Plan refers to the overall density within an entire development category. Gross site density refers to the density of a given site including land used for roads, easements, etc. Net density refers to the number of homes per acre for a given site excluding roads, easements etc.*

Established Urban to Semi-Urban (Area D)
(Edith Boulevard Corridor)

Much of this area is known as the Vineyard Addition. It was platted early in three acre lots with access to irrigation water from the Alameda Lateral. The area has many rural character features and is developed at relatively low net densities ranging from 1 to 3 dwelling units per acre with the exception of the mobile home park which has a net density of approximately 5 dwelling units per acre.

Established Urban to Semi-Urban (Area E)
(Mid-North Valley/West)

This portion of the plan area is located in the Duranes neighborhood and is rural in character. It is within the County and developing at low net densities ranging from .75 to 1.5 dwelling units per acre. There is irrigated agriculture in this area. It is appropriate for Semi-Urban designation because of this character and the area's proximity to the Rio Grande Valley State Park.

Zoning

Zoning Capacity—The Buildout Analysis

The location, type and amount of growth that existing zoning will allow was estimated and analyzed. These estimates can help both City and County planning commissions place individual zone map amendment requests in the context of the Comprehensive Plan and judge the overall availability and location of zoning for particular uses.

The buildout estimates were compared to population projections to determine how the available land relates to projected growth. In most subareas, the existing zoning will accommodate projected growth to the year 2000. Significant growth beyond buildout figures will require zone changes and/or new development forms.

Below are 1990 figures for housing and population, the estimated number of dwellings at buildout, the estimated total population at buildout for the entire plan area, and the projected population in the year 2000. Figures for each subarea can be found in the subarea descriptions in the appendices.

NORTH VALLEY PLAN AREA

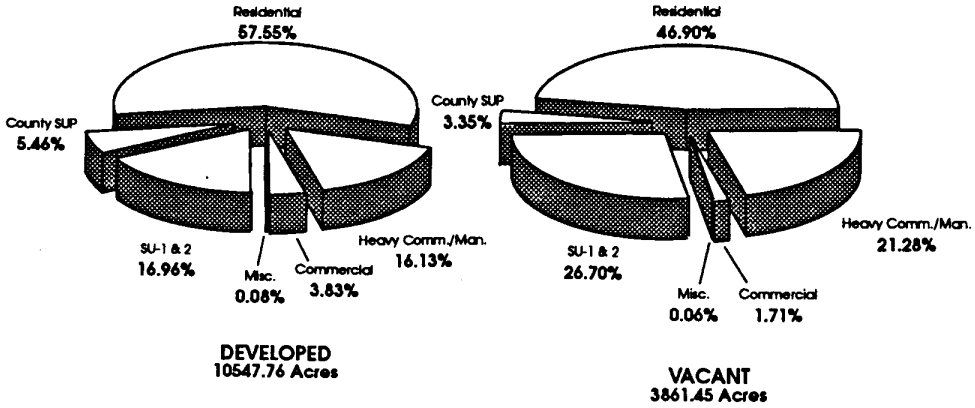
	1990	Buildout	2010 Projected
Housing Units	16,144	21,772	N/A
Population	44,622	52,252	49,337

Lands now zoned for non-residential uses were not used in this analysis but represent a significant resource for future housing. Conventional housing subdivisions or mixed use development on manufacturing zoned land could provide needed housing at a variety of densities and fulfill goals of this plan and of the Comprehensive Plan.

Radical rezoning of low density residential lands is not necessary in order to accommodate growth.

The Buildout analysis demonstrates that radical rezoning of low density residential lands is not necessary in order to accommodate growth in the near future. In the longer term, underutilized (vacant) land now zoned for other purposes can provide for housing. The Preferred Scenario of this plan calls for such efforts on manufacturing zoned land on the valley bottom, and along the Fourth Street corridor.

NORTH VALLEY AREA PLAN ZONING
City/County

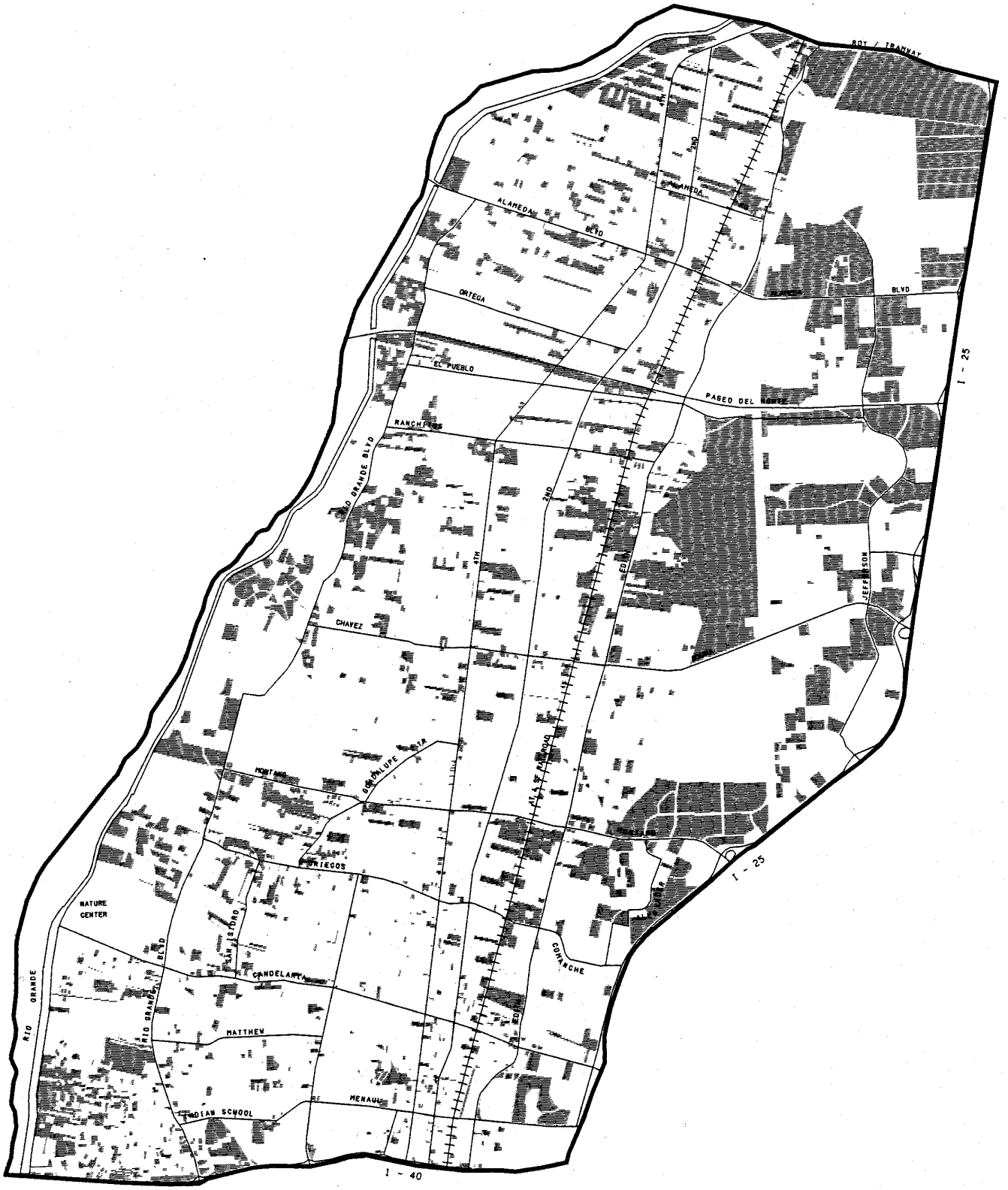


These figures, based on zoning mapped for the City and the County, show the land developed under general zoning districts and land that is vacant in each of those same districts. Of the total developed acreage in the valley, 6,070 acres, or 58% is residential. Commercial uses make up about 4% of the land area or 404 acres. Heavy commercial and manufacturing uses are developed on 16% of the land or 1,702 acres.

In 1970, 82% of the land in the valley was vacant. In 1985, that percentage dropped to 66%. Today there are approximately 3,861 acres of vacant land in the plan area. This represents 36.6% of the total plan area. Residentially zoned land accounts for 46.9% of this total. This is similar to the proportion of land developed for residential uses in the South Valley (53%). Relatively little land is available for commercial uses (66 acres). Heavy commercial and manufacturing zoning is in place on about 822 acres of vacant land. This does not include Special Use zoning and Special Use Permits that can accommodate these uses.

The County Zoning Ordinance and Zone Maps were established in 1968 and have been legally in effect since 1973. The zone maps generally reflect the land use pattern that existed in 1968. More extensive knowledge of soil suitability and water quality, as well as a new appreciation for affordable housing, rural character and agriculture add a dimension to land use planning for the County that original zoning may not reflect.

Zone map amendments in the North Valley reflect trends and perceived trends in land use and growth. From January 1985 to May 1991, the County approved 65 out of 110 requests for zone changes. Most of the requests granted were from residential to commercial zoning or from A-1 to R-1. (See Appendices H, I, J)



Vacant Acres (3686.5)

north January 1993 TOTAL VACANT ACRES

Rural Agricultural Zone

The Rural Agricultural Zone, or A-1 zone, in the County is intended "to safeguard the future water supply, to provide open land and spacious development in areas remote from available public services, and to recognize the desirability of carrying on compatible agricultural operations and spacious home developments in areas near the fringes of urban development". The zone is also informally viewed as a holding zone for urban development. When services become available to an area, the landowners may request and receive zone changes, regardless of whether or not the land is still suitable for agricultural use.

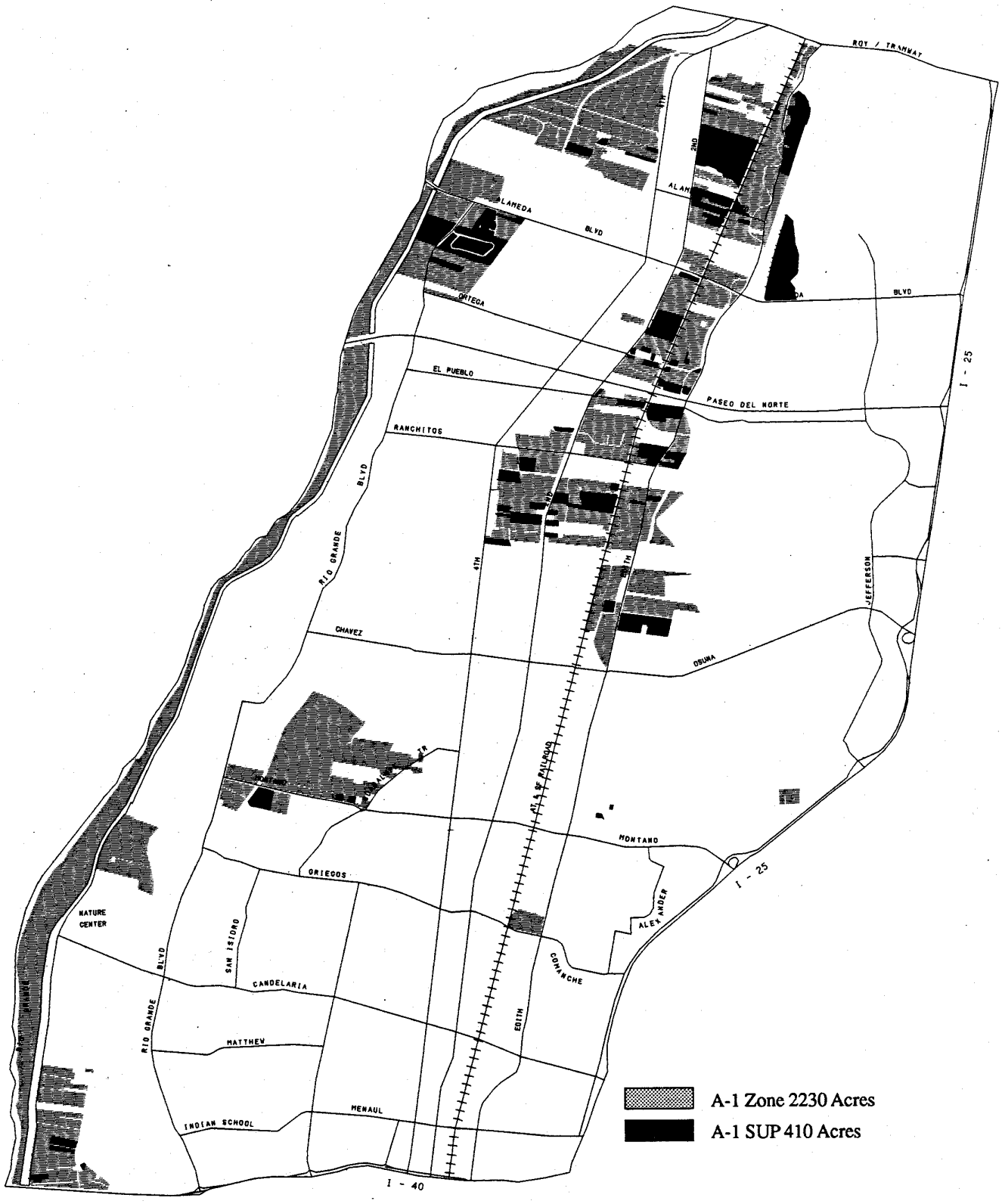
Large scale development of housing and businesses can be accommodated in many portions of the metropolitan area. Land suitable for irrigable agriculture is found only in the valley. Small scale agriculture and uses associated with agriculture such as horse training and breeding are common activities on A-1 land. It has been argued that valley land in Bernalillo County is no longer suitable for agricultural use because of the trend toward urbanization. Local agriculture and such associated activities do, however, contribute substantially to the local and state economy and to the area's unique character and desirability.

Land suitable for irrigable agriculture is found only in the valley.

Single Family Residential Zone

Parcels zoned A-1 that can be irrigated are rapidly being lost to development that precludes continued or future agricultural use. Zone changes and subdivision into smaller parcels for residential development is common in valley areas. The Single Family Residential Zone, R-1, in the County also provides for agriculture but allows homes on 1/2 acre or smaller lots depending on availability of water and sewer systems.

Much of the land zoned R-1 can not be developed at R-1 densities because of present lot size requirements regarding on-site liquid waste disposal (conventional septic tank systems). Approximately 170 vacant acres are zoned R-1 but are not served with sanitary sewer lines. Much of this land is located in the Rural Area.



north January 1993 **A-1 ZONED LAND**

North Valley Area Plan

Special Use Permits

The County can authorize the location of uses in any zone in which they are not regularly permitted through use of a Special Use Permit (SUP). There are now approximately 197 Special Use Permits in the County portion of the plan area. "Specific use" SUP's may be granted for virtually any use in any zone. They may be considered by the planning commission only after the zoning requested by the applicant is found to be inappropriate and where "unique conditions and substantial neighborhood support exist."

The ordinance states, "the purpose of Special Use Permits is to assure compatibility between uses" by enabling the County to require additional landscaping and buffering, however, the landscaping requirements for a SUP are not specified in the ordinance. In some cases, landscaping of uses allowed by SUP may be less than what is required under regular zoning.

Special Use Permits do not change the underlying zone designations. Most of the Special Use Permits for heavy commercial and industrial uses are located on residentially zoned lots. While a non-residential use is not necessarily incompatible with housing, there are numerous use conflicts evident in valley areas. The County can impose conditions and limits on SUP's to assure compatibility between uses, and to preserve the integrity and character of the zone where the use is located. This is difficult where the use permitted is heavy commercial or industrial and underlying zoning is residential. Some valley residents have argued that SUP's have been granted for uses that changed the character of the areas where they are located.

SPECIAL USE PERMITS BY USE AND UNDERLYING ZONING

Underlying Zones (acres)

USE	A1	MH	C1	C2	R1	Total
Residential	198.0	36.6	23.8	0.0	48.6	314.6
Commercial	33.0	2.5	4.4	0.0	45.7	90.7
Industrial / Heavy Commercial	144.7	28.3	34.5	1.4	76.0	285.0
Institutional	50.9	5.1	0.0	0.0	4.3	60.3

The majority of Special Use Permits for heavy commercial and manufacturing uses are approved on land with residential zoning.

The majority of Special Use Permits for heavy commercial and manufacturing uses are approved on land with residential zoning. There are 40 Special Use Permits for contractor's yards in the unincorporated County portion of the North Valley. Of these, 13 are vacant. Depending on location and screening, such uses are not attractive or conducive to residential neighborhood stability.

The County Zoning Ordinance states that Special Use Permits, unless otherwise specified, are good for the life of the permitted use. If a use allowed by a permit is discontinued, the permit may be cancelled. There is currently no process for systematic verification of uses allowed through SUP. Approximately 61 of the 197 SUP's are presently vacant. Many are advertised for sale as such.

The procedure for cancelling a vacant Special Use Permit presently allows a property owner to retain the permit simply by notifying the County in writing of his or her intent to do so. There are no further requirements for re-submittal of development plans or for re-evaluation of the appropriateness of the permitted use. In addition, a recent State Court of Appeals case found that the existing ordinance did not contain language to enable the County to revoke an SUP because of violations. This opinion indicates a need to augment the ordinance language.

The number of uses allowed through Special Use Permits has created a potentially complex and cumbersome problem for the County with regard to reviewing each SUP for conformance. The difficulty of cancelling permits on vacant property and where violations occur has added to a perception on the part of some residents that SUP's are de facto zone changes. Staff was unable to find any cases in the North Valley where a parcel with a Special Use Permit returned to the uses allowed by the underlying zoning. In light of this situation and perception, the County might consider either granting zone changes instead of SUP's, or tightening the restrictions and review required of the permitted uses.

Between January 1985 and May 1991, there were a total of 102 Special Use Permit applications requested. Of these, 60 were granted. The majority of these permits were for manufacturing and heavy commercial uses including contractor's yards.

There would probably be more M-1 zoning in the County if it were not for the Special Use Permits that are granted for uses otherwise allowed only in the M-1 zone - especially outdoor storage. The County is more likely to grant a SUP for heavy commercial or industrial uses than a zone change to M-1. This may be because the SUP provides the potential for an eventual return to the uses allowed by the underlying zoning and more control over the allowed uses. The popularity of SUP relative to zone changes may indicate a need to amend the code to allow more flexibility than the present code provides especially regarding the storage of contractor's equipment.

Vacant

Developed

north January 1993 COUNTY SPECIAL USE PERMITS

North Valley Area Plan

In the County portion of the plan area there are approximately 102 acres of vacant M-1 zoning. Most of these (79%) are under one acre in size and will probably require replatting prior to development. In some cases, M-1 land is located in the Rural Area. County M-1 land that is unserved by sanitary sewer is of particular concern given potential groundwater contamination from allowed uses.

Special Use Permits can provide more protection for adjacent uses and more control over specific uses than do regular zones and this is their purpose. Despite problems, the SUP can be useful in guiding land use while providing flexibility for the land owner. Where land is presently zoned County M-1 but is located adjacent to residential uses, the County could consider granting a SUP. This would allow development but would afford more protection by requiring site plan approval. In addition, SUP might be considered in unsewered areas where uses allowed under regular M-1 zoning may pose a threat to the groundwater.

Non-Conforming Uses

City Zoning, established in 1954, reflects strong optimism about rapid growth of industry and multifamily housing in the city portions of the plan area. In many locations, the land is zoned for manufacturing or commercial uses while property is developed with residences as non-conforming uses. In the City, these buildings or structures must be removed or converted to a conforming use within a specified time period - generally over forty years from enactment of the code.

There are many homes on land zoned M-1.

In the Mid-North Valley East Subarea, there are many homes on land zoned M-1. Procedures for resolving this difference should be undertaken along with general code enforcement. Both will require a property-by-property assessment of the use and condition of structures in this area.

Design Overlay Zoning

The Design Overlay Zone (DOZ) can be used in both City and County areas which deserve special design consideration. The zone can be applied in addition to provisions of another zone. It may be mapped for areas that are at least 320 acres or any area specified by a sector development plan. The Zone may be applied to lands with scenic natural features, highly significant views, or where the subject land plays a strong role in the form of the metropolitan area such as arterial street, corridors, or critical areas near urban centers or historic zones. There are several areas in the North Valley where the design controls possible through an overlay zone might be appropriate. An overlay zone could be created to govern signage, building setback and landscaping along streets, to guide the development of land

along the river, to guide development in and around Village Center locations, and/or to cluster residential development in certain locations.

Streets with scenic or historic character such as Alameda or North Edith Boulevards might benefit from an overlay zone which could be used to regulate uses, siting of buildings, size and location of walls, fences, landscaping and signage. Land next to the Riverside Drain and bosque might be placed under an overlay zone to protect vegetation, wildlife populations, and aesthetic qualities that distinguish these lands. Homes could be clustered to preserve cottonwoods and large scale or intense commercial development could be limited. This area might also be appropriate for landscaping that provides continuity for bosque habitat - clusters of trees, wetlands reconstruction, and especially retention of irrigation ditches to carry water to the landscaping.

Village Center development ideas, including smaller scale mixed use development, a greater amount of landscaping, and pedestrian improvements could be governed by an overlay zone. These principles are included only as guidelines in the plan. Cluster housing could also be governed by a DOZ that specified location, density, open space use, and other specifics that general provisions in the regular zoning code would not cover.

Shortcomings of Design Overlay Zoning include their administrative complexity and necessary commitment to stronger land use control. Strong political will, agreement on the importance of the regulation, and consistent enforcement would be necessary. If it is easier to get a zone change than to comply with the requirements of an existing zone, then augmenting those regulations with a design overlay zone will have little beneficial effect. If enforcement of existing regulations is difficult, an increase in requirements without subsequent increases in enforcement staff and capacity will be unsuccessful.

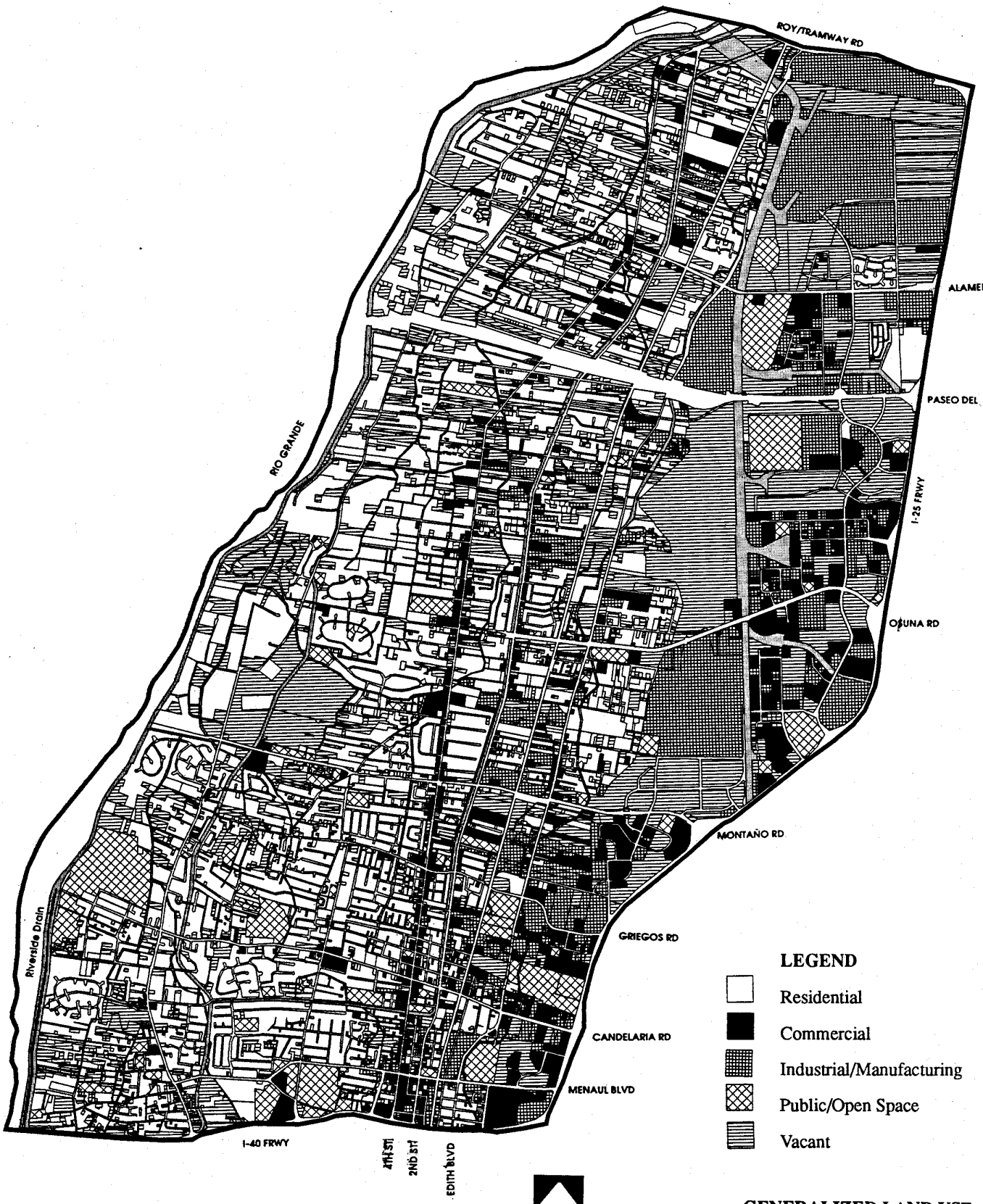
The history of zone changes, administration of Special Use Permits, and State Court cases regarding land use, indicate a general unwillingness to exert strong regulatory control over land uses in the valley. Stronger regulations promulgated in this political climate are unlikely to gain acceptance. The interest in and promotion of techniques such as the DOZ must come from the community and be developed in response to their needs and concerns.

The interest in and promotion of techniques such as the DOZ must come from the community and be developed in response to their needs and concerns.

Residential
Commercial
Industrial
Public / Institutional
Vacant
Areas with no Zoning

north January 1993 GENERALIZED ZONING

North Valley Area Plan



north July 1992. **GENERALIZED LAND USE.**

North Valley Area Plan

Land Use Patterns

Housing

Housing is the predominant land use in the North Valley comprising over 57% of all uses. Homes are located throughout the plan area except for the North I-25 Subarea where housing makes up just 3% of the uses. Homes are located in diverse settings including standard suburban subdivisions and older historic settlement patterns. Mobile home parks are a popular housing alternative with their residents and make up a substantial proportion of the higher density housing found in the plan area.

Much of the new housing in the valley is built on land used for agricultural purposes. This accounts for lot patterns and subdivisions that reflect these earlier uses such as streets which dead end on irrigation or drainage ditches. In some subareas, particularly the Second and Fourth Street Corridors and the Edith Corridor, housing is located near or between manufacturing and heavy commercial uses. This has created some land use conflicts but also provides opportunities for linking jobs and commerce to the existing neighborhood fabric and therefore strengthening the community as a whole. Where potential negative impacts of large scale businesses, such as traffic, can be limited, neighborhoods gain employment opportunities and businesses become good neighbors.

Alternately, a trend toward investment in commercial and manufacturing uses in previously residential areas can destabilize residential uses. Conversions of residential property can have negative impacts on remaining residences. Lending institutions and potential homeowners may regard commercial and manufacturing uses in a residential area as undesirable. The opposite conversion, of commercial land to housing, is not a present trend in the plan area, although large tracts of vacant manufacturing land have provided locations for mobile home parks in the past.

Most residences in the North Valley are single-family homes. Mobile homes make up 14% of homes in the plan area and 20% of all homes in Bernalillo County. There are few apartments in the plan area compared to other portions of the metropolitan area. However, living quarters associated with a main house are an alternative desired by some residents.

Housing in the valley is far less homogeneous than other portions of the metropolitan area.

Housing in the valley is far less homogeneous than other portions of the metropolitan area. A mix of housing types and lot sizes are desired by residents and there are opportunities to accommodate new housing in different ways. The relatively small vacant parcels lend themselves to custom housing construction. Amendments to Comprehensive Plan boundaries will provide a better basis for differentiating between areas and

applicable development standards. These valley standards will be of particular importance in maintaining valley character as urban sewers become available.

Commercial

There are approximately 786,874 square feet of retail space in the North Valley plan area according to Coldwell Banker Figures. This excludes structures smaller than 10,000 square feet. Over 200,000 square feet of space, or 26.4%, is vacant and for lease. The overall vacancy rate for the Albuquerque area is 15.5%.

Much of the commercial development in the valley is located along arterials, especially Fourth Street. The visibility and access from this street created the pattern. This established pattern differs from new commercial development that tends to be much larger and therefore requires much larger parcels for development. Larger sites for commercial development can drastically alter patterns of shallow or narrow lots that typify much of the valley.

Larger sites for commercial development can drastically alter patterns of shallow or narrow lots that typify much of the valley.

Arterials are often locations for new commercial development. While the Comprehensive Plan states that strip commercial development is not appropriate in rural areas, commercial development of formerly agricultural land along streets has occurred. This is indicative of the high value placed on visibility for commercial uses and the relatively low value placed on agriculture and retention of rural character.

The need to maintain traffic flows on arterial streets is a strong argument for retention of agriculture and low density residential uses: Such uses are not traffic intensive. Residences on large lots sited well back from the roadway are less likely to be as noise sensitive as higher density housing and likely to generate less traffic. While pollutants from street sources may be a concern for crop production, much of the land adjacent to streets is now in alfalfa or permanent pasture.

The responsibility for the impact of roadways on adjacent lands should rest with the public agency constructing or improving the roadway. The State, County or City can ensure that the roadway design minimizes impacts on existing land uses by constructing landscaping or other buffering measures, or by purchasing additional right-of-way or easements along the roadway to ensure adequate separation of the roadway from residences. The alternative is to anticipate and allow the continual turnover and conversion of residential or agricultural properties to commercial uses and accept the loss of roadway capacity and area character.

Industrial

The largest proportion of industrial or manufacturing land in the plan area is located in the North I-25 area to the east of the valley floor. There are approximately 1200 acres of such uses in this area. Many heavy commercial and manufacturing uses are located along Second Street and Edith Boulevard on the valley floor especially south of Montaño Road. This brings these uses into potential conflict with residential uses which are located almost exclusively on the valley floor.

The land on the valley floor is closer to the railroad and is generally located outside of the City limits. This land may also be lower cost than the land on the mesa that is often within industrial parks that were subdivided more recently. Industrial land in the valley often went directly from agricultural to manufacturing or heavy commercial use.

Except within the North I-25 area, the pattern of industrial uses in the valley is very mixed. Generally, the farther north one travels in the plan area, the fewer manufacturing uses are evident. The dividing line is especially difficult to locate as non-residential uses often leapfrogged developed residential areas along both Second Street and Edith Boulevard.

Zoning and Land Use Policies

1. The Comprehensive Plan area boundaries shall reflect existing character, resources and development potential in the North Valley.

   a. City and County shall adopt the following proposed Comprehensive Plan boundary changes:

      Developing Urban to Rural, north of Calle Del Fuego, east of Edith Boulevard, south of Tramway Road, and west of the North Diversion Channel.

      Developing Urban to Semi-Urban, north of Osuna Road, east of the Alameda Lateral Railroad tracks, south of Ranchitos, and west of the Municipal Limits.

      Established Urban to Semi-Urban, north of the Gallegos Lateral, east of the Chamisal Lateral, south of Osuna Road, and west of the AT&SF railroad tracks.

      Established Urban to Semi-Urban, north of Montaño Road, east of the AT&SF Railroad tracks, south of Osuna Road, and west of the Municipal Limits.

      Established Urban to Semi-Urban, north of I-40, east of the Rio Grande, south of the Municipal boundary, and west of Gabaldon Road .

2. The City and County shall stabilize residential zoning and land use in the North Valley Area.

   a. Limit the location, duration and type of new uses allowed by Special Use Permit.

      i. Restrict new Special Use Permits for heavy commercial and manufacturing uses in North Valley residential zones to owner-occupied businesses with five or fewer employees on 1/2 acre or greater.

      ii. Limit the time period between approval of new Special Use Permits and issuance of a building permit to one year.

   b. Cancel discontinued Special Use Permits, permits granted where existing conditions of approval are not met, and permits that are otherwise in violation of the Zoning Ordinance.

i. Undertake systematic inspection of Special Use Permits beginning with permits granted in residential zones.

ii. Determine the need for new positions for zoning and planning activities especially as they relate to County Special Use Permits and area plan implementation.

c. Retain existing County A-1 zoning as the only Rural Agricultural zone intended to provide for agricultural activities and spacious development especially in Semi-Urban and Rural areas where such land is adjacent to irrigation ditches.

d. Require landscape buffering and other measures necessary to limit potential impacts of non-residential uses on residential areas.

i. Amend the County Zoning Ordinance to require buffering and landscaping between non-residential uses and land used or zoned for residential purposes.

ii. Through the site plan review and approval process, require special buffer landscaping, fencing, lighting controls, increased setbacks, and/or other measures to protect County residential uses below the mesa edge from potential impacts of City non-residential development in the North I-25 subarea.

e. Retain the low density character of Rural Areas of the North Valley.

i. Amend the County Zoning Ordinance to provide a lot area minimum for R-1 zoned land in the Rural Area equal to the area required to meet Liquid Waste Ordinance requirements or 3/4 acre, whichever is greater.

f. Undertake a planning process for areas of Mid-North Valley East and Mid-North Valley West to address land use conflicts, non-conforming uses, redevelopment of vacant land, affordable housing, transportation, streetscape improvements, cultural sites, and other issues.

g. Where appropriate, according to this plan or more detailed plans, encourage and support efforts to rezone properties to their present use or for residential uses.

3. The City and County shall limit new strip commercial development and associated signage on valley arterials.

a. Retain existing residential zoning on Alameda Boulevard, Second Street, Montaño Road, and on future roadway corridors.

b. Undertake Rank Three planning to create design overlay zoning along Alameda Boulevard (County), Second Street (City/County), and Montaño Road (City).

c. Promote commercial development and redevelopment of existing commercially zoned properties.

   i. Assist existing and potential businesses with organization and promotion efforts.

   ii. Undertake a coordinated Rank Three planning effort with the City, County and Village for the Fourth Street Corridor.

d. Adopt and promote Village Center Principles for new and redeveloped commercial properties.

   i. Undertake Rank Three planning to implement Village Center Principles.

4. The County and City shall seek adoption or endorsement of the Area Plan by the Villages of Los Ranchos de Albuquerque and Corrales for the areas included in these municipalities' planning and platting jurisdictions.

Air Quality

3

Summary

In recent years, the Albuquerque Urban Area has experienced air quality problems from two pollutants: carbon monoxide and particulates. For many years, Albuquerque has been classified as a non-attainment area for carbon monoxide (CO). Non-attainment means that a violation of the National Ambient Air Quality Standards (NAAQS) has occurred. Severe penalties can be imposed on Bernalillo County by the Environmental Protection Agency for failure to meet the NAAQS. These penalties may produce substantial economic consequences in the community, including sanctions on federal funding. On September 22, 1992, the Environmental Protection Agency published a proposed rule in the Federal Register calling for classification of Bernalillo County as non-attainment for particulates.

The highest levels of particulates in the urban area have been recorded in the North Valley.

The portion of the urban area covered by the North Valley Area Plan has the potential to exhibit problems for both CO and particulates. While CO levels are not currently monitored within the plan area, factors that lead to high levels are present in the plan area (e.g. relatively high traffic volumes, congestion, and stable meteorological conditions). During the winter of 1982 to 1983, unofficial CO monitoring in the North Valley provided evidence that CO levels near the federal eight-hour standard existed near the Griegos Road/Fourth Street intersection. These monitoring efforts, performed by the New Mexico Environmental Improvement Division, recorded levels exceeding the federal eight-hour standard (FHWA, 1983).

Recent and past air quality monitor data provide documentation that the North Valley is a problem area for particulates. The highest levels of particulates in the urban area have been recorded in the North Valley. High levels are present at this monitor during every season of the year. Also during the late 1970's, standards for total suspended particulates (TSP) were exceeded in the North Valley. More recently, the Environmental Protection Agency has emphasized control of inhalable "PM10" matter, which only includes particles smaller than 10 microns. PM10 is the pollutant now measured by the City throughout the Urban Area.

Primary Sources of Pollution in the North Valley

Based on existing traffic volumes accompanied by congestion, a number of locations within the plan area possess at least some potential for relatively high levels of CO. Congestion involving slow moving vehicles usually produces more vehicle emissions per mile than smooth traffic flows. Generally, the most critical areas for air pollution surround major roadways and roadway intersections. Examples include the intersections of Second Street with Paseo del Norte, Osuna Road, Montaño Road, and Candelaria Road. Similarly, many intersections along Fourth Street also exhibit high traffic volumes and congestion. Segments of Paseo del Norte also carry high traffic volumes, with speeds often slowing during peak hour traffic. Interstate 25 and Interstate 40 on the edge of the plan area also carry very high traffic volumes, often exhibiting substantial congestion. Future changes due to development, particularly in the eastern half of the plan area, pose the potential for problems if traffic increases and congestion occur.

Although motor vehicles generate the majority of CO, woodburning is considered the second leading source. In fact, a woodburning stove or fireplace may emit enough CO in one evening to equal approximately two days of driving a vehicle to and from work. Sources other than motor vehicles and woodburning that currently contribute minimally to CO levels include:

- Aggregate processing operations.
- Large industrial facilities, including on-site power generation.
- Home heating.
- Trash burning.

Although industrial operations are not presently considered a major contributor of CO, large facilities can contain equipment capable of producing large amounts of CO on site. In contrast, enterprises usually classified as "clean industry" often have large work forces which drive motor vehicles on the transportation network. In some cases, the use of motor vehicles by workers may more adversely effect CO levels than the amount of pollution produced directly by the facility itself.

Within the plan area, generation of particulates is not limited to discrete sources or locations. While dust is considered the most common form of particulates, smoke also contains fine particulate matter that can be inhaled. Particulates are generated by many different sources distributed across the entire plan area. Sources include:

- Unpaved roads, parking lots, and work activity areas.
- Agricultural fields, both from dust and burning operations.
- Horse stables, livestock pens, and similiar facilities.
- Gravel operations and aggregate processing activities.
- Industrial and manufacturing plants.
- Trash burning.
- Irrigation facilities including exposed ditch bank roads and spoil areas.
- Soil carried onto paved roads during inclement weather which subsequently becomes re-entrained by moving vehicles.
- Recreational activities including off-road vehicle use and organized events.

Potential Strategies to Mitigate Air Pollution

To avoid excessive emissions of CO from motor vehicles, a need exists to prevent specific segments of the roadway network from becoming so overburdened and congested that CO concentrations exceed federal air quality standards. Traffic volumes on arterial roadways within the plan area have increased substantially in the last 20 years. In many cases, roadway volumes have increased at a rate much greater than the general population growth trends. For instance, traffic on some sections of Second Street has increased 200 to 300 percent while the average population growth in the plan area has grown only about 50 percent. If travel demand within and through the plan area outstrips the ability of the roadway network to serve this demand, air quality problems may result.

Preventing problems before they occur is important because of the difficulty in curing problems once conditions have already deteriorated. A valuable mechanism available to ensure that transportation problems do not become air quality problems involves travel demand forecasting and roadway capacity analysis combined with air quality modeling of carbon monoxide. It is recommended that such analyses of the North Valley Area Plan transportation network be undertaken as soon as practical.

Transportation Control Measures (TCM) can enhance the ability of transportation infrastructure to serve travel demand and prevent conditions unfavorable to air quality. TCMs take many forms and are frequently classified as either a Transportation Demand Management (TDM) strategy or a Transportation System Management (TSM) strategy. TDMs tend to be oriented toward manipulating the behavior of the roadway user; whereas, TSMs often involve increasing the capacity of the transportation system itself through roadway changes or other system modifications intended to increase transit ridership.

TDMs may include measures such as alternative work schedules, car or van pools, parking management, pricing (e.g. tolls, gas taxes), and land use controls. In general, TDM's usually attempt to increase motor vehicle ridership rates, reduce peak hour travel demand, eliminate trips altogether or otherwise reduce vehicle miles of travel. TDM's that eliminate trips often provide some of the best reductions in vehicle travel and emissions.

TSMs may involve increasing roadway capacity through building left-turn lanes, exclusive right-turn lanes, signal synchronization or refinement, and construction of high occupancy vehicle (HOV) lanes for buses or vehicles having multiple ridership. Transit oriented measures may include use of park and ride lots for bus users and improved transit service.

The primary TCMs emphasized by this plan include:

- Trail facilities.
- Provision of transit opportunities.
- Encouragement of land use relationships which reduce use of the motor vehicle.
- Regional multi-modal transportation.

Recent emphasis has focused on implementing TCMs in the Northeast Heights because of recent violations of the federal CO standard in that vicinity. Even so, there is value in applying many TCMs across the entire community, including areas within the boundaries of the North Valley Area Plan.

TCMs are considered quite variable in their ability to reduce motor vehicle usage. Often, the factors which influence the success of TCMs are complex and success cannot be guaranteed. Sometimes one TCM may counteract the beneficial effects of another TCM. For example, working at home (telecommuting) or compressing the work week to 4 days may reduce revenues for transit operations or reduce the number of individuals available for ridesharing. While long-term research will help understand the effectiveness of various TCMs, some techniques and models are already available to analyze and evaluate their effectiveness and provide at least preliminary guidance on the anticipated benefits of TCMs. New techniques are being developed on a continuous basis. Even with the lack of definitive results on TCM benefits, TCM's can be expected to reduce the reliance on the motor vehicle and help minimize air pollution.

Limiting vehicular access to portions of the Alameda Drain right-of-way that are not necessary to serve adjacent development may reduce substantial amounts of airborne dust.

Strategies also need to be pursued to reduce particulates. These include exploring ways to limit disturbance on open areas and unpaved roadways. In some areas, it may be possible to implement measures to stabilize dust sources which are already disturbed. Of particular concern are extensive areas adjacent to irrigation facilities and drains which are used heavily by motorized vehicles. For instance, limiting vehicular access to

portions of the Alameda Drain right-of-way that are not necessary to serve adjacent development may reduce substantial amounts of airborne dust. Access to undeveloped lands subject to use by off-road vehicles might also be controlled.

Public education and continued enforcement of existing regulations will also prevent improper activities such as trash burning and burning of leaves or other materials producing noxious and nuisance air pollutants. Efforts to promote dialogue between all affected local governing bodies will improve coordination of efforts to minimize air pollution.

Regulatory Controls Affecting Air Quality

Although CO and particulates are the air contaminants of most concern at the present time, care must be taken to safeguard air quality by ensuring that other sources of pollution do not create unacceptable air quality problems. The Albuquerque/Bernalillo County Air Quality Control Board (AQCB) has implemented many regulations pertaining to air pollution. The AQCB is a state empowered entity established in 1970 by the City of Albuquerque and Bernalillo County to regulate air quality within Bernalillo County. A total of seven members, with four City members and three County, comprise the board. The AQCB regulations summarized below have been selected from the 1992 compilation of regulations and are considered to be most likely to affect activities within the plan area. All AQCB regulations are administered by the City of Albuquerque's Environmental Health Department and apply to all lands within Bernalillo County, including the Village of Los Ranchos de Albuquerque.

Open Burning

AQCB Regulation #3

This regulation prohibits open burning with selected exceptions. The intent is to prevent noxious or unsightly emissions and includes these restrictions:

- limits weed burning (notification of City Environmental Health Department required).
- limits agricultural burning (permit required in most cases)
- prohibits all trash burning.
- prohibits burning of leaves, and other garden wastes.
- restricts burning of weeds along ditches and other rights-of-way (permit required)

Airborne Particulate Matter
AQCB Regulation #8

Industrial or commercial activities causing the generation of particulate matter are required to take reasonable precautions to prevent particulates from becoming airborne. Injury, detriment, nuisance or annoyance to the public by airborne particulates is prohibited. A topsoil disturbance permit must be obtained for any development proposal which will involve the disturbance of 3/4 acre of land or more. While work efforts are in progress, it is necessary to stabilize soil areas to prevent particulates from becoming airborne. Long-term stabilization strategies such as revegetation, paving, or landscaping are also required.

Process Equipment
AQCB Regulation #9

This legislation requires a permit for emission of particulate matter into the atmosphere from process equipment exceeding certain thresholds. Activities regulated may include gypsum cookers and asphalt batch plants. Permit thresholds range from 1/4 pound of particulate emissions per hour to 40 pounds per hour or more depending on the amount of material being processed.

Construction Permits; Prevention of Significant Deterioration
AQCB Regulations #20, #29, and #32

In combination, these regulations require permits to construct any new stationary source or to modify an existing source which has the potential to emit air contaminants and regulated pollutants and cause possible effects to the ambient air. Regulated pollutants may include particulates, nitrogen oxides, hydrocarbons, carbon monoxide, sulfur dioxide and lead.

Woodburning
AQCB Regulation #34

This regulation severely limits woodburning when meteorological conditions are not likely to reasonably disperse woodsmoke. On certain days between October 1 and February 28 when winds are expected to be calm, use of most wood stoves and fireplaces is prohibited.

Note that many other AQCB regulations exist, including regulations that control incinerators, visible air contaminants, orchard heaters, oil burning equipment, volatile organic compounds, etc. In addition to AQCB regulations, City Council Enactment #12 - 1990 provides for the review of large scale developments to assess possible air quality impacts. In many instances, an Air Quality Impact Assessment is necessary to determine if potential adverse air quality impacts will be likely to occur. Mitigative measures such as transportation system improvements or TCMs are often identified to reduce impacts.

Air Quality Policies

1. The City & County shall increase efforts to inform the public about the effect of motor vehicle usage on air quality.

2. The City & County shall increase efforts to inform the public about existing regulations pertaining to air quality & continue enforcement of existing air quality regulations.

3. The City & County shall initiate travel demand forecasting and a transportation system capacity analysis for the North Valley Plan Area as soon as practical.

4. The City & County shall explore ways to limit unauthorized motor vehicle use on irrigation facilities and other open areas & stabilize areas which are already considered substantial dust sources.

5. The City & County shall make efforts to stabilize roads or parking areas.

6. The City & County shall encourage limiting driving of motor vehicles on critical CO days (i.e. No-burn days).

7. The City & County shall encourage the communities of Los Ranchos de Albuquerque, Corrales, and Rio Rancho to participate in addressing air quality issues in the North Valley.

Wastewater and Groundwater Quality

4

In its change from novelty to apparent necessity, the water toilet also changed our culture's attitude toward water in only a few generations. The fundamental measure of social competence and acceptability became the ability to relate successfully to a flush toilet.

We All Live Downstream

Summary

Conventional septic tank systems located throughout the valley and elsewhere are the cause of widespread groundwater contamination. There are alternative methods for disposal and treatment of wastewater that homeowners and builders can do to reduce the cost of treatment and the amount of wastewater that households generate.

The two standard wastewater treatment methods used in valley areas are: on-site systems and urban sewers. On-site systems treat and/or contain wastewater on the household lot. Typically, the short- and long-term costs of on-site systems are the responsibility of the homeowner. With conventional septic tanks, there is a one-time cost associated with constructing the system and occasional pumping charges. Sewer lines for the collection of household wastewater for off-site treatment are another alternative. These systems are usually publicly funded and owned and the homeowner is billed for service. In valley areas, the standard practice has been for the City of Albuquerque, under Joint Powers Agreements with the County of Bernalillo and Village of Los Ranchos, to extend urban scale sewers—sewers which can accommodate urban development—into valley areas through use of state appropriations. The homeowner is charged to hook into the line and is billed monthly for the service.

Other wastewater treatment methods not as common in valley areas but in use in other communities include on-site alternative systems which do not discharge pollutants, smaller "pressure" sewer lines for off-site treatment at less urban densities, and smaller scale off-site treatment units owned by groups of homeowners rather than by a government entity. Management of these systems may be by the homeowner or a contracted business. All alternatives vary by the number of households served, location, size of lines, and the location and ownership of the treatment plant or unit.

The slow pace and high cost of sanitary sewer line extensions makes continued use of on-site systems likely in the near term. Alternative non-polluting on-site systems could be used in order to protect the groundwater beneath these valley areas. In other areas that can be served by off-site systems, these systems could be of a size and cost appropriate for low density development. The type, location, cost, and size of all wastewater treatment systems should be determined through a wastewater service options study for the North Valley.

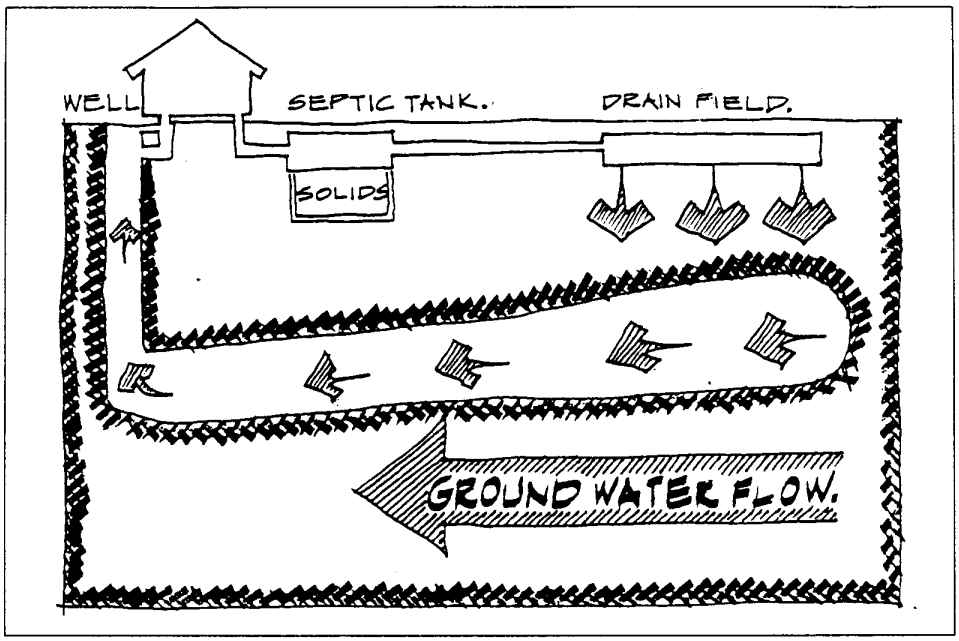
Septic Tank Systems and Groundwater Pollution

Septic tank systems are popular and widespread because they have low initial construction costs and limited upkeep. Homeowners own the systems, and unless the system fails, it is a "flush and forget" method of wastewater disposal. The pollution of groundwater by conventional septic tank systems, however, poses a threat to remaining private wells and to the quality of the entire aquifer from which all water is drawn. Although properly functioning conventional systems remove many chemical constituents and some biological constituents, they do not remove nitrates or many small bacteria and viruses. By design, every household or business with a septic tank system is discharging contaminants to the groundwater.

By design, every household or business with a septic tank system is discharging contaminants to the groundwater.

Septic tank systems handle liquid waste by pre-treating it in a septic tank where solids, scum, and liquids are separated. Solids and scum remain in the tank and must be pumped periodically in order for the system to function properly. Remaining liquid flows to a soil absorption field where it flows through perforated pipes into the soil and into the groundwater. In properly functioning absorption fields, oxygen and bacteria in the soil help to purify the waste water before it reaches the water table. Where there is not enough soil between these pipes and the water table, or if the soil lacks the qualities necessary for natural filtration, these systems will not function properly. Even in properly functioning systems, such as mound-beds where a greater field area is created above the ground, pollutants are not removed.

While City of Albuquerque water is available to most portions of the North Valley, there are approximately 12.79 square miles of the North Valley that are not served with sanitary sewer. A comparison of developed parcels and recorded sewer hook-ups indicates there are approximately 6,500 septic systems in this unserved area.



Septic Tank System

Groundwater Protection Policy and Action Plan

The pollution problem resulting from widespread use of conventional septic systems in valley areas is thoroughly documented in data evaluated during development of the Groundwater Protection Policy for Albuquerque and Bernalillo County. This effort began in 1988 and draft policies were completed in January 1992 through cooperative efforts of an advisory committee comprised of City and County staff and the project consultant CH2M HILL. The technical assessment identified the entire valley area as "Crucial"—within the "capture zone" of public water supply wells, with a hydrologic setting that allows rapid movement of contaminants, and having concentrations of private wells.

The draft Groundwater Protection Policy and Action Plan (GPPAP) recommends limiting new septic tank systems in crucial valley areas to areas where they will function properly, where the lot size is at least two acres, and where the density of existing systems does not exceed 160 units per square mile. In the absence of these conditions, a homebuilder would be allowed to use an approved alternative system.

The Bernalillo County Liquid Waste Ordinance

At present, all liquid waste systems in the unincorporated area of Bernalillo County are governed by the Liquid Waste Ordinance (88-1). Revisions to this ordinance will be necessary after the Groundwater Protection Policy and Action Plan has been adopted. The ordinance now allows septic tank systems on tracts of land that were established prior to 1973, regardless of lot size provided that setback requirements, groundwater clearance , and depth to bedrock requirements are met.

The two acre minimum lot size for new conventional systems in valley areas could be incorporated into the land use policy of this plan or into revisions of the Liquid Waste Ordinance. Such a restriction might apply to new construction where sewer systems are not already in place or funded and where alternative non-discharging systems are not desired or appropriate.

Alternative On-Site Wastewater Treatment Systems

Appendix M. outlines various alternatives to conventional on-site septic tank systems. Many of the acceptable alternatives involve retaining septic tanks for primary treatment to remove solids but replacing the leach or drain field with a closed bed. Evapotranspiration systems use vegetation and evaporation to eliminate this effluent. Constructed wetlands use vegetation and biotreatment technology to remove contaminants.

Another alternative is the holding tank which must be pumped regularly. Holding tanks for all flows from a home are prohibitively expensive to pump. However, by reducing the amount of wastewater through use of a "split-flow" system and low flow plumbing fixtures, pumping costs might be brought down to a reasonable level. Such a system would route "blackwater" to the holding tank while directing "greywater" from all other flows to a conventional septic tank system. Assuming 2.7 persons per household, 3.5 flushes per person, and 1.6 gallons per flush, the split flow holding tank would collect 15 gallons per day. A 2000 gallon holding tank would, therefore, require pumping about three times per year. A pumping cost of about $65 would result in a yearly cost to the homeowner of $195.

Ultimately, eliminating human excrement from wastewater may be the best solution to wastewater treatment. Incinerating or composting toilets virtually eliminate the nitrogen problem with household wastewater. Greywater produced from clothes washers, dishwashers, and showers can be re-used for subsurface irrigation or allowed to infiltrate.

Education about human waste disposal is a critical component of on-site treatment. The choice of living where centralized services are not available requires (and allows) that the homeowner exercise control over all facets of home maintenance—including short- and long-term costs of wastewater disposal. The on-site alternatives to sanitary sewer and conventional septic tank systems must be understandable, acceptable, affordable, and desirable to homeowners. The role of public agencies in public education must be balanced with oversight and regulation. A law which limits how a homeowner disposes of waste will be effective only if the reasoning behind that law is readily available and popularly accepted.

The on-site alternatives to sanitary sewer and conventional septic tank systems must be understandable, acceptable, affordable, and desirable to homeowners.

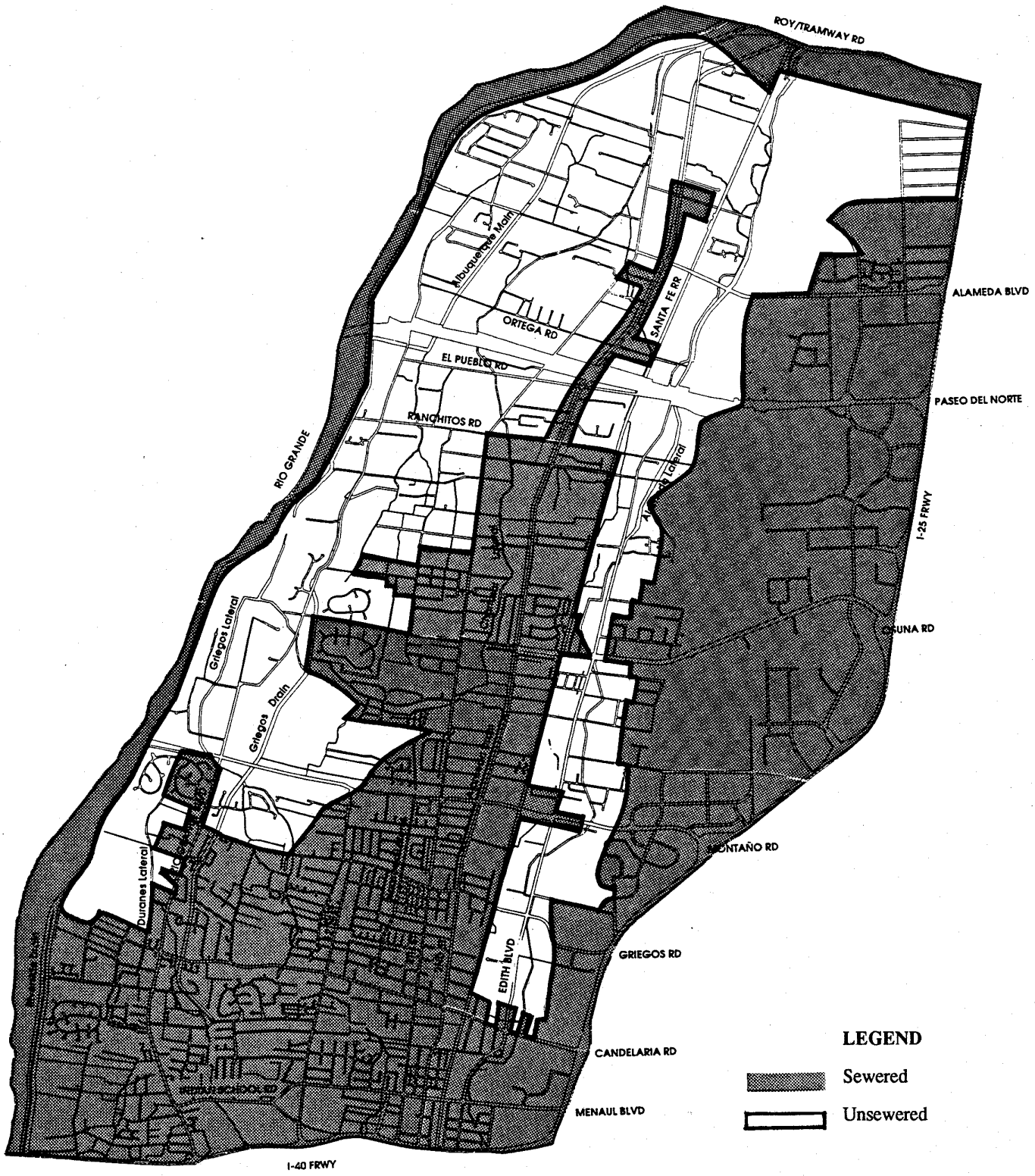
Sanitary Sewer

An alternative to on-site wastewater treatment is the City of Albuquerque sanitary sewer service. Portions of the valley outside the municipal limits are served with sewer by the City through TheJoint Powers Agreement with the County of Bernalillo. Sewer projects in the valley areas have used appropriations from the State and Federal government. The scarcity of money from these sources in the future makes the choice of areas to be served more important.

A summary estimate of future North Valley needs was prepared by the Public Works Department for the 1992 State Legislature. (See map) In all, five areas were identified for expenditures. Some of the land closest to the river was not included in the summary. No analysis was made of the relative housing density or age of septic tank systems in each of the areas. Such an analysis could be used to estimate the potential hook-ups and beneficial impact of sewer construction on groundwater quality in each of these areas. With this information, the timing and location of extensions can be coordinated with groundwater quality goals.

The choice of priority locations for sewer extensions, and the scale of the sewer system, are important to the future of the valley. The Albuquerque/ Bernalillo County Comprehensive Plan (Section II. Goals and Policies, Subsection D. Community Resource Management) states that a City goal is to develop and manage use of public services/facilities in an efficient and equitable manner and in accordance with other land use planning policies. Policy C states that the existing public service area should be highest priority for service, capacity, use, maintenance, and rehabilitation.

The presence of sewer collectors in residential streets does not ensure that homeowners will hook up. The Liquid Waste Ordinance for the County states that no private liquid waste system shall be allowed where public sewer is within 200 feet. This section has not been enforced in County areas with existing septic tanks in part because of the hook-up cost that many residents find objectionable.



north July 1992.

UNSEWERED AREA
(gross area approx. 12.79 sq. mi.)

North Valley Area Plan

NORTH VALLEY SANITARY SEWER

$5 Million 1992 Proposed State Appropriation Expenditures
Public Works Department

AREA 1 - $500,000

Collectors adjacent to Second Street

- 21,550 lineal feet
- Est. 280 new services

AREA 2 - $250,000

Complete interceptor in Edith Blvd.

- 7300 lineal feet
- Est. 126 business and residential services

AREA 3 - $1,000,000

Install all the collectors off Edith Blvd. interceptor

- 38,650 lineal feet
- Est. 480 new services

AREA 4 - $500,000

Complete all the collectors adjacent to the Second Street Interceptor

- 11,050 lineal feet
- Est. 120 new residential services with 2 mobile home parks and additional 70 new services

AREA 5 - $2,000,000

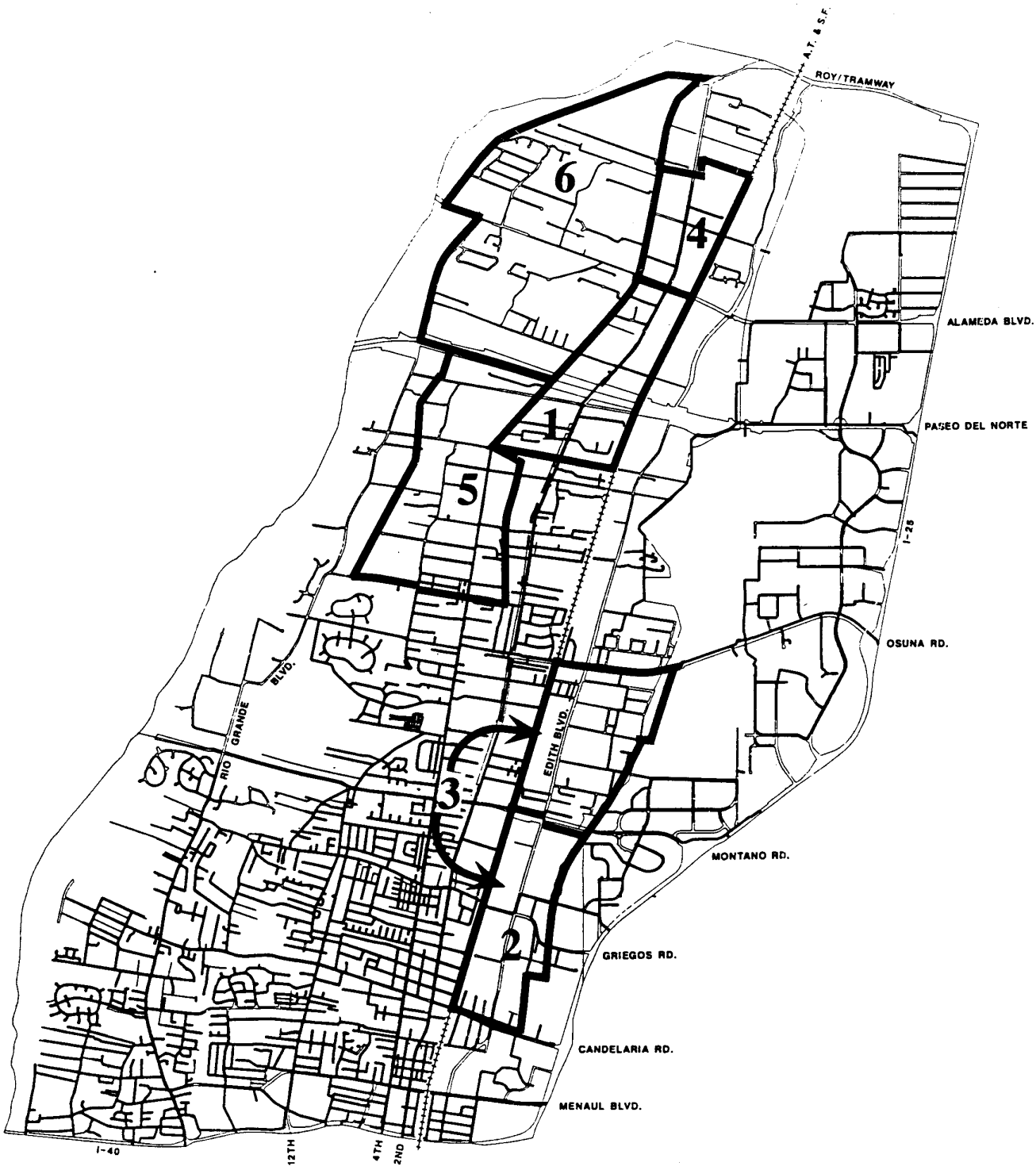
Extend an interceptor up Guadalupe Trail from Tyler Road to Paseo del Norte and install all the adjacent collectors

- 4,700 lineal feet of interceptor
- 25,000 lineal feet of collectors
- Est. 300 new services

Total current planning $4,250,000

AREA 6 (Future) - $3,000,000

This area requires advance planning and preliminary design during design of AREA 5 to allow for a proper crossing at Paseo del Norte. This area will also require the installation of a sanitary sewer "Lift Station" due to the lack of gravity flow because of flat topography.



NORTH VALLEY SANITARY SEWER 1992 PROPOSED STATE APPROPRIATION EXPENDITURE AREAS PUBLIC WORKS DEPARTMENT

north January 1993

North Valley Area Plan

In a new housing development, the cost of sewer and water hook-up can be included in the overall cost of a newly constructed home, and financed with the mortgage. Owners of existing homes must pay hook-up costs that are separate from the initial cost of the home.

Constructed wetlands treat wastewater biologically.

In addition, costs for sewer collectors for new subdivisions are recovered in the cost of the new homes. Existing residents in unserved portions of the City are generally assessed the cost of collectors through a special assessment district. In the County, existing valley residents rely on use of government money for sewer collector construction.

These costs are of great concern to valley residents. Many existing homeowners are apparently unwilling or unable to pay for water and/or sewer service. Connection to the City sanitary sewer system and water system in both the City and County requires payment of an initial "Utility Expansion Charge" (UEC) and a meter installation charge, in addition to monthly fixed rates and commodity charges. County residents now pay the same amount for sewer service as City residents. The UEC (1992) varies according to water meter size. For a 3/4" water line the charge is $1,419 for water and $919 for sewer. This may be paid in full at the time of hook-up, or over time with an initial 20% down-payment. These funds are placed by the City in a separate account and used to cover a portion of the cost of additional system capacity, i.e. new water reservoirs and wastewater treatment plant expansion.

Homeowners must also pay plumbing charges associated with hooking up to sewer and/or water. The location of sewer collectors is not always convenient to an existing home wastewater system. The greater this distance, the greater the plumbing costs. The collector may, for example, be located in the street while lines to the septic tank are located in the rear yard. This situation might be avoided in new construction where the eventual location of collectors is known. The design of new collectors may also take into account the location of existing septic tanks.

In general, decisions and information regarding the location of collectors and septic tank systems should be made available in order to coordinate the location of new home stub-outs and necessary easements. In addition, the design of new housing could seek to minimize sewer and water costs through clustering homes (See Housing Section). Shared water meter and sewer hook-ups for developments such as apartments and mobile home parks might also be applied where homes are clustered to reduce new housing costs.

The urban sewer system can accommodate far higher development densities than now exist or than those called for in the Albuquerque/Bernalillo County Comprehensive Plan.

The urban sewer system can accommodate far higher development densities than now exist or than those called for in the Albuquerque/ Bernalillo County Comprehensive Plan. The City's practice has been to provide infrastructure which meets minimum size standards set by the State. This results in sewer capacity that exceeds what is necessary in order to serve many low density valley areas. This capacity and the presence of sewer in general, is frequently cited as the reasoning for zone change requests for higher density development. The County could adopt a policy, perhaps in the form of a resolution, that states that the presence of sanitary sewer is not a determinant of appropriate residential density.

An estimation of short and long-term costs of all wastewater service options should be undertaken with subsequent study of valley wastewater options. On-site alternatives could be less costly in the long run when capital costs of sewer construction are included in estimates. However, the capital cost of conventional systems for valley areas have been paid by the State in the past. Wastewater treatment and collection costs average $4,000 to $6,000 per connection (Public Works Department, February 1991).

Smaller diameter effluent sewers, or "pressure" sewers, may be less expensive to construct and have been recommended for portions of the South Valley. The Southwest Valley Service Options Evaluation recommended four concepts for sewer service that vary in scale and cost from rural to urban. The study was specific to the South Valley but a parallel analysis of possible systems for the North Valley has been funded through the County's new Environmental Gross Receipts Tax.

The costs and benefits associated with various options should include broader environmental and social costs and benefits. For example, the maintenance costs of alternative systems are expected to be higher because of labor associated with inspection and upkeep. These labor costs represent employment opportunities within the community for those who would construct, inspect and maintain alternative systems.

North Valley Wastewater Options Study Scope

The North Valley Area Plan recommends the scope and location for a North Valley Wastewater Options Study in the Recommendation section which follows. It is clear from experience in the valley areas and elsewhere that wastewater systems affect the style and density of development in the valley. Likewise, zoning and land use changes in the valley will determine the scale and type of wastewater system. Stable land use patterns will provide a predictable basis for wastewater systems planning and phasing.

Portions of the valley, including proposed State Appropriation Area 6 and the lands along the river, will be outside the range of sanitary sewer service for many years. In such areas, the developer of new housing may have the option of platting larger lot sizes for conventional septic tank systems or installing alternative systems. A "phasing" plan to determine where sewers will go, and when, will make planning on-site systems easier for homeowners. If, for example, a builder is aware that his area is programmed for pressure sewers, he may choose a split flow system with holding tank. A builder who is outside of any programmed sewer extensions may invest more in an engineered constructed wetland.

Wastewater Policies

1. North Valley areas with the greatest concentrations of older septic tank systems and therefore the greatest potential groundwater contamination shall be the highest priority for sewer line extension and financial aid for sewer hook-up.

2. The County shall take an active role in planning and managing wastewater collection and treatment systems in unincorporated County areas.

   a. Participate in an evaluation of wastewater options for the North Valley to determine the type, location, and cost of collection systems.

   b. Identify potential low density, low lying areas appropriate for on-site alternative systems in the near and long term.

   c. Promote and monitor the use of approved non-polluting on-site wastewater treatment systems which are acceptable, affordable, and desirable to homeowners and amend sewer line extension priorities where on-site systems are successfully operated and maintained.

   d. Limit conventional discharging septic tank systems for new homes and encourage installation of alternative on-site wastewater treatment systems.

   e. Explore and recommend financing and management options for the various alternatives.

3. Wastewater systems shall be designed to serve the North Valley at future development densities allowed by existing zoning.

4. Where sewer systems are available for new construction, the City and County shall promote new housing development according to Cluster Housing Principles in order to shorten the length of collector lines and maintain open space.

5. Where the location of future sewer collectors is known, the City and County shall obtain necessary easements through the subdivision process.

6. The presence or absence of sanitary sewer in the North Valley shall not be the sole factor in determining appropriate housing densities.

a. Existing zoning and Comprehensive Plan Area shall provide the basis for determining appropriate housing densities in the North Valley.

b. Cluster Housing Densities may be allowed through approved site plans that meet the Cluster Housing Principles.

7. The City and County shall consider restricting permissive uses of land in the North Valley to protect groundwater quality especially where sanitary sewer service is not available.

   a. Create overlay zoning for wellhead protection areas consistent with adopted policies of the Groundwater Protection Policy and Action Plan.

   b. Consider limiting allowed uses of M-1 zoned land where sanitary sewer is not available.

   c. Consistent with recommendations of the Groundwater Protection Policy and Action Plan, strictly enforce the County Liquid Waste Ordinance (88-1) and evaluate the need to limit densities of septic tank systems.

Drainage

5

Perhaps the alternative is to slowly move our cities out of river floodplains and return rivers to their natural conditions. Indeed, the country may need a philosophical reorientation in all its efforts to control, use, and consume water resources.

City Edges Study

Summary

The plan area includes both the valley bottom and a portion of the east mesa. Flows from the mesa down the arroyos are now intercepted by the North Diversion Channel which carries stormwater to the river at the northern end of the plan area. Stormwater in the valley bottom is carried in surface drains and storm sewers to the river. Ponding still occurs in several portions of the valley. Enforcement of County and City storm drainage ordinances where new development occurs and improvements to the Alameda Drain should alleviate these and future problems. These improvements to the Alameda Drain should be aesthetically sensitive as well as functional because of its high visibility and joint use for recreational purposes.

West of the North Diversion Channel

Much of the valley floor is topographically level with or below the level of the Rio Grande

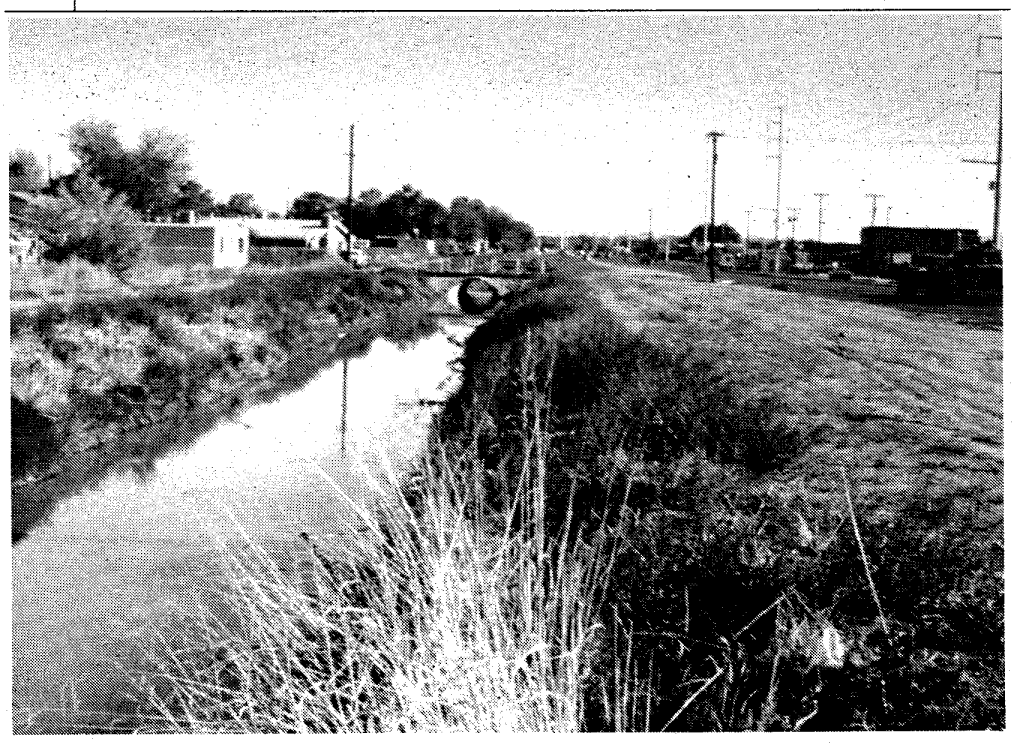
This portion of the plan area is isolated hydrologically from the Northeast Heights by the North Diversion Channel and the Santa Fe Railway's main line. The valley floor (for this discussion, the portion of the plan area west of the railroad tracks) generally slopes from north to south with an average slope of 5' per mile and has little or no slope from east to west. It is impacted by development occurring between I-25 and the railroad tracks. Flood flows originating east of the railroad tracks enter the valley floor at some locations.

Since much of the valley floor is topographically level with or below the level of the Rio Grande, there is no possibility of a gravity outlet for stormwater flows directly into the river. Stormwaters collected by the storm sewer systems are pumped over the river levees or lifted into the North Diversion Channel. Much of the valley floor is subject to ponding flood waters, particularly in the area between I-40 and Montaño Road and the Harwood Lateral and the railroad tracks. Ponding also occurs east of the tracks in this area.

Development patterns in the plan area result in percentages of land covered by impervious materials ranging from 5% to 100%, with the agricultural areas exhibiting percentages near 5% and highly urbanized and commercial areas at near 100%. Percent impervious surfaces for single family residential developments usually fall within a range of 25% to 40%.

The Albuquerque Master Drainage Study (1981) recommended that runoff be limited to historic flows for undeveloped or developing land in the plan area. Detention ponds with gradually released flows to avoid the peak were recommended as well as many other storm drainage projects. The higher priority projects have been built and others which are dependent upon improvements to the Alameda Drain are presently funded.

Implementation of the Drainage Study has failed to alleviate all the flood problems in the valley for a variety of reasons. The City and Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA) revised drainage policy in 1980 to disallow most individual on-site detention. This was based on severe problems in enforcing maintenance of ponds as well as regulations promulgated by the State Engineer disallowing detention of water for more than 96 hours. Further, even where detention ponds have been allowed, regulatory agencies have been unable to force development to limit flows to historic flows, particularly in the industrial development which has occurred along Edith Boulevard outside the incorporated area. Some public improve-



Alameda Drain on Second Street

ments have been made which rely on the Alameda Drain to convey their stormwater runoff (such as the County's project in widening Second Street); however, the Drain presently lacks the capacity to carry all of the flows.

Bernalillo County recently enacted a Storm Drainage Ordinance placing greater restrictions on new development and requiring improvements at the building permit stage. The City is also presently improving the Alameda and Riverside Drains to carry existing and future developed stormwater flows. The drains currently convey substantial stormwater flows by virtue of licenses granted by the Middle Rio Grande Conservancy District (MRGCD) which operates and has jurisdiction over the drains. In 1987, the MRGCD Board placed a moratorium on any additional license approvals until an agreement is made between the City and the MRGCD regarding a plan for improvements to the Alameda and Riverside Drains in order to safely convey stormwater flows without detrimentally impacting the operations of the MRGCD irrigation and drainage system.

The Alameda Drain project will allow for the construction of all remaining projects recommended in the Drainage Study and provide an outlet for projects already constructed. Additionally, it will allow construction to proceed on the "Valley Drainage Projects" for which a quarter cent tax was approved in 1989. Construction of these projects is anticipated to substantially eliminate existing and future flooding in the valley.

The preferred alternative for the Alameda Drain Project involves a substantial widening of the Drain from Paseo del Norte to Mildred Avenue and from I-40 to Mountain Road NW, beyond the plan area. A diversion structure near Alcalde Place will divert flows to the Alcalde Pump Station. Flows will be choked down at Paseo del Norte and diverted to existing detention facilities. A new storm drain will be installed parallel to Second Street between Griegos Road and Mildred Avenue which will terminate in a new pump station just south of Mildred Avenue. Minor berming and culvert replacements are also planned at certain points along the Drain.

The widening of the Drain, when combined with the planned widening of Second Street as proposed by the Long Range Major Street Plan, may severely limit the possibility of using the Alameda Drain right-of-way for a landscaped trail corridor as it is contemplated by several plans and City adopted policy (the Water-based Recreation Study, and the Bikeways Master Plan).

East of the North Diversion Channel

This portion of the Plan area is largely zoned industrial and all stormwater will drain into the North Diversion Channel. Most major arroyos which carry these flows to the North Diversion Channel have already been lined. Those which have been lined are sized to carry developed flows from both the plan area and from a major part of the east mesa. These arroyos are the Campus Wash, Embudo, Hahn, Bear Canyon, South Pino, North Pino, and La Cueva Arroyos—as yet unlined west of I-25—are the Vineyard, Baca, and Camino; however, eventual lining is contemplated.

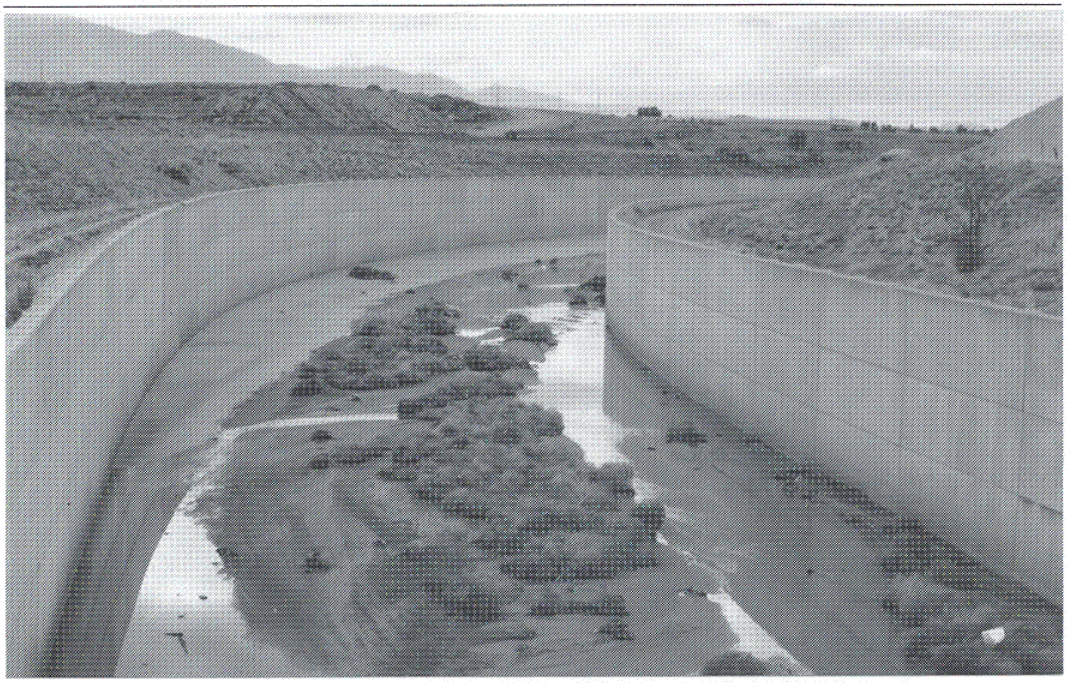
The South Pino and La Cueva arroyos are designated in the Facility Plan for Arroyos as "open space link" arroyos intended for use as trail corridors. Improvements to date have not yet incorporated the multiple-use policy. Although maintenance roads adjacent to the channels could be made available for trails, the interstate and north/south streets remain as major obstacles.

A large area north of Alameda Boulevard and immediately east of the North Diversion Channel has been mined for gravel and regraded. The La Cueva and Camino arroyos flow through this area. Although no requirement existed for re-vegetation of the area, some re-seeding and some plating of slopes with gravel was done. The flat slope and gravelly nature of the soil should minimize erosion and sediment production.

North Diversion Channel

The Army Corps of Engineers intends to widen the North Diversion Channel pilot channel to the Rio Grande, as part of a larger project to correct hydraulic problems which occur during large storms. The overall project will cost nearly $3 million, of which 25% is AMAFCA's share.

Sediment, trash, and debris deposition are a persistent problem in the outfall area. The effect of pollutants from stormwater is not known, but testing and monitoring is being initiated by AMAFCA to determine the nature and extent of both low-flow (trickle) and stormwater pollutants.



North Diversion Channel at Edith Boulevard.

Drainage Policies

1. Upon approval by the Middle Rio Grande Conservancy District (MRGCD) and the Bureau of Reclamation, the City, County, Albuquerque Metropolitan Area Flood Control Authority (AMAFCA) shall fund and construct planned drainage improvements in the North Valley as expeditiously as possible to alleviate periodic flooding.

2. The County shall implement the Bernalillo County Storm Drainage Ordinance to prevent inadequate provision for drainage in new development.

3. The City shall incorporate earth-tone tinting or soil cement for visible concrete culverts, choke downs, or other structures on the Alameda Drain.

4. The City shall use rip-rap, where feasible, for bank stabilization on the Alameda Drain.

5. The City shall design any necessary guard rails or other fencing associated with drainage improvements to aesthetically blend with the character of the Valley so long as it meets transportation safety needs.

6. The City and County shall design maintenance roads and other areas adjacent to drains to allow multiple use as recreational trails.

7. The City and County shall require grading and re-vegetation as appropriate to prevent erosion and sediment deposition within future grading and drainage plans.

8. The City and County, with approval by the MRGCD where appropriate, shall implement the Facility Plan for Arroyos and future trails plans with regard to multiple use of the arroyos and ditches as trails corridors.

9. Prior to widening the North Diversion Channel, AMAFCA shall investigate other options and the impacts of all options addressed, including possible mitigation efforts.

10. The City and County should allocate adequate funding for trash and debris clean-up in the arroyos to prevent debris from accumulating in the North Diversion Channel outfall area. AMAFCA should attempt more frequent trash clean-up of the outfall area.

11. The City and AMAFCA shall test and monitor stormwater for contaminants and implement management programs to reduce pollutants which exceed acceptable levels per State or Federal guidelines.

Transportation

6

Albuquerque, like the rest of the southwest, is a place where we seem to think everyone should drive everywhere for everything as fast as they can.

Anonymous

If Americans would widen their walking radius by only two hundred feet, there could be a revolution in U.S. land use.

William H. Whyte, City

I saw a bumper sticker that said "LOVE YOUR MOTHER" on a big four door our-wheel-drive driven by one person headed downtown behind an empty bus.

Anonymous

Summary

The future of effective transportation in and through the North Valley, and the region as a whole, depends on a balanced transportation and land use system. The Albuquerque/Bernalillo County Comprehensive Plan Transportation and Transit Goal is "to 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." The Comprehensive Plan Transportation and Transit Policies include; compatible mixing and convenient placement of residential, commercial, manufacturing, and public service related land uses to lessen the need for intra-city motorized travel. Other policies include promoting pedestrianways and auto-free areas and constructing and promoting a metropolitan area-wide bicycle and trail network.

A more balanced transportation and land use system in the North Valley may be achieved through provision of a wider range of choices in the way people travel, live, work, and shop. Just as travel reliance on the automobile is tied to development oriented to the automobile, so will different travel modes encourage, and be encouraged by, development oriented to pedestrians, bicyclists, and transit users.

A more balanced transportation and land use system in the North Valley may be achieved through provision of a wider range of choices in the way people travel, live, work, and shop.

Transportation and Land Use Planning

The transportation planning process for the North Valley, and the metropolitan area as a whole, is a coordinated effort that involves all local government entities. The Middle Rio Grande Council of Governments (MRGCOG) is the designated Metropolitan Planning Organization for transportation systems planning in the Albuquerque area. The MRGCOG Urban Transportation Planning Policy Board (UTPPB) is made up of representatives from local governments. This board reviews and recommends an annual Transportation Program that consists of transportation projects scheduled for implementation.

There is interagency coordination of transportation planning at the staff level as well. The Transportation Coordinating Committee is the technical advisory body of the UTPPB composed of staff from local government departments and representatives of Federal and State agencies. This process involving all affected governments has resulted in a model for transportation planning that is generally far more coordinated than present land use planning efforts which are split between different jurisdictions.

Transportation planning involves traffic forecasting. The socioeconomic factors used in traffic forecasting are based on projections. Socioeconomic Projections published by the Planning Department take into account all land use trends and factors. One of those factors is zoning and the amount of growth that zoning would allow in a particular area. However, instability of existing zoning, whether perceived or actual, makes zoning an unreliable instrument for predicting land use patterns in some locations. Zone change requests and zone changes tend to reflect market pressures and trends, not land use policy. So zoning in many developing locations is a less reliable guide to the future type and density of development than an overall estimation of land use trends. A more stable zoning pattern could result in more predictable growth patterns and better estimates of transportation needs.

Roadway Descriptions

The Rio Grande Valley was once the main travel artery of the region. One or two streets ran north and south. There was little cross-valley travel because the sand hills above the valley to the east and west were not yet developed. Postwar development necessitated more east-west travel.

Streets can have huge consequences for the communities in which they are located. Proposed improvements to increase the capacity of a given roadway are often justified as a way to ease air pollution, however, demand for street capacity has a tendency to rise to meet design capacity. Construction to meet growing demands for automobile use makes it easier to drive.

1990 Census figures show that the vast majority of area residents drive alone to work and that there are nearly 2 cars for every home. If a greater percentage of travel in the metropolitan area were via modes other than the single-occupancy automobile, the use of streets for automobiles in the future would be reduced. Even minor differences in personal automobile use, such as combining trips, can reduce the demand for street capacity, especially during peak driving hours. Where excess capacity exists on roadways, provisions could be made for alternative modes of travel.

The vast majority of area residents drive alone to work.

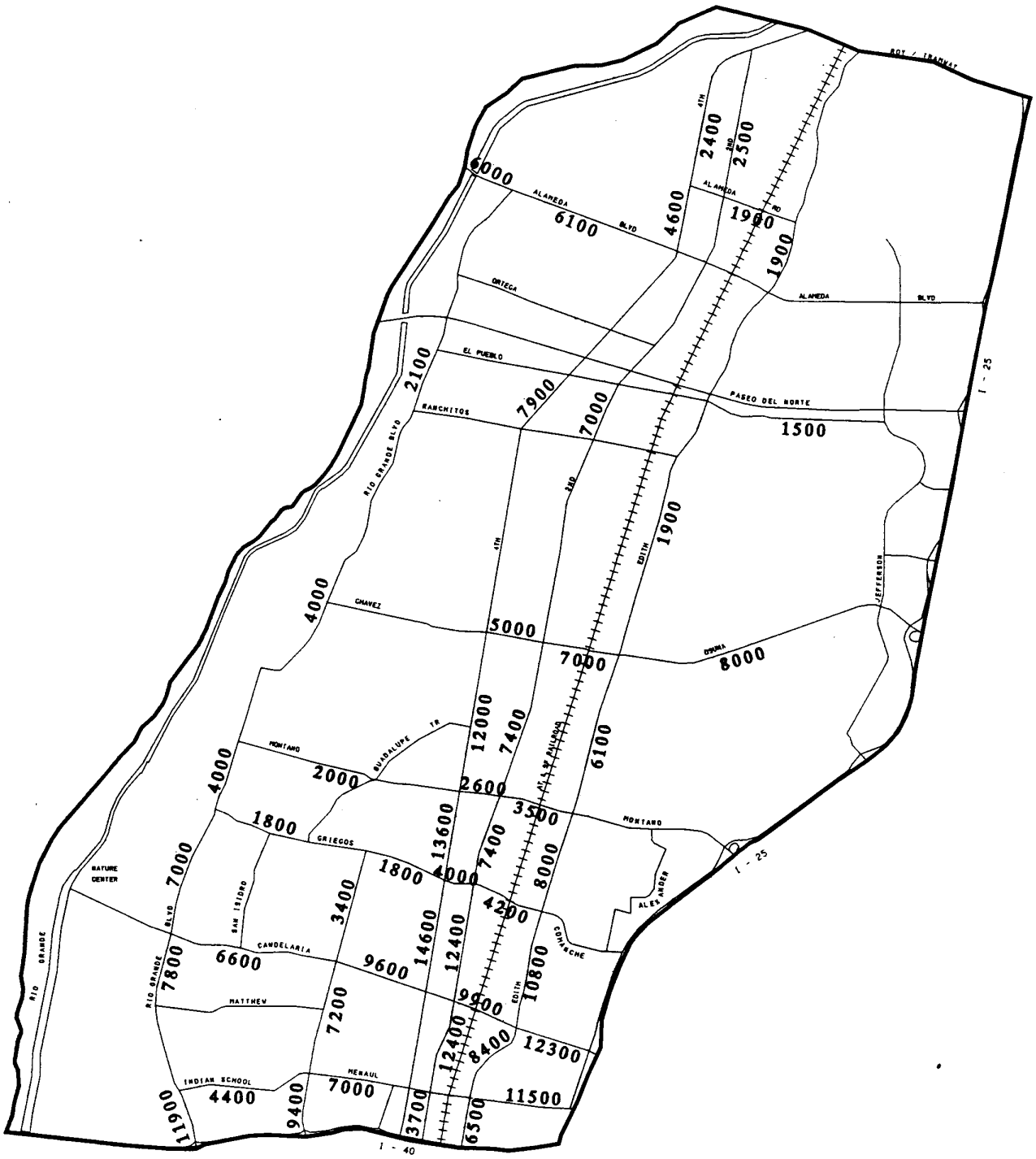
The Traffic Flow Map on the following two pages, compares 1968 and 1990 traffic counts. Some increases are directly related to roadway expansion or extension. The following roadways were compared at 1968 to 1990. In general, most roadway segments measured show a 200% increase in traffic flow. A few roadway segments show a 200% to 300% increase in traffic flow.

Paseo del Norte looking east from Rio Grande Boulevard

Edith Boulevard

The Long Range Major Street Plan (LRMSP) designates Edith Boulevard as a Minor Arterial from I-40 to Alameda Boulevard. Improvements are scheduled by the Bernalillo County Public Works Department for the portion from Candelaria Road north to Osuna Road. The design is for four driving lanes, a turning lane and sidewalks.

Non-vehicular travel along Edith Boulevard and in the Edith Corridor is presently limited by the narrow pavement width of the street and the absence of sidewalks or trails. The Alameda Lateral, which cuts through the Vineyard Addition, is presently traveled by riders and walkers. Pedestrians cross Edith Boulevard at various locations throughout the corridor, including

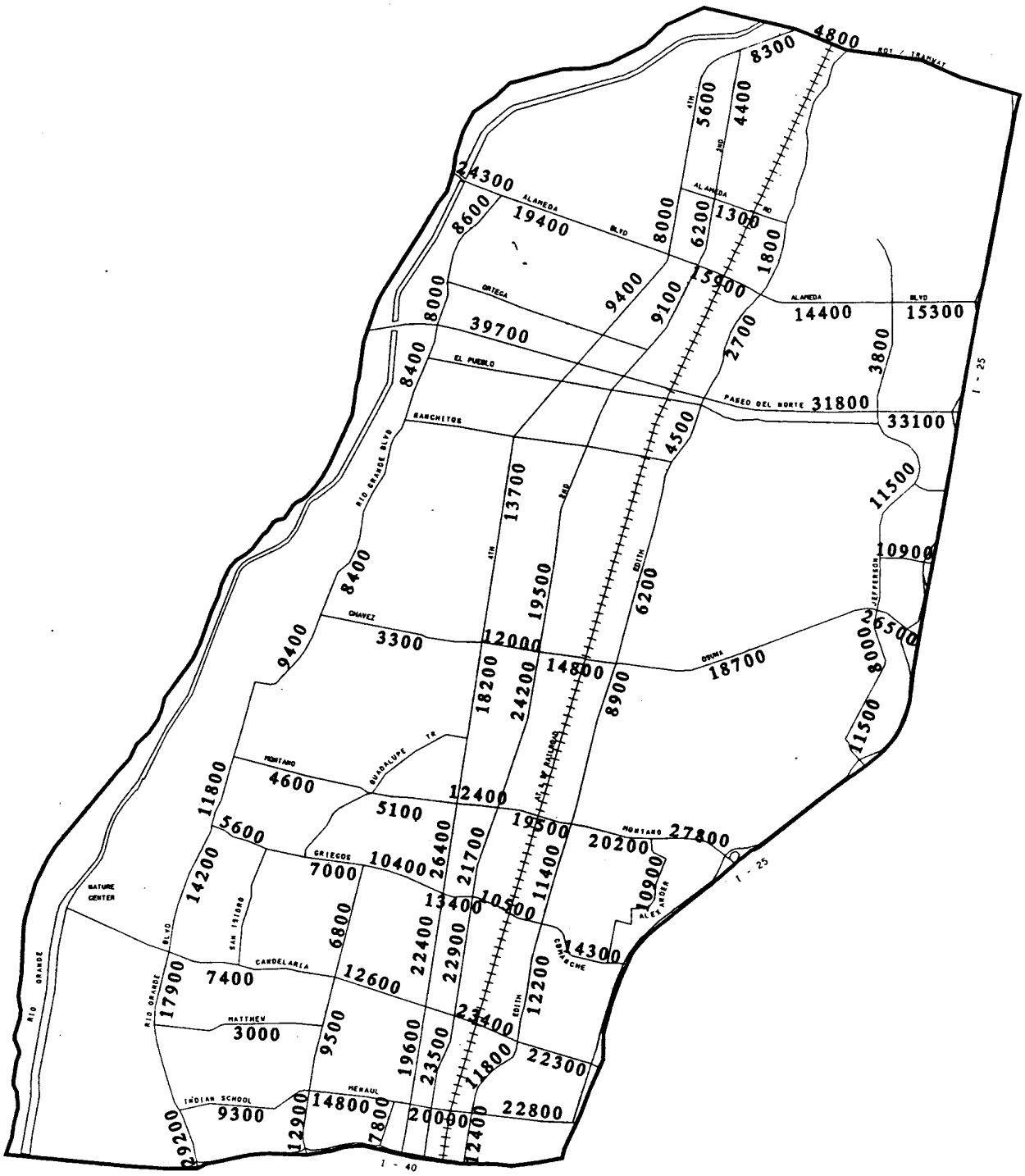


1968 Average Daily
Traffic Flows

north January 1993 **TRAFFIC FLOW**

North Valley Area Plan

Source: Middle Rio Grande Council of Governments
These figures should be used as estimates only.



1991 Average
Weekday Traffic
Flows

north January 1993 TRAFFIC FLOW

North Valley Area Plan

Source: Middle Rio Grande Council of Governments
These figures should be used as estimates only.

formal and informal school crossings. Widening plans for the street do not presently include provisions for bikes or pedestrians beyond a three foot sidewalk. There are no plans for landscaping and, in the absence of any buffer between the narrow sidewalk and traffic lanes, the route will be of limited value for pedestrians and bicyclists and of no value for equestrians. This makes alternative paths very important. The Alameda Lateral might provide a safe alternative route to Edith Boulevard for non-vehicular travelers.

Traffic counts for 1988 show volumes generally decreasing from south to north along the street. This corresponds to less intense land uses along portions of the road north of Osuna Road. Edith Boulevard carries only 7,400 vehicles north of Osuna Road on an average weekday as compared to Rio Grande Boulevard from Griegos Road to Montaño Road which averages 12,300 vehicles daily. North of Paseo del Norte, Edith Boulevard carries only 3,200 vehicles. These counts are down slightly from 1986 figures which showed 7,700 and 3,800 cars respectively. The southern portions of Edith Boulevard carry around 11,000 vehicles daily.

The effect of heavy commercial and industrial truck traffic on the residential areas of north Edith Boulevard has been a known concern of residents since the 1950's.

The effect of heavy commercial and industrial truck traffic on the residential areas of north Edith Boulevard has been a known concern of residents since the 1950's. In a ruling later upheld by the Supreme Court of New Mexico, a land owner was enjoined from establishing a truck terminal north of Osuna Road by the State District Court because of the rural residential character of the area. Since that time, residents have successfully and unsuccessfully fought attempts to establish heavy commercial and industrial uses north of Osuna Road.

Presently the area north of Osuna Road is primarily in residential use with the exception of two industrial parks south of Paseo del Norte and scattered Special Use Permits. There are visible remnants of historic village settlements and seven structures on the State and National Historic Registers along this portion of Edith Boulevard. It is also arguably the oldest road in the valley. The portion of the roadway north of Paseo del Norte separates vast tracts of land zoned for industrial purposes in the City's jurisdiction, from residential neighborhoods designated as Rural in the Comprehensive Plan. Options for limiting the impact of traffic on north Edith Boulevard and residential neighborhoods include limiting future zone changes and Special Use Permits, limiting new access points to Edith from non-residential uses east of the roadway frontage, and limiting the number of lanes on Edith Boulevard north of Osuna Road.

The Long Range Major Street Plan shows a study corridor called Elena/ Balboa that crosses Edith Boulevard in the vicinity of an existing at-grade railroad crossing at Meyers Road. This street would link the North I-25 Sector Plan Area to Second Street. This corridor could provide an alternative to future improvements to Roy Road which lies within Sandia Pueblo's jurisdiction. Options for limiting or eliminating the potential impacts of this

north January 1993

LONG RANGE MAJOR STREET PLAN

North Valley Area Plan

roadway on the lower valley include: ensuring that improvements to existing Roy Road are a higher priority than Elena/Balboa, limiting future access to Edith Boulevard from the Elena/Balboa roadway, changing the western terminus of the study corridor to the North Diversion Channel, or eliminating Elena Balboa from consideration on the Long Range Major Street Plan.

Fourth Street

Fourth Street was the main north/south route in the region for many years. It is now the major commercial shopping strip in the valley and is lined for almost its entire length with commercial uses and zoning. The street lies within all three of the jurisdictions in the valley: the City, County and Village of Los Ranchos de Albuquerque. Sidewalks are discontinuous in the City portion of the roadway and non-existent in the County and Village portions. There is a turning lane for a portion of the City area. There are no provisions made for bicycle travel despite its frequent use by bicyclists. It is a major bus route up the valley.

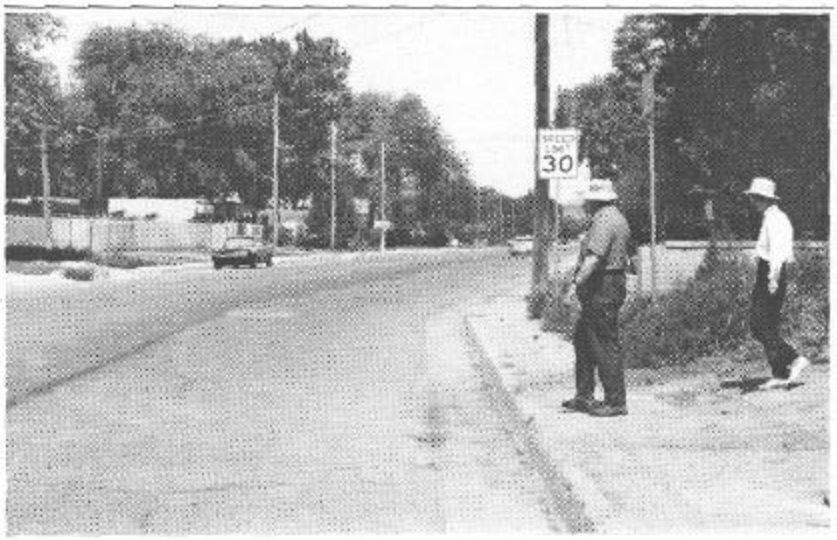
The northernmost portion of Fourth Street was recently resurfaced by the New Mexico State Highway Department. While traffic is generally lighter along the portion of Fourth Street north of Alameda Boulevard, the traffic lanes in this area seem very wide and no space is available outside of the outer lane for non-vehicular travel. The roadway is virtually the only connection between the Alameda Elementary School and the Alameda Community Center and children frequently walk and bike between these two sites.

Fourth Street, at the northern end of the plan area serves as an entrance point to the North Valley. In this area, Second and Fourth Streets begin, the Alameda Drain crosses under Second Street and the North Diversion Channel enters the river. Travellers west- bound on Roy Road enter into the valley here and may either turn south to Second Street or curve southward onto Fourth Street. A historical marker is located here. Despite a posted speed limit of 35 miles per hour, traffic has a tendency to travel much faster, possibly because of the grade and width of the road. Some measures to better direct traffic onto Second Street at this location may be appropriate given its principal arterial classification. A number of trail users on the Alameda Drain cross Fourth Street at this location en route to and from the river and the Albuquerque Main Drain and Chamisal Lateral. Signage to identify this location as the entrance to the valley and to warn motorists of possible pedestrian and equestrian travel is appropriate.

Despite a lack of sidewalks, this section of Fourth Street near Alameda Boulevard is used by school children going to and from school.

The City has recently completed improvements on the southern portions of Fourth Street, including substantial utility upgrades. The next phase of improvements is now underway. Sidewalks, bus bays and some landscaping have been included in this work.

Options for improving Fourth Street non-vehicular capacity in the County portions of the plan area are acquisition of additional right-of-way along portions of the roadway - especially north of Paseo del Norte or narrowing driving lane width to provide more area within the existing right-of-way for other modes of travel.



Candelaria Road at Griegos Lateral

Rio Grande Boulevard, Griegos Road, Candelaria Road

Rio Grande Boulevard has four lanes and a turning lane from the freeway to Griegos Road. The Rio Grande Boulevard Corridor Plan was adopted by City Council in 1989. The central goal of the plan is to improve non-vehicular circulation. The existing sidewalks are discontinuous and, like other sidewalks, obstructed by utility poles, signs and other infrastructure located in the right-of-way. Four phases of improvement projects for Rio Grande Boulevard have been identified. Phase one, consisting of wheelchair ramps, has been designed and built. Phase Two and Three improvements are in process. The Planning Department has also identified and requested funding for Phase Four pedestrian improvements.

The provisions for automobiles on Griegos Road and Candelaria Road, especially west of Twelfth Street, limit the space available for pedestrians and bicyclists. Unlike Fourth Street, there appears to be width available for other users. This is particularly evident on Candelaria Road west of Rio Grande Boulevard which provides access to the Rio Grande Nature Center. The present right-of-way on these streets might accommodate a far greater number of non-vehicular users if the lanes were narrowed and some portion of the right-of-way was reclaimed for wider sidewalks, bikelanes, and landscaping. An analysis of the existing capacity or excess capacity of these streets could be used to determine the impact of such changes on automobile travel.

Alameda Boulevard

Alameda Boulevard was a traditional route for cross-valley travel. A ford across the river preceded construction of the first bridge in about 1910. This was the route to Corrales and the street became known as Corrales Road. Today the amount of auto and truck travel on this particular river crossing has necessitated the expansion of the street and bridge structure. There is concern about the effects of this traffic on properties along Alameda Boulevard. Maintaining the existing land uses and ensuring that the roadway design minimizes impacts on those uses may limit the expected conversion of residential or agricultural properties to commercial uses.

Planned improvements of Alameda Boulevard include provision of a bike and equestrian trail and landscaping in the right-of-way along the south side of the street and retention of the existing bridge structure for non-vehicular use.

Montaño Road

Improvements to Montaño Road, including landscaping, have been completed for a portion of the roadway from Fourth Street to Second Street including the Fourth Street intersection. The City has also completed the design and programmed river crossing improvements.

Second Street

Improvements to Second Street have been undertaken at several intersections in the plan area including Candelaria Road and Griegos Road. In addition, a corridor study for future improvements is now underway. This study, the Second Street North Transportation Corridor Study, will examine and evaluate a range of alternative transportation improvements along Second Street from I-40 to Roy Road.

RidePool

Through participation in programs such as RidePool, employers and governmental agencies can reduce workers' dependence on automobiles and alleviate some of the peak hour traffic congestion. RidePool sponsors a number of programs including: parking management strategies, congestion management strategies, intermodal transportation referrals, carpool and van referrals, volunteer trip reduction planning, education projects, public information projects, Ridesharing Month, and the Better Air Campaign. Among the methods of trip reduction that RidePool supports are: alternative work hours, telecommuting, carpools, vanpools, transit referrals, park and ride, walking routes, bike trails for commuters, average vehicle occupancy monitoring, employee transportation surveys and analysis. Employers located in the North I-25 area have great potential for such programs. The present funding for Ridepool activities does not reflect the organization's importance in promoting different modes of travel.

The present funding for Ridepool activities does not reflect the organization's importance in promoting different modes of travel.

Transit

Bus service was provided to more of the valley in 1962 than is serviced today. Today no bus service is available in northern portions of the plan area. Overall ridership figures for the metropolitan area show a steady decline for fifty years—a trend similar to other cities. At the same time, the number of miles that buses traveled increased from 1949 to 1981. Fewer riders were provided a system that covered a greater area. In 1949 the bus system covered 2.12 million miles and carried 4.85 passengers per bus mile. In 1981 the system covered 3.25 million bus miles and carried only 1.52 passengers per bus mile.

Bus service was provided to more of the valley in 1962 than is serviced today.

The area was once served by two private bus companies: Albuquerque Bus Company, Inc. and Suburban Bus Lines, Inc. The latter operated through the North Valley as far as Corrales. In 1965, the City of Albuquerque took over the system. Service to the County was curtailed in 1976.

Transit service in the North Valley today is provided by four routes. Three radiate from downtown: Route 17 serving Rio Grande Boulevard north to Montaño Road; Route 36 serving Twelfth Street and a portion of Candelaria Road; and Route 10 serving Fourth Street north to Ortega Road. Route 32 serves Griegos Road east and west connecting to the east via Comanche Road. In addition, a "tripper" route (one way during peak hours) to serve the North I-25 corridor north of Paseo del Norte was established on an experimental basis in April 1991. Residents in the Alameda area have no bus service.

1990 Census figures show that fewer than 4000 Bernalillo County residents relied on the bus to get to work during the survey week. Ridership figures show a steady increase over the past five years. Present total ridership is estimated at about 10,000 to 15,000 people served daily. Sun Tran's goal is to increase ridership to 30,000 customers on average weekday boardings by the end of fiscal year 1996.

Transit does not have funding for overall system expansion. Funding increases in 1992 were directed toward the SunVan system and compliance with the Americans with Disabilities Act (ADA) requirements. The total promotional and marketing budget for the Suntran system is $15,000 annually.

Funding for transit amentities such as bus benches and shelters is now provided through Quality of Life funds. A total of $1 million over a ten year period is intended to provide for these facilities. Areas with higher ridership and a larger proportion of elderly and low income populations tend to be the higher priority locations for such improvements.

The "Park and Ride" concept allows travelers to drive to a location where they can leave their car and take the bus to their ultimate destination. SunTran presently has a Park and Ride lot just outside the plan area in the Corrales Shopping Center. Key issues related to Park and Ride lots are: security, access, liability and establishment of cooperative agreements with property owners. The possibility of identifying future locations for such facilities is constrained by the present inability of the City to use General Obligation Bonds to purchase land outside of the City limits - where the need for such facilities is greatest. Smaller, more numerous lots in valley areas may be developed through cooperative agreements with property owners and with assistance from the County.

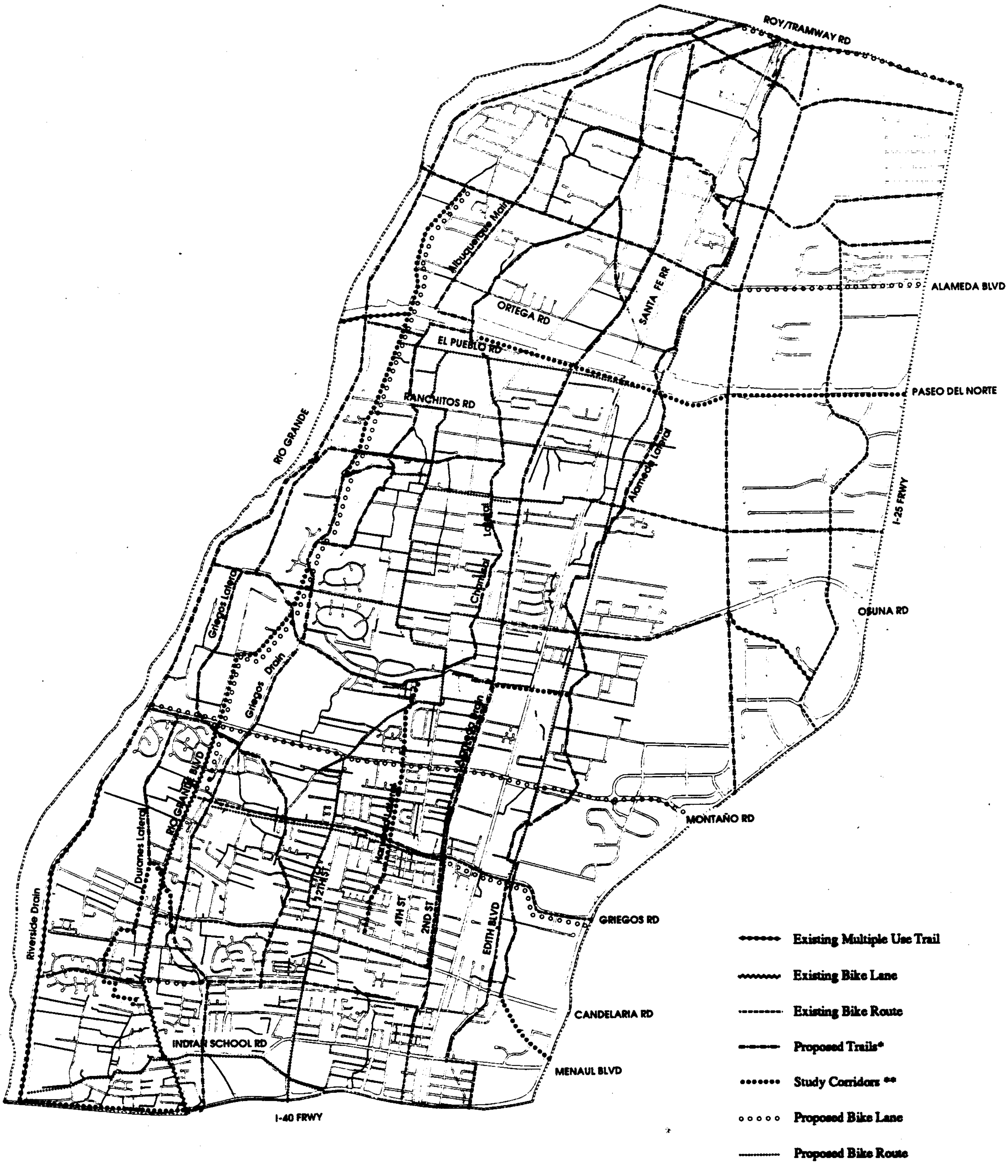
Riders waiting for a bus at Fourth Street and Osuna Road.

Bicyclists

The Bikeways Master Plan for the Albuquerque urban area represents an adopted plan for provision of bike trails, lanes, and routes. Trails are separate facilities for bikes. Lanes are on-road facilities like shoulders. Routes are simply ways that bikes can go but do not provide separate pavement for the riders. The bikeways serve both recreational users and commuters.

In the North Valley, the proposed trails are located on the North Diversion Channel, the Riverside Drain, portions of the Albuquerque Main and Griegos Drain waterways, and Second Street. Of these, the southern portion of the "Bosque Trail" on the Riverside Drain, the Paseo del Norte bike trail river crossing and the Bear Canyon Arroyo trail connection to the North Diversion Channel have been constructed.

Bike Lanes are existing and proposed on Rio Grande Boulevard, Alameda Boulevard and Montaño Road. Routes for bike travel are more numerous and include Guadalupe Trail, Twelfth Street, Griegos Road, Osuna Road and Edith Boulevard.



*Trails proposed in Water-Based Recreation Study, Bikeways Master Plan and Facility Plan for Arroyos.

**Under Consideration in the Trails Facility Plan currently being developed.

Pedestrians and Equestrians

The interest in walking, jogging, and running throughout the country is also evident in the North Valley. People walk on streets, sidewalks, canals, drains, and the bosque. Local streets within North Valley neighborhoods often lack sidewalks but have little traffic which makes walking in the street a comfortable alternative. Where traffic is heavier, there is a potential for conflicts between cars and pedestrians. Fourth Street, for example, has four traffic lanes but very limited space for pedestrians who use the narrow edge of the pavement between the painted white line of the outside lane and mailboxes, utility poles, and signs. The alternatives for providing pedestrian walkway space include purchase of additional right-of-way to construct a sidewalk or soft-surface trail, narrowing the traffic lanes to provide additional space for pedestrians, providing alternative pedestrian routes, or some combination of these ideas.

Access to the Rio Grande Valley State Park could be enhanced by implementing a regional network of trails that would link major open space in the City and County. This was the major thrust of the Facility Plan for Arroyos which identified these drainage rights-of-way for trail use. The ditches and drains in the valley are critical pathways. These rights-of-way, except in a few instances, have no formal designation as trails. Getting to the river should not require that valley residents drive to a parking lot. A network of acequia (ditch) trails will reduce the impact of large parking lots on the riverside and bosque.

Providing space for non-vehicular users within the rights-of-way may encourage more residents to leave their cars at home. As an example, Candelaria Road, especially west of Rio Grande Boulevard, could better accomodate pedestrians and bicyclists that are headed to and from the bosque and Rio Grande Nature Center. Striping the outer edge of traffic lanes and/or widening sidewalks on this and other streets in the valley might better serve joint travel needs and the mix of travelers - pedestrians, bikes and cars - in the right-of-way. This mix is especially appropriate for local streets in the North Valley.

Providing space for non-vehicular users within the rights-of-way may encourage more residents to leave their cars at home.

As use of the ditches for irrigation declines, the MRGCD abandons portions of the system, sometimes including ditches previously used for recreational purposes. Procedures for notifying interested parties about these closures and possibly retaining the rights-of-way for trail use are unclear and not within the City's or County's direct control. A thorough assessment of this situation may be undertaken in the Acequia Multiple Use Study. This project is listed in the Albuquerque and Bernalillo County Multi-Year Planning Program for fiscal years 1993-1994. Trails on ditches identified on

the the Trails and Bikeways Map should not imply that the City or County will purchase this right-of-way. Arrangements with the District and with property owners will have to be made within the Acequia Study and will include agreements for improvements such as gates to limit vehicular access.

The Village Center Principles presented in this plan include pedestrian accessibility and access in new and redeveloped commercial areas of the valley. These improvements are especially important within 1/4 to 1/2 mile walking radius of commercial or Village Center locations. These areas could be the focus locations for both public and private investments in pedestrian amenities. The most obvious improvements would include sidewalks or pathways on public streets where they are not now provided.

Removing overhanging branches, broken glass, and wire, limiting vehicular access to trails, improving the visibility, signage and signalization at street crossings; and increasing the overall travel on trails makes them safer for riders, walkers and adjacent residents.

The valley has a long history of horsekeeping and trail riding. The ditches in particular provide riders with off-road trail riding opportunities. Some stables rely on trail access for commercial rentals and training. Making trails safer for equestrians makes trails safer for other users. Removing overhanging branches, broken glass, and wire, limiting vehicular access to trails, improving the visibility, signage and signalization at street crossings; and increasing the overall travel on trails makes them safer for riders, walkers and adjacent residents. Establishing and notifying trail users of rules for sharing the trail can alleviate possible user conflicts as they have in other communities.

Railroads, Rail Crossings, and Rail Spurs

The Santa Fe Railway's main line traverses the North Valley between Second Street and Edith Boulevard. The Santa Fe Railway forms the western edge of the corridor. At-grade railroad crossings are located at numerous streets in the valley including Alameda Boulevard and Osuna Road. Such crossings substantially slow train and auto travel and present a potential hazard to both.

Recent controversy arose over the addition of a rail spur to serve a mesa-top industry north of Paseo Del Norte. Any spurs will impact adjacent land. Much of the land in this vicinity is agricultural and/or low density residential. The potential for new rail spurs to be added in the future makes the issue an important one.

Railroad spurs are not designated as a permissive or conditional use in any county zone. In the City Zoning Code, they are listed as permissive in the IP industrial zone provided that they are located at least 100 feet from any residential zone. A similar treatment of rail spurs could be attempted in the County by either adding rail spurs as a permissive use in county M-1, and/or listing them as a special use.

Residential uses are plausible along the tracks. Many other neighborhoods in other parts of the metropolitan area are adjacent to the tracks. The inconvenience to homeowners can be related to whether their home is located near a siding or yard or along a main line. Proper site planning, construction of walls, landscaping, and/or setbacks can minimize problems associated with living by the tracks.

Light Rail and "Rapid Rail"

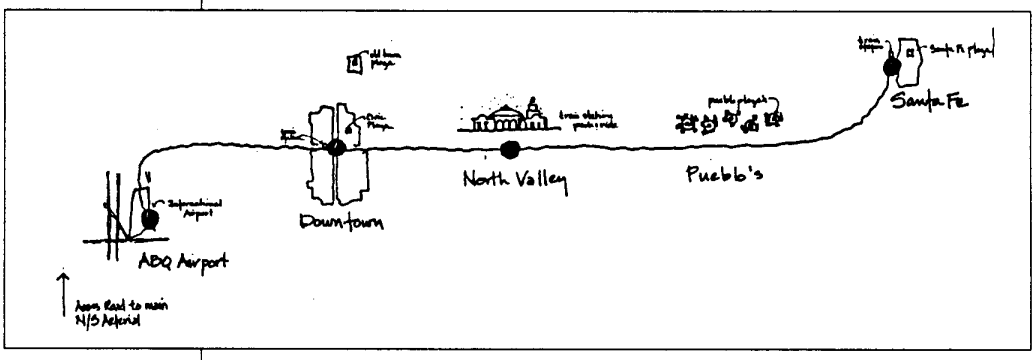
A High Capacity Corridor Study is being conducted by the City of Albuquerque to determine the role that high capacity corridors will play in the metropolitan area's future. High capacity corridors include travel corridors with high occupancy vehicle lanes and/or fixed guideway transit systems like lightrail. The study identifies Second Street as a potential high capacity corridor.

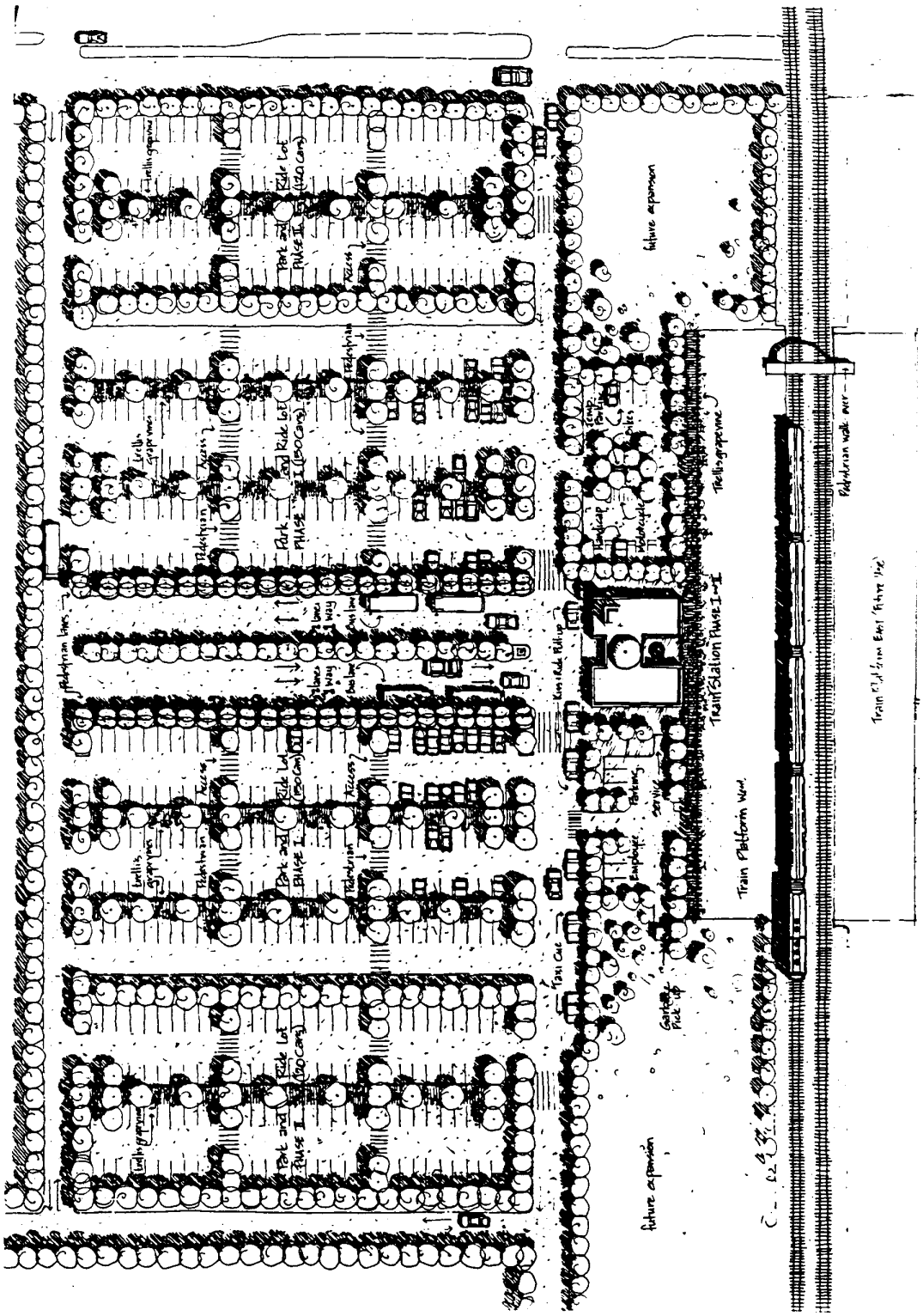
The on-going process to develop passenger rail service between Albuquerque and Santa Fe raises issues related to the design and location of a North Valley park-and-ride station. There are three likely sites for the station: Montaño Road, Paseo del Norte, and Alameda Boulevard. The land uses, development density, and character of the valley differ at these sites. The station could stimulate needed infill at the Montaño Roadsite where large parcels of land are already zoned for non-residential use. The other sites farther north are more rural and likely to lose this character with construction of a station and probable spin-off development. The Montaño Roadsite is also the only one of the three sites located within the City's jurisdiction.

The prototypical design for a North Valley Park-and-Ride, by Dyer and Dyer, Consultants, illustrates general layout and site features for one station scenario. The site would occupy approximately 12 acres located along the tracks adjacent to North/South and East/West roads. Construction was divided into two phases: 300 parking spaces and a 3,200 square foot building, and an additional 200 parking spaces and expansion of the building to 5,600 square feet. Commercial services for the station users would be provided in the first phase. Expansion in the second phase might also serve the non-station user. Alternately, the station could be a stand-alone with no other uses. In any case, the potential impacts on the existing uses and character of each location should be considered in the siting and design decisions because the station is likely to generate real estate interest wherever it is located.

The landscaping design of the facility can set a standard for other large park-and-ride sites. In the valley, the use of native or naturalized vegetation and crusher fines instead of asphalt is appropriate. Crusher fines, crushed residue from rock, provides a highly permeable surface and may be appropriate in lots where daily parking turnover is low. The permeability allows moisture to reach plants and trees edging the lot and is a cooler surface than asphalt. Such surfacing should be considered for other large parking areas built in the valley.

The facility would be easily accessible to transit users, pedestrians, bicyclists, and automobiles. Buses would travel on a bus boulevard with a wide central median and generous pedestrian walks on either side. Landscaped paths provide foot travelers access to the station from the lots and from off-site. Pedestrian and bike paths located along Second Street would connect to the station and bike lockers could be provided. The drop-off or "kiss and ride" passengers will be accommodated in front of the station. In addition, short term parking spaces should be provided adjacent to the station. Taxis also will have spaces in which to queue.





"NORTH VALLEY: LIGHT RAIL TRANSIT STOP, PARK AND RIDE, ABQ"

URBANITAS ... DYER AND DYER.
ALBUQUERQUE N.M., BOSTON MASS.

Transportation Policies

1. The City and County shall encourage the smooth flow of traffic on arterials.

   a. Retain existing residential zoning on Alameda Boulevard, Second Street, Montaño Road, and on future roadway corridors.

   b. Limit access to Second Street, Alameda Boulevard, and Montaño Road from adjacent properties except where alternative access is not available or feasible.

2. The City and County shall actively promote sustainable transportation in and through the plan area by encouraging reduced automobile use and improving the safety of non-motorized travel.

   a. Consider restriping narrower driving lanes on Candelaria Road, Griegos Road, Twelfth Street, and Fourth Street to provide additional space for sidewalks or walkways, bikeways, and bus stops.

      i. Undertake a transportation analysis to determine the impactof reduced lane width on roadway capacity and on the transportation network.

   b. Provide convenient local transit service and related amenities.

      i. Seek agreements with the Village of Los Ranchos and the County for bus service along Fourth Street (Route 10) including service to the portion of Fourth Street now within the Village's jurisdiction, and extension of Route 10 north to Alameda Boulevard.

      ii. Explore possible future locations and agreements for small Park and Ride facilities in the North Valley at existing commercial centers and where bus service terminates .

   c. Target North Valley commuters and area employees for Sun Tran and Ridepool promotional activities.

   d. Pursue necessary analysis and subsequent improvements for trails and bikeways identified in the plan.

      i. Seek agreement with the Middle Rio Grande Conservancy District to establish notification procedures for ditch closures that include posting the affected right-of-way and holding advertised public meetings.

ii. With the MRGCD, undertake a study of multiple use of ditches and associated rights-of-way.

3. The City and County shall limit industrial and heavy commercial traffic through residential areas in order to enhance residential stability and preserve area history and character.

   a. Consider alternative access to the North I-25 Subarea by extending the Alexander Roadway Study Corridor north of Osuna Road to Paseo del Norte.

      i. Undertake a transportation analysis to determine the impact of the recommendation on the transportation system.

   b. Consider removal of the Elena/Balboa Study Corridor from the Long Range Major Street Plan.

      i. Undertake a transportation analysis to determine the impact of this recommendation on the transportation system.

   c. Limit the future number of lanes on Edith Boulevardnorth of Osuna Road by changing the functional classification of Edith Boulevard on the Long Range Major Street Plan from a minor arterial to a collector, or adding an exception for Edith Boulevard to the General Standards for rights-of-way for minor arterial streets contained in the addendum to the Long Range Major Street Plan to limit the right-of-way width of Edith to 68 feet.

   d. Retain and expand residential zoning of land in thelower valley especially in the Edith, Mid-North Valley east, Second/Fourth, and Alameda Subareas.

4. The City and County shall limit conflicts between rail travel, roadways, and land use.

   a. Consider grade separation of Alameda Boulevard and Montaño Road at AT&SF tracks.

   b. Examine land use impacts of potential rail station park and ride locations on residential areas.

   c. Seek agreements to limit future rail spur locations to commercially zoned land.

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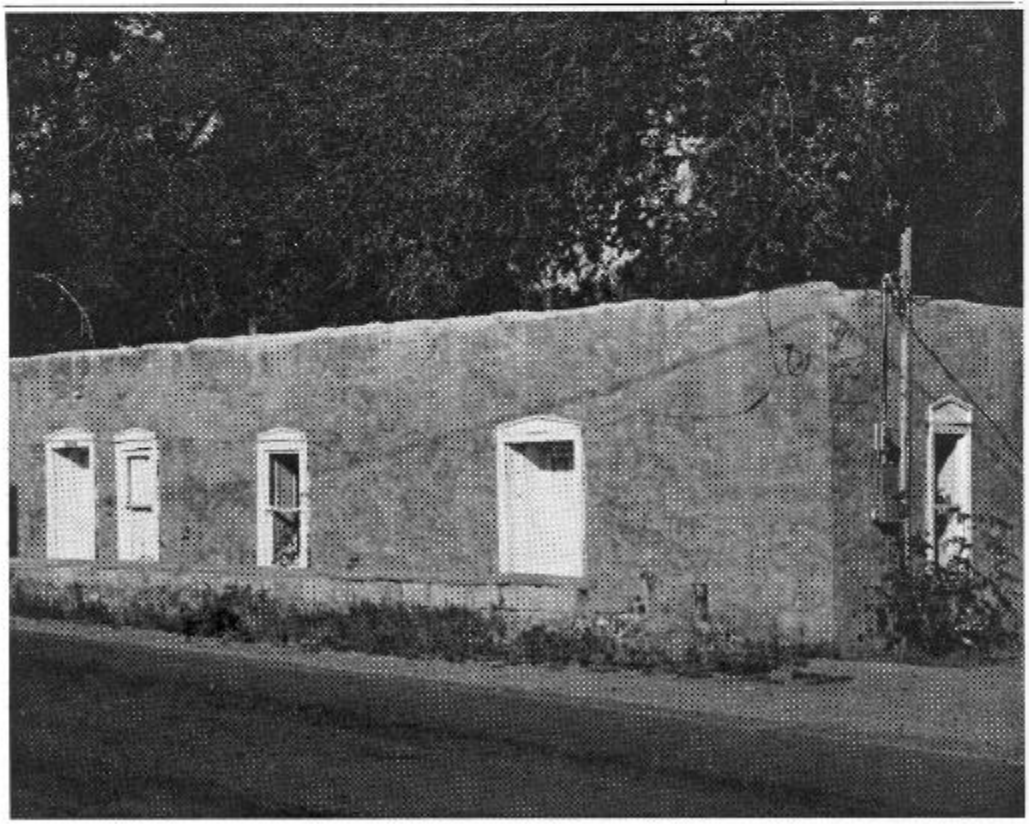
Housing

7

Summary

Existing housing in the North Valley is diverse in type, quality, size, and price. While mansions edge the Rio Grande, smaller homes in the Mid-North Valley subareas offer home ownership at some of the lowest prices in Albuquerque. The North Valley has an especially high percentage of homeowners—74% compared to 64% in Bernalillo County.

Much of the new housing in the valley is built on land previously used for agriculture. Clustered residential development is a way to accommodate housing growth in the North Valley while preserving visual access to open space, ditch irrigation, and some agricultural activities. Standard subdivision design and zoning districts were not intended to preserve unique valley character and have led to the loss of these features and activities. This plan contains options for clustered residential development and mixed use development in order to provide housing in City and County portions of valley areas.



Historic home on north Edith Boulevard

Affordability

Little of the housing located in the North Valley is affordable to lower-income residents.

Despite the diversity, household income is generally lower and housing prices higher than in the metropolitan area. Little of the housing located in the North Valley is affordable to lower-income residents. Today, lower-income families can afford the average sales price for a single-family residence in only two out of twenty areas in the North Valley. The area with the highest concentration of sales in price ranges affordable to this income group is Mid-North Valley East. However, the low volume of housing sales in this area experienced in 1988-1989 suggests that lower-income residents have very limited opportunities to buy homes in this area.

Sales data suggest that gentrification and growth of commercial and industrial uses have affected some valley neighborhoods. Gentrification describes a shift in the economic and social composition of older areas caused by privately financed renovation of residential properties. A similar trend toward investment in commercial and manufacturing uses may sub-ject adjacent residential areas to the impacts of those uses and to like conver-sions of nearby residential property. Lending institutions, residents, and potential homeowners may regard the impacts of industrial or commercial zoning and uses as undesirable for further housing investment. Displace-ment of households may occur when higher housing values or rising demand for commercial property in an area encourages property owners to sell. Lower-income households are at most risk of displacement, and nearly half of the North Valley population (49%) is in the lower-income bracket.

The conversion of residential land to commercial purposes could be countered by conversion of vacant commercially zoned land to housing. New housing might be provided either in conjunction with new commercial development or in selected areas now zoned for manufacturing or commercial uses. Where appropriate, incentives for housing development might be offered. These areas are identified in the preferred scenario land use plan.

Only about 3% of the lower-income households living in the plan area are receiving the public housing assistance for which they are eligible. Compared to both need and City norms, the lower-income population in the North Valley is underserved through City rent subsidies and public housing programs. In the private marketplace, average rents are unaffordable to very low-income households—those households with incomes that are less than half of the median income for all Bernalillo County households, or over $16,000 for a family of four. The majority of the unserved 4,000 very low-income households living in rental units are paying more than 30% of their incomes for rent and utilities, which is unaffordable under the definition of affordable rent and utility payments established by the City. Among renters, large families pay the highest percentage of household income for rent and utilities.

Type

Residences located in the North Valley are comprised of single-family homes (74%) and mobile homes (14%). These percentages exceed the 1980 percentages for Bernalillo County as a whole (65% single-family and 6% mobile homes). Very little land is zoned or developed for apartments or townhomes.

There are now over 2,000 mobile homes in the plan area. This represents approximately 20% of all mobile homes in Bernalillo County. While the cost of land is still a factor in affordability, the production cost of a mobile home is lower than a site-built home. These cost savings can be passed on to the consumer, making mobile homes especially attractive for lower-income households, elderly residents, and first-time homeowners. Land available for placement of mobile homes includes leased land in mobile home parks and land in subdivisions where mobile homes are allowed. There are approximately 65 vacant acres of county MH zoning in the plan area which allows for both mobile homes and site-built homes on lot sizes equivalent to County R-1 zoning. Much of this is located in the Edith Corridor.

"Guest houses" or "mother-in-law quarters" are not allowed by the existing zoning ordinances in single family zones.

Relative to other portions of the metropolitan area, there are few apartments in the plan area. The density represented by large scale apartment development is inappropriate for many parts of the valley given existing area character and some residents' desires. Small, single-living quarters associated with a main house, however, are an alternative explored by other communities for meeting housing needs. Such "guest houses" or "mother-in-law quarters" are not allowed by the existing zoning ordinances in single family zones. The County zoning code has a provision for mobile homes on single family lots for a limited period of time and the use of this provision in County areas attests to the demand for such accessory housing. The intent is to provide for care of immediate family members who are ill, disabled, or elderly.

This early motel site is vacant and could be the subject location for a mixed use project.

Early Motels and homes on Fourth Street, especially in the Mid-North Valley subarea south of Montaño Road, have created a type of mixed use development that could be enhanced through investment in similar small-scale mixed use projects. Small-scale is defined by the relatively shallow lot depths along Fourth Street. This type of housing is described in Chapter 8: Village Centers. There are over 369 acres of residential use in the Fourth Street subarea alone.

Density

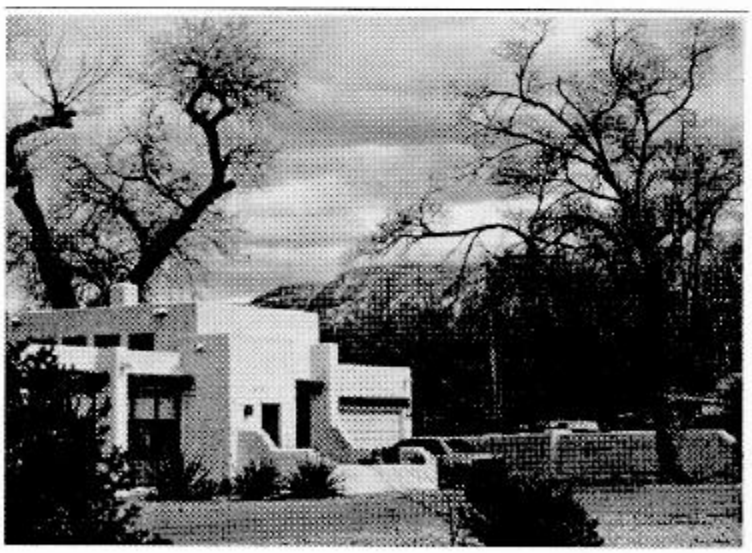
The arrangement of homes defines rural character more than just the number of homes in an area.

Most of the housing in the North Valley plan area is low density. The low density pattern of housing is partially responsible for the rural character of much of the valley. Closer examination of areas identified as having rural character, however, indicates that the arrangement of homes defines rural character more than just the number of homes in an area. It may be possible to accommodate the same amount of new housing in different ways, some of which can better reflect the valley's character and history than others.

Small apartments or townhome-style homes tend to be less costly because of reduced land requirements for a greater number of units. Higher density projects, however can be controversial because they differ from the existing pattern of low density residences. New opportunities for housing can be found in connection with commercial development and redevelopment. Mixed use projects that incorporate housing are especially appropriate along Fourth Street where served with sewers and buses. Utilizing land along this transit route for small townhouse projects that do not extend deeply into adjacent low density neighborhoods could provide for much needed housing diversity in the plan area. Higher density housing that simply decreases lot sizes within otherwise low density areas without providing corresponding open space is not likely to meet with neighborhood acceptance.

Higher density housing that simply decreases lot sizes within otherwise low density areas without providing corresponding open space is not likely to meet with neighborhood acceptance.

In general, the Rural and Open areas are approaching or have exceeded the Comprehensive Plan overall gross density figure of up to one dwelling unit per acre. Densities in the southern portions of the plan area are within the Comprehensive Plan overall gross density for Established Urban areas of up to five dwelling units per acre. The Comprehensive Plan goals and policies place far more emphasis on the character and setting of development in each area than on the density limits.



Compound Don Diego in the Village of Los Ranchos

Standard Subdivision and Development Patterns

Subdivision of land is regulated by either the Bernalillo County Subdivision Ordinance or the City of Albuquerque Subdivision Ordinance. Design standards for new development differs very little between the City and County. The County standards are somewhat less restrictive. The standards are applied uniformly in respective City or County areas so that new subdivisions look very similar regardless of their location. Subdivisions in the valley, however, tend to be smaller because of the smaller parcels of land available for subdivision.

Uniformity in design standards is preferable for the provision of some services, such as fire protection, for example, but is generally not conducive to retaining the character of the valley areas. Homogeneous development of housing, in particular, is not consistent with the Comprehensive Plan which calls for recognition of diverse lifestyles and a range of choices of housing types. Because of the constraints on the size of new subdivisions, however, housing in the valley is far less homogeneous than other portions of Albuquerque where entire square mile portions of the City are blanketed with housing of similar type, style, and size.

About the earliest form of subdivision in the valley is the "lineas" pattern which evolved as a way of retaining access to irrigation water by subdividing lots linearly and perpendicular to a canal. The pattern is still evident in the northern portions of the plan area. Eventually these long narrow lots are subdivided crosswise which limits the potential for continued irrigation and creates rows of homes on single lane dead-end streets. Sanitary sewer and water lines in most cases must be extended the length of these streets to serve homes which front only one side of the street. Enabling or requiring developers/subdividers to group homes at one end of these lineas might enable homeowners to retain irrigation, a sizable parcel for irrigation, and lower costs for sewer and water lines.

The valley's housing diversity has been identified as a desirable feature by area residents. The Los Ranchos June 1991 survey found that 60.7% of area residents preferred to have houses located on a mixture of large and small lots. Old and young, upper- and lower-income residents live within close proximity and share schools, roads, and shopping.

The Comprehensive Plan boundaries in the valley have very little relation to the actual character differences between neighborhoods. Amending the Comprehensive Plan land use boundaries to match the area character can provide a basis for differentiating development standards for areas that might be located in either the County or City.

The existing standards for new development are not intended to preserve rural character.

The existing standards for new development are not intended to preserve rural character and result in loss of valley features that new and existing residents seek to retain. New housing, with few exceptions, does not retain irrigation easements, open land, views, existing vegetation, or agricultural uses. The greatest amount of land retained in residential development is where homes are built on one acre lots. This lot size is too small to qualify for the agricultural tax and too large for some homeowners to effectively landscape and maintain. "Too big to mow and too small to plow." Where these parcels are landscaped they are generally watered with a well or, more recently, with metered City water.

New residential development even at densities allowed by existing zoning may encounter neighborhood resistance from existing residents who appreciate the visual appeal of open land and who associate vacant parcels with desirable rural character. Where sanitary sewer lines are constructed near open land there is substantial development interest in densities of three to four du/acre. With standard development techniques these densities totally change the character of not only the site where they are located but also of the surrounding area.

North Valley subdivision styles

NORTH VALLEY SUBDIVISION STYLES

70's Style Subdivision | Lineas Pattern | Lineas Pattern Divided

The cumulative effect of blanketing valley areas with development under standard subdivision and zoning practices is loss of the valley features that appealed to new and existing homeowners. This loss is evident in many portions of the North Valley. The ditches, no longer used for irrigation, are vacated. Large cottonwoods and other vegetation die. The paths the ditch banks provided are fenced. The birds and other wildlife that may have thrived in hedge rows and along ditches are gone. The views to the mountains across fields and through cottonwoods are obstructed. The valley loses the character that drew people to it in the first place and the resulting housing is neither affordable nor unique.

It is the visual access to open space and agricultural land that defines much of the rural character of valley areas.

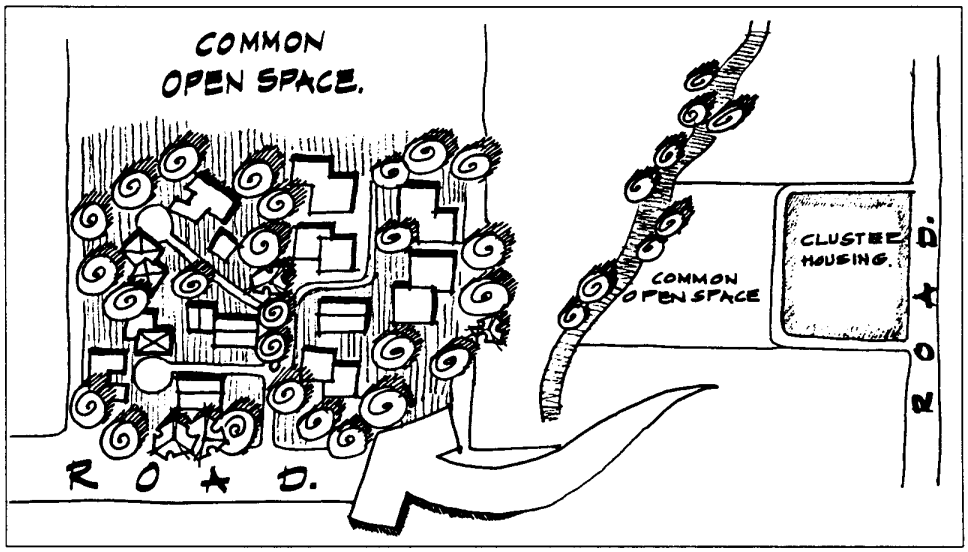
Clustered or Common Interest Housing

"Clustering" allows homes to be grouped together while remaining land is reserved for open space. Such siting allows for preservation of views, open space, and agricultural activity. Providing incentives for cluster development is a possible technique identified in the Comprehensive Plan for retaining area character and scenic qualities in Rural, Semi-Urban, Established and Developing Urban areas. Additional benefits to clustering may include savings in the cost of streets, water and sewer lines, and other infrastructure because of reduced distances between structures and lots. These cost savings could be passed on to homeowners. Development costs and cost savings vary depending on site features, size of the subdivision, and other factors. However, figures available from other parts of the country comparing conventional development to clustering indicate that on average, cluster development can result in a 44% cost savings to the developer.

Cluster Housing generally requires formation of a homeowner association to manage the open space or other areas owned in common. Another option is to give the County or City the rights to the common area. This would allow general public use and enjoyment of the open space associated with a particular development. The relatively small areas retained through clustering in the valley, however, could become a maintenance burden for the County or City. In addition, it is the visual access to open space and agricultural land that defines much of the rural character of valley areas. Retention of the open land under homeowner associations may be more effective provided that the land is retained open in perpetuity. This should be a condition of approval for clustered development.

A cluster project that preserves and maintains open space or other features through a homeowners association is a type of "Common Interest Community" as defined by banks and lending institutions. Common

interest communities also include condominiums, cooperatives, leasehold communities, and other types of planned communities. In the case of a homeowner association, the individual family has title to their home and lot plus membership in an association which has title to the common property. The Federal Home Loan Mortgage Corporation and the Federal National Mortgage Association have published national guidelines for "Planned Unit Developments" that standardize financing criteria for common property projects. In addition, the Uniform Common Interest Ownership Act is a model act endorsed by the American Bar Association which provides standards for common interest communities including "boiler plate" covenants and provisions for liens, maintenance, improvements, liability, etc. This model act, the guidelines, and growing local experience with homeowner associations make the process of creating cluster development projects more straightforward than it may have been in previous years.



Challenges for Cluster Housing

Cluster subdivisions are not specifically precluded in either the City or the County. However, the area for such development is somewhat limited by provisions in both zoning codes, and local unfamiliarity and inexperience with common interest communities This inexperience has probably contributed to the limited number of cluster projects in the community. Presently, there is only one cluster housing development in the North Valley.

Perceived or potential problems with clustering include lot size minimums, the approval process, design and maintenance, and liquid waste disposal. Requirements for minimum acreage preclude clustering on many

vacant sites. In the County, Special Use Permit (SUP) regulations allow for planned development areas that could be designed to cluster homes. However, use of SUP requires a five acre minimum site. In the City, cluster development is allowed through Special Use zoning with a three acre minimum and through RA-2 zoning with a five acre minimum. Of all vacant residentially zoned parcels in the plan area, 107 or 62% are between two and five acres. Thus, the acreage minimums in the codes exclude over half of all vacant residential parcels in the plan area from consideration for cluster development under existing zone code provisions.

Of all vacant residentially zoned parcels in the plan area, 107 or 62% are between two and five acres.

Clustered development generally requires site plan review and approval by the planning commission. This process can be more complex than other subdivision arrangements. Site plan preparation and review requires more care, creativity and time for review. In the absence of clear objectives and standards for cluster development, review and approval becomes a more subjective task than standard subdivision and, therefore, more open to challenge and controversy.

Under present standards and procedures in the County, cluster development proposals are somewhat rare and controversial. Compared to the procedure for zone map amendments, clustering requires more design and review. In addition, if a developer or landowner decides to propose clustering in a location where zone changes have been granted, he is likely to request similar increased densities. In other words, why go to the trouble of site planning at densities allowed by existing zoning if a zone change would provide you with a greater number of dwelling units per acre? In areas where the trend is toward increased densities, or where sewer is recently available for example, cluster development could be required at densities similar to surrounding development.

If there is neighborhood opposition to a zone map amendment for increased densities, the added unknown of a subdivision that is different from that of a standard subdivision can discourage a developer from attempting the approach. Concerns about how cluster housing will fit into existing neighborhoods are likely to grow with the size of the site. Smaller projects, because they involve fewer dwellings, can be less controversial. A greater number of small cluster projects throughout the plan area might be more effective at preserving valley character than a few large ones.

There has been some concern in the past regarding the approval of bank financing for cluster housing projects. According to staff research conducted in 1990, financing should not be a problem if the housing is detached, the common area is low maintenance, and the infrastructure maintained by the homeowner's association is minimal. Federal lending guidelines to Savings and Loans in April of 1989 set a pre-sale requirement for planned unit developments with common walls. Local lenders stated that no extraordinary difficulties should be encountered by developers of detached cluster subdivisions.

Many communities are achieving widespread acceptance of cluster housing projects.

Interviews with developers conducted by staff indicate that other perceived difficulties in developing cluster projects include a more complex or unusual physical layout, the need for a homeowner association, and liquid waste disposal requirements.

The physical layout of a cluster subdivision is not as simple as that of standard subdivisions which have uniform lot sizes, set backs, and spacing; however, local architects have expressed an interest in designing cluster projects because of the design flexibility and creativity that clustering allows and requires. With set densities and well defined objectives and guidelines for clustering, many communities are achieving widespread acceptance of cluster housing projects and it is likely that after a few projects have been developed locally, more landowners and developers will be comfortable with design issues and encouraged to do cluster projects.

Homeowner associations can be formed to provide for ownership, use, and care of the open tracts of land created with clustering. The process can be no more complex than standard restrictive covenants that many subdivisions now apply. More extensive management of common property (swimming pools and horse trails) has also been provided by homeowner associations in the County and City. Homeowner associations also routinely provide maintenance of shared infrastructure like private roads and water/ sewer systems. Where a minimum of one acre is managed or leased for agriculture the homeowner association may qualify for the County agricultural tax. This would help to retain the viability of valley agriculture, especially where the open space can be irrigated from the ditch system.

Conservation Easement agreements between homeowners and a private trust or conservation organization could be used to ensure that open space associated with a cluster housing project is not eventually developed. The State passed a Land Use Easement Act in 1991 that defines the rights and responsibilities of parties in such agreements. In general, development rights on the open land are granted to the trust by the property owner, the homeowner association or developer in the case of clustered housing. The resulting easement prohibits subdivision or development of the open land but allows the property to remain in private ownership. In return, the property owner can receive tax benefits for the donation.

Many potential cluster housing sites in the County are located where sanitary sewer is not available. Existing regulations for septic tanks require a minimum lot size that will exceed that of a clustered home. Lot sizes required for conventional septic tank systems are likely to increase in the future. The open space managed by common interest communities provide an opportunity for application of innovative wastewater treatment systems. These systems, such as constructed wetlands or evapotranspiration beds, may be especially appropriate where homeowners can share maintenance costs through an association.

Where City sanitary sewer lines are available in the unincorporated portion of the County, the housing within a cluster project can be designed to limit the distances to a collector line. The shortened distance and potential for combined plumbing could lower costs.

The City and County could act to remove existing disincentives and/or actively encourage clustering through incentives. Many agree that if cluster is viable in any part of the community, it may be in the North Valley. This may be true in part because the family attracted to the valley generally does not want to live in a traditional urban setting.

Many agree that if cluster is viable in any part of the community, it may be in the North Valley.

Potential Cluster Sites

Land use information was assembled to determine the amount of residentially zoned vacant land in the plan area where provisions for cluster development might apply. All parcels over two acres zoned for residential use in the City and County were included. The two acre minimum for clustering would capture parcels that might qualify for the agricultural tax if homes were grouped to preserve half of the site.

The table below indicates that there are approximately 90 vacant acres of RA-2 zoning in Established Urban portions of the North Valley. This zone allows for clustering.

VACANT 2+ ACRE PARCELS - CITY

Comp Plan Area	Zoning	Acres
Central	R-1	25.0
Established	R-1	31.5
Established	RA-2	90.2
Established	R-2	2.8

VACANT 2+ ACRE PARCELS - COUNTY

Comp Plan Area	Zoning	Acres
Rural & Open	A-1	323.6
Rural & Open	MH/R-1	173.1
Semi-Urban	A-1	224.0
Semi-Urban	MH/R-1	12.6
Developing	A-1	56.4
Developing	MH/R-1	10.9
Established	A-1	58.8
Established	MH/R-1	55.5

The County vacant acreage counts include vacant parcels with Special Use Permits where the underlying zoning is residential. Based on the total acreage, the greatest potential area in the County for application of cluster development provisions is the A-1 zone within the Rural and Open and Semi-Urban designations. This should not preclude application of cluster provisions in other areas. The reduced amount of open lands in these areas may make clustering to preserve open space even more important.

Variables

There are a variety of variables for clustering in both the City and County. The land variables that should be considered with any approach are: Comprehensive Plan designation, density allowed by existing zoning, area character and location, and availability of sewer service or type of liquid waste system. This information is provided throughout the plan and in existing ordinances. The regulatory variables that must be addressed in an effort to provide for clustering include: density to be allowed with clustering, open space to be provided, including physical and visual accessibility and maintenance, resultant individual lot sizes, and standards and objectives with which to judge the suitability of a given site plan. These variables would not all apply where open land is retained through easements in private ownership—another option for clustering.

The density of development (dwelling units per acre or du/acre) in the valley is typically from one to five du/acre. Where City sanitary sewer is available, the densities are highest—from three to five du/acre. Where City sanitary sewer is not available, existing development is from one to three du/acre.

Presently in the City there is a density incentive for cluster development provided in the City RA-2 zone. Up to five du/acre are allowed if homes are clustered to preserve a minimum of 3,000 square feet of open space per dwelling unit, of which 20% may be in private yards.

The County ordinance does not currently provide any incentive to cluster housing, such as increased allowable density. Such an incentive may be logical, especially where sanitary sewer is available and developers are likely to request zone changes for increased densities. Provision for the density incentive might reduce the number of requests and speed the development process.

The challenge is to preserve open space while maintaining lot sizes similar to those of the surrounding neighborhood.

Lot sizes on the clustered portion of each site vary depending on the overall site density and percentage of open space. The greater the percentage of open space, the smaller the individual lot sizes. The challenge is to preserve open space while maintaining lot sizes similar to those of the surrounding neighborhood.

The combination of open space, density, and lot size was considered for the various combinations of County zoning, Comprehensive Plan designation and sewer availability. A sample balancing of these factors is presented in the following example. If homes are clustered at existing allowed A-1 densities on a two acre site and 50% of the site is preserved in open space, each homeowner would have about 1/2 acre for his home. The rest of the overall site would be preserved in open space through restrictive covenants. There is little or no incentive for the homeowners or the builder to develop the two acre site in this manner. The same number of units could be built without the site plan approval process, the restrictive covenant agreement and the joint maintenance required of the two homeowners for both their own lots and the open space. A provision for three homes on the two acre site (or 1.5 du/acre) would provide large enough individual lots to retain low density character of many valley areas (about 1/3 acre), while still providing an acre of visually accessible open space. Similar rationale was used to develop the proposed cluster densities for County A-1 and R-1 zoned land.

PROPOSED CLUSTER DENSITY GUIDELINES, OPEN SPACE AND LOT SIZE*

TYPE	COUNTY ZONING	COMPLAN AREA	SANITARY SEWER	EXISTING ALLOWED DENSITY DU/ACRE	PROPOSED DENSITY OVERALL SITE DU/ACRE	COMMON OPEN SPACE % OF TOTAL SITE	HOMEOWNER'S LOT SIZE
A.	A-1	RURAL OPEN	NO	1	1.5	50%	11,616 SQ.FT.
B.	A-1	SEMI-URBAN	NO	1	2.0	50%	8,712 SQ.FT.
C.	A-1	RURAL OPEN	YES	1	2.0	50%	8,712 SQ.FT.
D.	A-1	SEMI-URBAN	YES	1	2.5	40%	8,363 SQ.FT.
E.	R-1	RURAL OPEN	NO	1	2.0	50%	8,712 SQ.FT.
F.	R-1	SEMI-URBAN	NO	1	2.0	50%	8,712 SQ.FT.
G.	R-1	SEMI-URBAN	YES	3	3.5	30%	6,970 SQ.FT.
H.	R-1	RURAL OPEN	YES	1*	2.0	50%	8,712 SQ.FT.

Note: These figures assume 20% of the overall site is necessary for roads and other rights-of-way. The open space is then deducted from the net area to attain buildable area. The number of clustered units is based on the cluster density times total site acreage. Homeowner's lot size is estimated by dividing the number of clustered units into the buildable area.

* All cluster housing proposals will be evaluated on a site-by-site basis.

The principles include: preservation of open land in perpetuity; provision of housing at densities appropriate to the existing zoning and surrounding neighborhoods; reducing required infrastructure and associated housing costs; and provision of greater flexibility and creativity in design and development of housing.

Cluster Housing Principles

The desire to preserve valley character and the need to accommodate new housing for population growth can both be accommodated through cluster development. Cluster housing principles may be applied throughout the valley in all residential development and redevelopment. The principles include: preservation of open land in perpetuity; provision of housing at densities appropriate to the existing zoning and surrounding neighborhoods; reducing required infrastructure and associated housing costs; and provision of greater flexibility and creativity in design and development of housing.

Preservation of Open Land

The fundamental aim of cluster development is to preserve open land in perpetuity. The arrangement of the open space on the overall site should provide for visual access to open land and views from the public right-of-way, ditches and adjacent development.

The open land should be maintained by a recognized homeowners association in perpetuity according to restrictive covenants including maintenance fees and schedules. Conservation easements may be used to ensure retention of the open space. Uses most suitable for common open land include most agricultural activities excluding commercial farming activities such as feedlots or large scale poultry or greenhouse operations. Open land may also be maintained in a "natural" vegetated condition or used to accommodate wastewater systems for clustered homes.

Provision of New Housing at Appropriate Densities

The overall site for clustering new housing should be at least two acres. The number of homes allowed on the site should be at least equal to the number allowed under the existing zoning. Location relative to Comprehensive Plan area and sewer line availability shall determine overall site density. The approved cluster development densities will be binding on the property owners. No subsequent density increases will be allowed without full development process review and approval consistent with zone change procedures. Overall site density in the County should not exceed 3 dwelling units per acre.

Lower Infrastructure Costs

The cost of such infrastructure as roads and sewer lines for clustered development may be lower and should result in lower purchase and maintenance costs for homeowners.

Design Flexibility and Creativity

Cluster development which requires site planning should result in more design flexibility by allowing different lot sizes and shapes according to site features and open space location.

Housing Policies

1. The City and County shall stabilize land use to protect affordable housing and land presently zoned for housing.

   a. Maintain and expand areas zoned for residential uses including A-1, R-1, MH.

   b. Limit encroachment of non-residential uses into residential areas.

   c. Encourage residential zoning of parcels with residential use.

2. The County and City shall encourage mixed use development and redevelopment which incorporates housing.

   a. Encourage rezoning land in the Edith Boulevard, Mid-North Valley East subareas for residential and mixed uses.

3. The City and County shall promote lower-income rehabilitation projects in neighborhoods with existing moderately-priced homes and areas vulnerable to land speculation, redevelopment, and displacement of lower-income residents.

   a. Expand efforts to leverage private investment in housing programs for lower-income North Valley residents and target resources to assistance of very low-income renters.

   b. Study the implications and impacts of accessory apartments in some residential areas.

   c. Undertake a survey to compile reliable data on incomes and housing cost burdens for North Valley households.

4. The County and City shall remove disincentives, provide incentives, and/or require housing development which meets the Cluster Housing Principles of preserving open land, providing new housing at appropriate densities, lower infrastructure costs, and design flexibility and creativity.

   a. Amend the City Zoning Ordinance to add cluster principles and reduce the cluster housing district "minimum district size" in RA2 to two acres.

   b. Amend the County Zoning Ordinance to add cluster principles and to include Cluster Housing as a Special Use.

c. Provide for densities greater than 1 dwelling unit/acre in Rural and Semi-Urban Areas through adoption and promotion of Cluster Housing Principles.

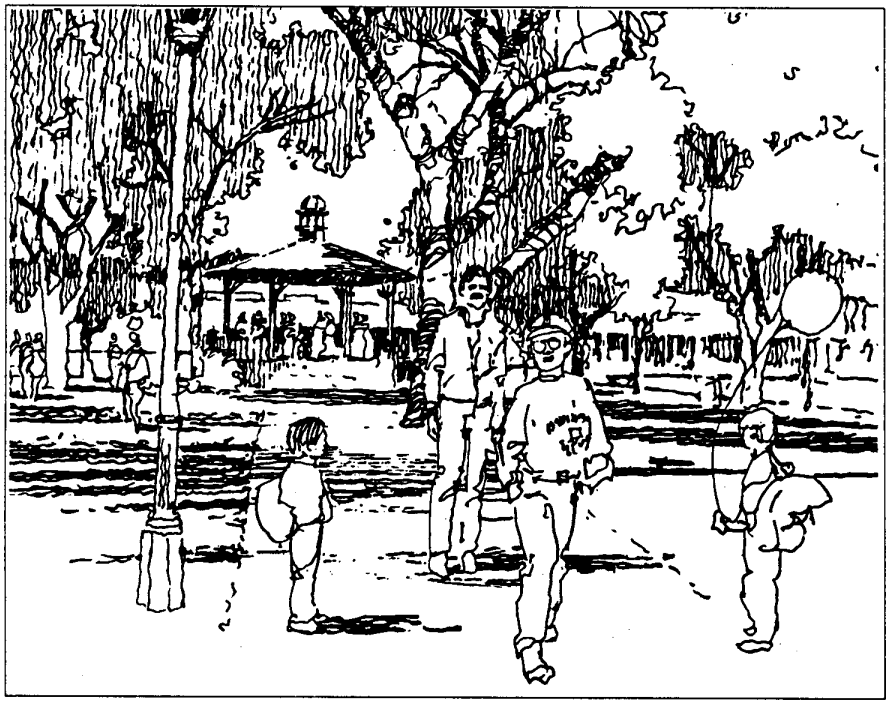
d. Adopt standards for homeowner associations, including provisions which would enable the City or County to bill the association for maintenance costs if necessary and requirements for open space in perpetuity.

Village Centers

8

The Village Center is the heart of community life. It satisfies the commercial, social, civic, and spiritual needs of village residents. This mix of uses is necessary to create a village center. Community needs are met through shops, a place for public gathering, a church, and civic services like a post office, fire station, community center or town hall. All of these services and places work together. The goal of these Village Center guidelines is to define and encourage development which provides for these community, civic, and commercial needs in the context of the valley's social and physical history.

Dyer and Dyer, Village Centers



Summary

Throughout the valley are visible reminders of historic villages where focal structures of the community, like churches, stores, and dance halls, were located. With the advent of the automobile, the form evolved into a linear pattern along Fourth Street. Focal structures were located at intersections and residential areas were built to the east and west. The valley lends itself to a reintroduction of Village Center concepts because of this physical history.

"Community building" can be fostered in new development by incorporating features that give the valley identity and character.

Village Centers can assume greater importance to the community than standard commercial centers or strip commercial development because of their accessibility from surrounding neighborhoods, and the type, character and history of structures within them. A Village Center in the North Valley is defined by both the spatial relationship of buildings and local landmarks and by the presence of services and spaces shared by residents. A community can not be created by designing buildings, however, "community building" can be fostered in new development by incorporating features that give the valley identity and character.

The plan focus is on existing or potential "Village Center Areas" chosen for illustrative purposes. The Village Center Principles, outlined below, may be applied throughout the valley in all commercial development and redevelopment and especially along Fourth Street. The areas where the principles have been illustrated include: Alameda Boulevard and Fourth Street, Ranchitos Road and Fourth Street, Osuna Road and Fourth Street, Griegos Road and Fourth Street, Griegos Road and Twelfth Street, Candelaria and Twelfth Street, Matthew Road and Rio Grande and Menaul and Fourth Street.

Village Center Principles

Pedestrian Attraction and Accessibility

A comfortable walking radius for Village Center development is generally 1/4 to 1/2 mile. Pedestrian improvements are especially important within this area. The map below shows this radius for seven Village Center Areas.

The attractiveness of existing and new commercial structures for specialty retail, neighborhood services, and restaurants will be strengthened by improving pedestrian connections to adjacent residential areas within this approximate radius. Commercial structures along Fourth Street, for example, can be made more accessible from neighborhoods located to the east and west of this corridor. These improvements would also enhance bus travel along the existing Fourth Street route.

Commercial structures along Fourth Street can be made more accessible from neighborhoods located to the east and west of this corridor.

A "finer-grained" pattern of details is necessary to create an attractive and accessible pedestrian space. These details can be seen in pedestrian oriented areas such as Old Town where the walker's view is enriched by the presence of portals, trees, brick walkways, windows, and other architectural details.

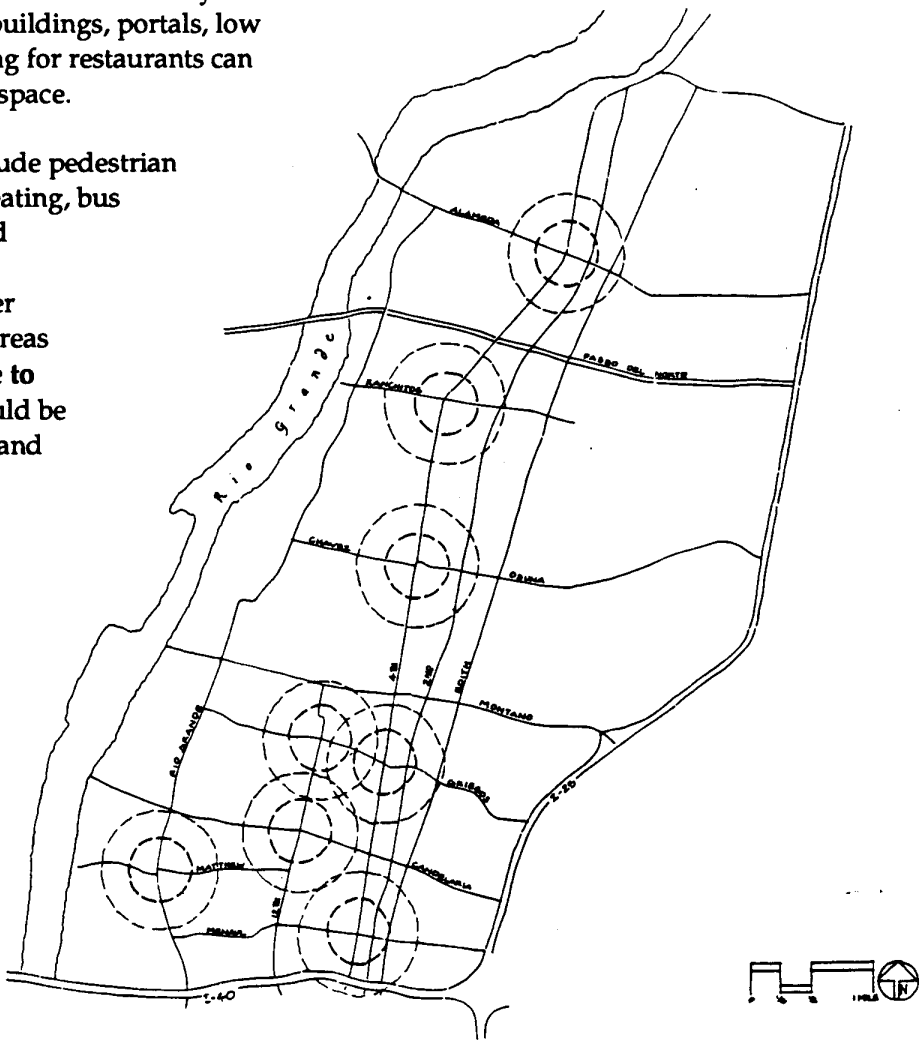
Specific pedestrian and non-motorized travel enhancements for Village Centers include providing **unobstructed walkways** - sidewalks or trails depending on area character - especially within 100 feet of Village Center

intersections. Obstructions include light and utility poles, signage, curb cuts and driveways. **Visible entrances directly accessible to the pedestrian** are another pedestrian improvement for Village Center Areas. Landscaped walkways should be provided through parking lots. Crosswalks in the public and private rights-of-way should be painted or of scored concrete or brick.

New development should reinforce the streetwall. Parking in front of commercial buildings limits pedestrian accessibility. Limiting building setbacks from the public right-of-way in Village Center Areas will reinforce the street wall and help to establish the identity of the area. Placing off-street parking to the side of or behind buildings in smaller, more numerous lots and limiting building setbacks to ten feet will improve pedestrianism. Shared parking agreements between owners can facilitate this arrangement.

Plazas and other landscaped public spaces should be provided in Village Centers. Traditional plaza dimensions are 100' x 150'. Wide walkways between and in front of buildings, portals, low walls, and outdoor seating for restaurants can also contribute to public space.

Other amenities include pedestrian scale lighting, outdoor seating, bus benches and shelters, and convenient placement of mailboxes and newspaper stands. Village Center Areas should also be **accessible to bicylists.** Bikeways should be connected to the centers and convenient bike racks provided.



One-quarter to one-half mile radius of Village Center areas

Mixed Use Development

Mixed use development in Village Center locations can serve to reduce motoring needs in the valley, match the characteristic pattern of mixed uses in older valley areas, and to build community. Mixed use development can be defined as new or existing development that incorporates **more than one type of use, including housing**. Promoting a mix of uses in Village Centers includes developing residential uses in or near commercial areas. Examples include **apartments above shops** or offices, and **townhomes adjacent to shopping areas.**

Existing housing densities for four Village Center Areas in the North Valley were estimated. Patterns indicate that the higher density development in these areas is approximately 9 dwelling units per acre. This is generally in the form of townhomes as private residences. To retain the scale and character of the valley and promote mixed uses, such residential development should be located near Village Center Areas and within the Fourth Street corridor.

Scale and Character

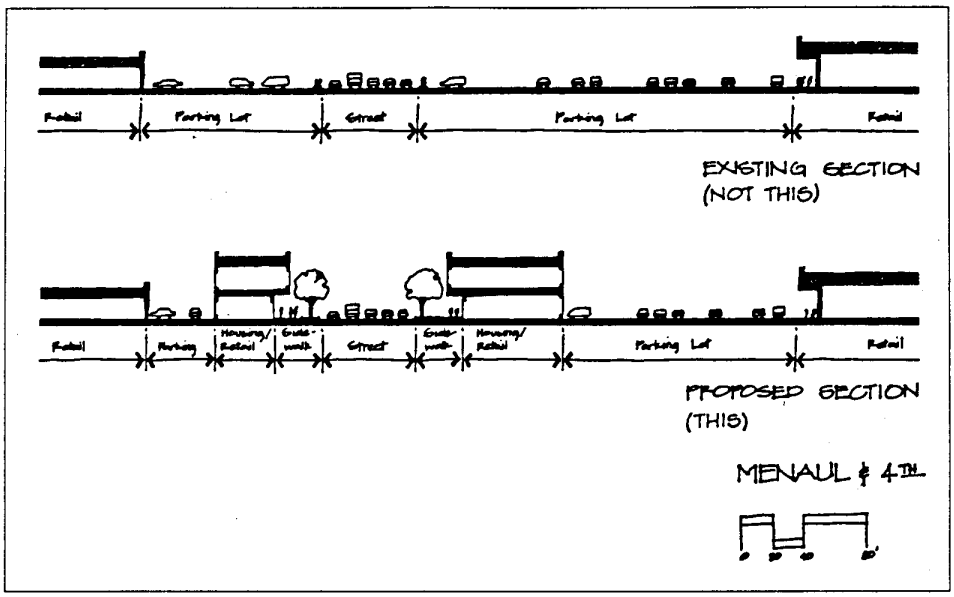
Development in the valley today should reflect the area's history. **Smaller businesses in smaller stores** are most appropriate given the existing context of small commercial lots and structures. Where larger buildings are desired, Village Center Principles can still be incorporated by **breaking up building mass and parking into smaller parts.** This can be accomplished through building design by use of portals, windows and vertical elements and through site design by placing parking in smaller lots separated by buildings or landscaped areas. The use of crusher fines instead of asphalt in parking lots can reduce the "sea of parking" and result in lower area temperatures and healthier landscapes.

The valley is most appropriate for businesses that can either locate on existing small lots or in existing shopping centers in need of redevelopment.

Development should relate to the surrounding **context of the site** and special attention should be given to **existing area character**. Landscaping and landscaped public spaces should be incorporated into site design. Large signs, standardized architecture, and a large supply of parking directly in front of the store are in conflict with the Village Center Principles. The valley is most appropriate for businesses that can either locate on existing small lots or in existing shopping centers in need of redevelopment.

The drawings of several Village Center Areas are included to generate discussion about how the Principles could be applied at existing vacant "opportunity sites". This is not a proposal for rezoning nor do the drawings represent an endorsement of development at those locations. The ideas should, however, give landowners, developers, area residents, and the planning commissions an idea of how the principles might be applied.

Existing bike routes and proposed pedestrian routes are illustrated. Existing commercial sites and proposed mixed use sites are also shown.

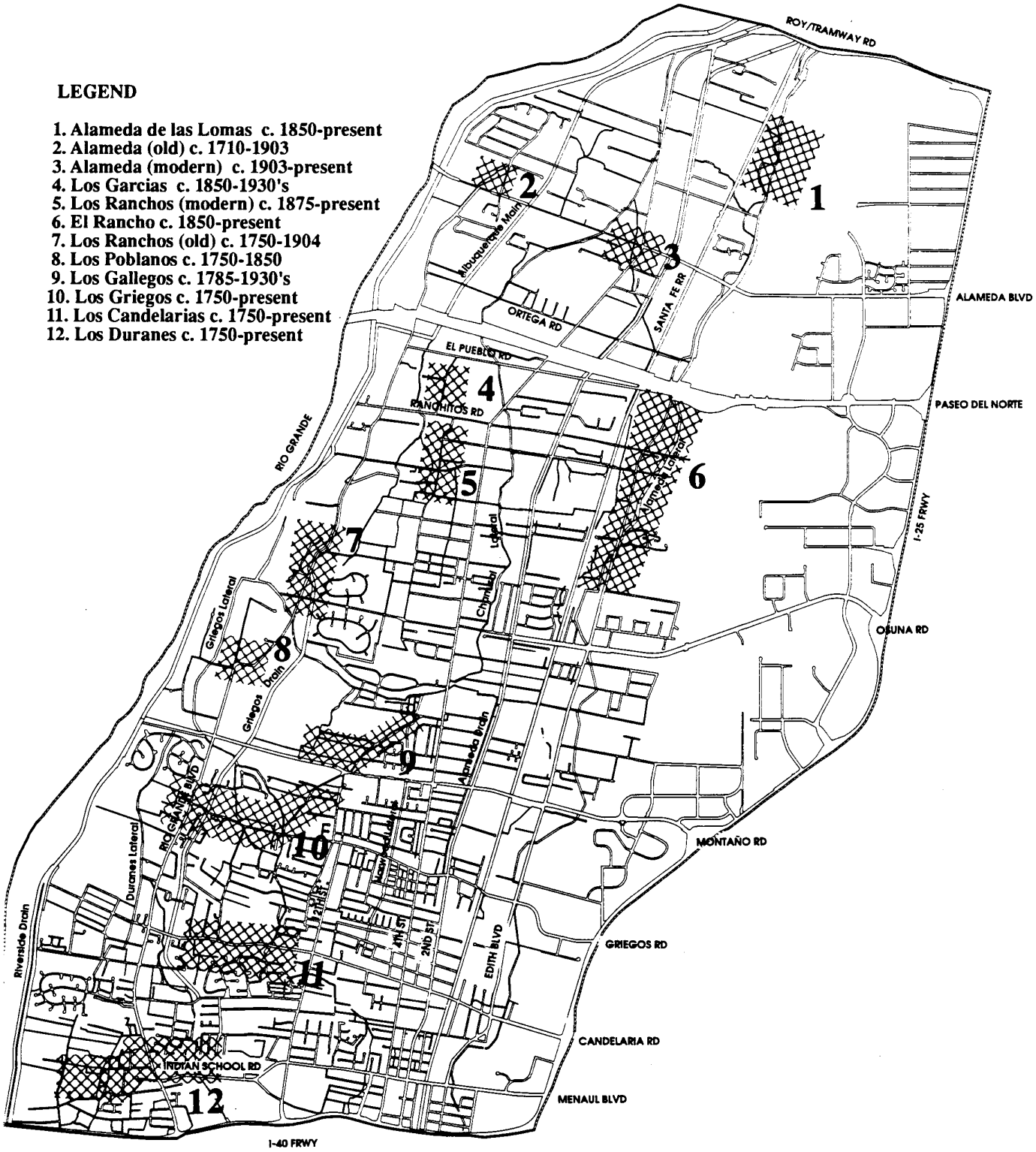


Techniques

The Village Center Principles are intended to act as guidelines in the develpment and review of commercial site plans. This does not preclude future establishment of regulations regarding Village Centers. The Principles-as-guidelines approach allows the City and County to test the ideas and build support for the concepts prior to establishing requirements for preservation of historic or prehistoric sites and control of signage, building design, and/or parking and landscaping.

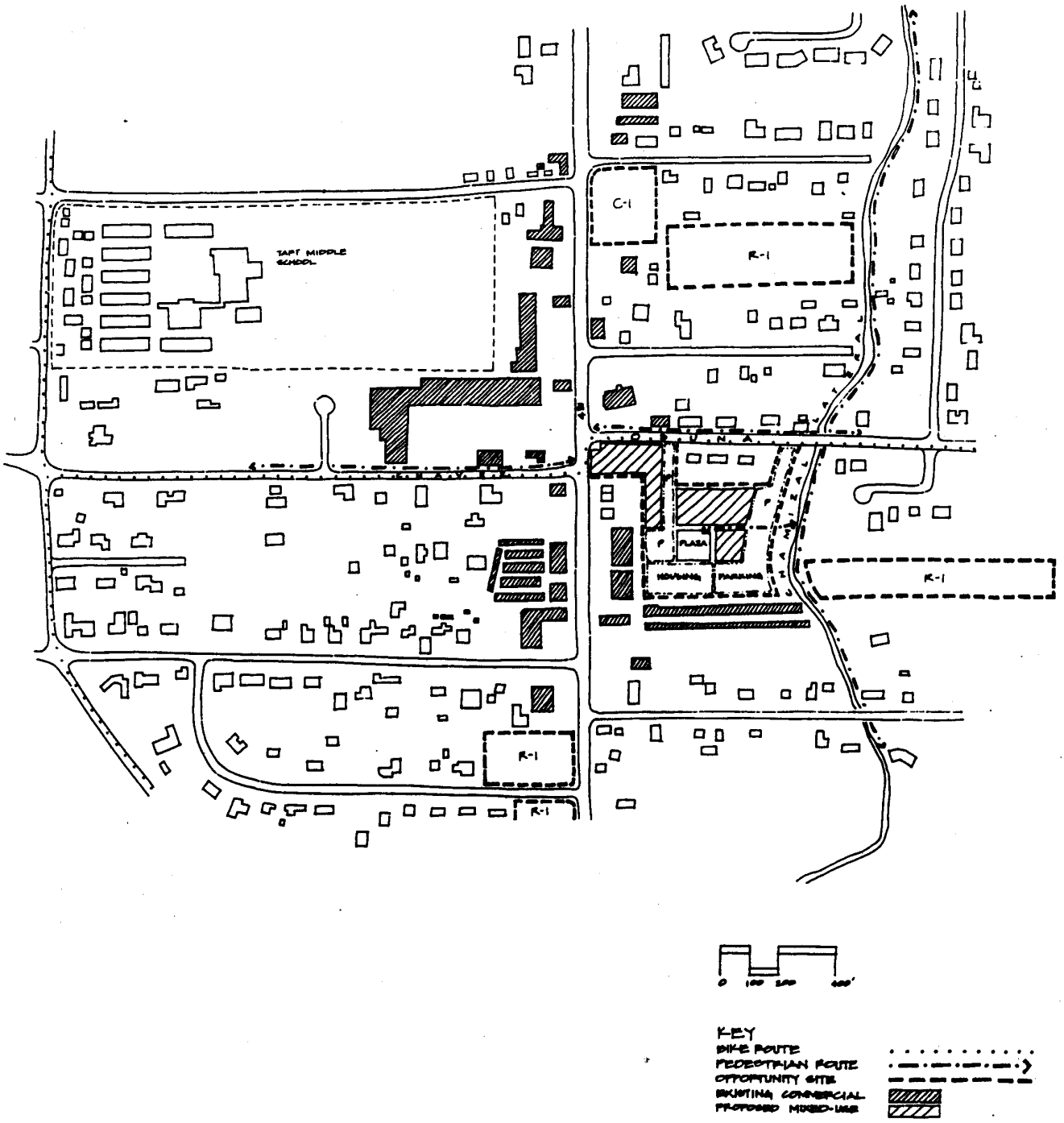
Other communities have undertaken efforts to guide the redevelopment and new construction of automobile oriented commercial development. In 1985, Plano, Texas enacted advisory guidelines for strip malls that address building arrangement and access, circulation, parking, building elements, service facilities, utility and mechanical equipment, outdoor storage, buffers, screening, landscaping, signage and lighting.

Bozeman, Montana created design overlay districts and a design advisory board to review commercial development proposals in several districts. Bozeman also created a interlocal agreement with the County extending advisory board review authority three miles from the municipal limits. The guidelines encourage buildings closer to streets, clearly designated routes for pedestrians between the street, parking, and the main entrance, and a continuous arcade or covered walkway in front of major retail buildings.



north July 1992. HISTORICAL SETTLEMENT AREAS

North Valley Area Plan



April 1993 4TH & OSUNA MAP

North Valley Area Plan

Village Center Principles can be incorporated into both public and private development

According to the Bozeman guidelines, stores over 10,000 square feet should provide usable outdoor space including landscaping, seating, and food vending. These measures also seek to bring pedestrians into the centers through placement of parking to the rear of centers at major intersections and use of raised walkway pavers or scored concrete in crosswalks.

Possible techniques for requiring or encouraging development according to Village Center Principles include use of design overlay zones which can be created under current provisions in both the City and County zoning ordinances (See Zoning and Land Use Section). Protection of historic features in village locations might be accomplished through use of an Urban Conservation or Historic Overlay Zone (not presently available in County areas). Other communities have created Rural Commercial Districts and Rural Conservation Commercial Zoning to prevent new large scale commercial development in village locations. These districts or zones include the concept of limiting the floor area ratio or total square footage of new commercial structures. One eastern community, for example, limited new commercial structures to 8,800 square feet.

Village Center Principles have been accepted in other communities and are ideas that once defined villages in the Rio Grande Valley. The experiences of other communities provides a testing ground through which officials can judge the appeal and effectiveness of similar measures applied locally. The responsibility for development of Village Centers should be shared by the City or County, the property and business owners, and surrounding residents who should also benefit from the development.

Village Center Principles can be incorporated into both public and private development and in new and redeveloped areas and structures. Attention to Village Center Principles in the scale and location of right-of-way improvements, for example, would be the public responsibility through the construction of any street or other public project. Conformance with Village Center principles regarding location of parking and landscaping, for example, would be the private sector's responsibility.

Transfer of development rights (TDR) to increase densities in Village Centers while achieving density reductions in rural areas is a specific technique suggested in the Comprehensive Plan that should be explored in addition to overlay zoning. The TDR process requires stability of existing zoning and a detailed system of "receiving" and "sending" areas for density transfers. For example, an owner with property in a rural area presently unserved by sanitary sewer and located in a "sending" area might sell development credits or rights to a developer for use in a receiving location appropriate for such density increases. There is no incentive for such a transfer if zone changes are regularly granted in potential rural "sending" areas. Present trends toward greater density throughout the plan area would have to be altered in order for a transfer scheme to be successful.

Another technique to encourage Village Center development is to target public investment to complement private development that meets Village Center Principles. Regular public improvements such as sewer construction, reconstruction, and associated street resurfacing and restriping can also be planned and designed to incorporate village features such as bike lanes, sidewalks or trails, and road crossings. Public buildings would also be located and designed consistent with Village Center Principles.

The Village Center form of development is more conducive to "community" by virtue of its scale and connection to the roots of the valley. It is, however, only a start toward community building. What makes a Village Center is a community life shared by residents in the village. Village Centers today would exist within the broader setting of standard development and context of today's society. The lifestyle changes and adaptations necessary for community or "village" building, if they are to occur at all, will evolve just as today's lifestyles evolved. The sense of community that typified previous decades, however, can be encouraged by limiting the isolating impacts of the automobile. In providing a degree of independence from the automobile, we increase our contact with the "place" and with the people who share it with us.

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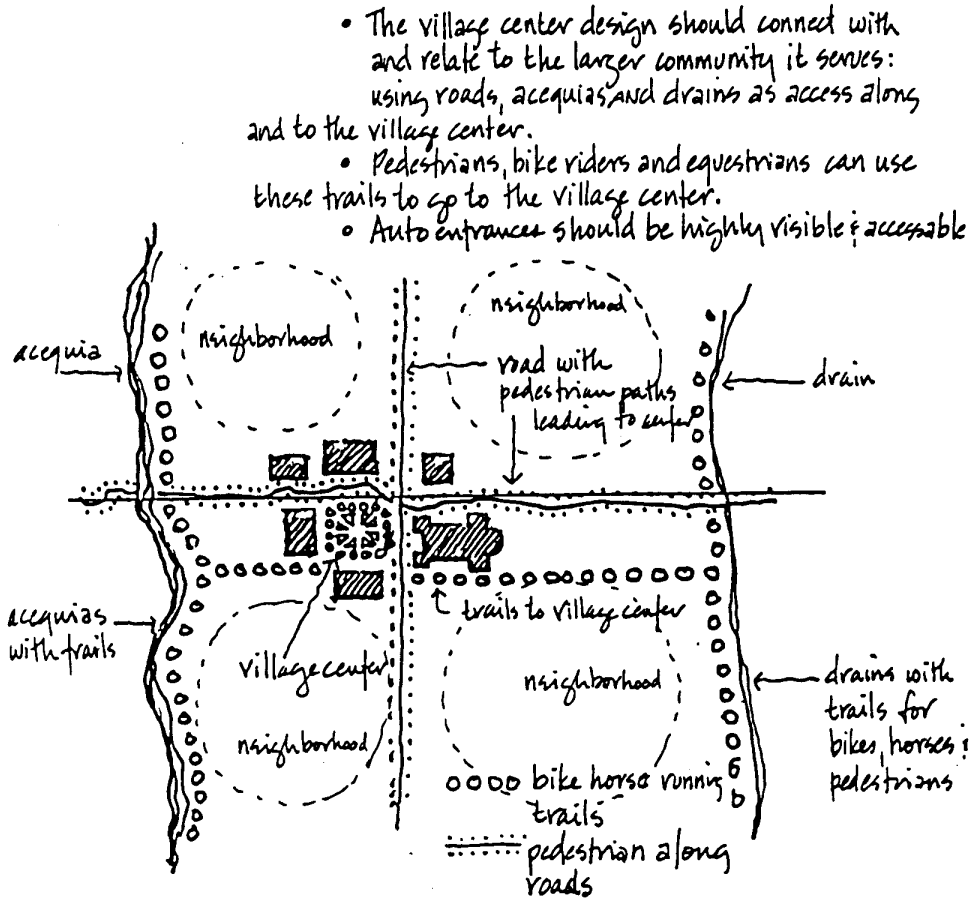


Village Center Policies

1. The City and County shall encourage new development and redevelopment that incorporates Village Center Principles including: pedestrian attraction and accessibility, mixed use development, and valley scale and character.

   a. Evaluate proposed development and redevelopment projects using Village Center Principles and the following guidelines.

      i. Within 300 feet of intersections, building setbacks should not exceed 10 feet from the public right-of-way.

      ii. Within 100 feet of intersections, sidewalks should be unobstructed by curb cuts or driveways.

      iii. Main entrances should be visible to the pedestrian and directly accessible.

   b. Utilize the guidelines to test ideas and build support for the Village Center Principles prior to establishing new requirements.

   c. Target public investments which meet Village Center Principles including right-of-way improvements and public buildings.

2. The County and City shall explore techniques for implementing Village Center Principles including Transferable Development Rights, Design Overlay Zoning, and zoning ordinance amendments.

   a. Draft a map of possible receiving and sending areas for transferable development rights and use the effort to evaluate the TDR method of controlling density and to guide decision making under the present zoning laws.

   b. Undertake a rank three planning process to create Design Overlay Zones for one or several Village Center locations.

   c. Explore possible Zoning Ordinance amendments to create other zoning tools such as Rural Commercial Zoning to implement the principles including possible limits to floor area ratio or total square footage of new commercial structures.

Community Design and Development

9

If you want to know what fine feature is going to go next, look at the title of the newest development. It customarily is named for that which it will destroy.

William H. Whyte, City

Summary

The North Valley plan area is important to its residents and unique to the region because of the character of its neighborhoods and the diversity of business and employment opportunities provided by industries and commercial enterprises in the plan area. The physical, historic, social, and economic character of each plan subarea are described in the appendices . The features and context of this character may be defined as "community design", a term more inclusive than "urban design". This section will summarize elements of community design, including the arrangement and context of commercial and industrial development, signage and views, area history, and vegetation.

Commercial and Industrial Development

The automobile has played a big part in the region's development history for a relatively short time but has had a tremendous effect on the direction and shape of growth. The range of commercial development along streets like Fourth Street traces the influence of the auto on development styles. There are older commercial structures that front the sidewalk, strip commercial development with freestanding stores, and shopping centers.

The early "storefront" businesses that front the street or sidewalk are among the oldest commercial structures in the valley. These storefronts also offer the least expensive rents ($4.00 to $7.00 per square foot compared to large new "community centers" at $10.00 to $13.00 per square foot according to Coldwell Banker estimates.) The smaller interior space and limited parking availability make older commercial buildings less popular among national retailers. These spaces, however, provide for many small local

Small "storefronts" on Fourth Street define the commercial character of the valley.

businesses in the North Valley and their location relative to residential areas often makes them more accessible to local customers. The character of these buildings serves to define the character of the North Valley.

Strip commercial development is characterized by freestanding stores with large signs on shallow lots, each with separate access from a busy arterial. Fourth Street, south of Montaño Road, is a good example of a modern strip commercial area, although there are older storefront businesses along the street as well. Fast food franchises tend to favor this style of development.

Typical strip commercial provides few opportunities for comfortable pedestrian travel.

Shopping centers are also oriented to the motorist and can provide more parking and landscaping because of the larger site. Strip commercial development and shopping centers are common throughout the Southwest in regions that developed after the advent of the automobile. The automobile allowed retailers to capture a much wider market area which means bigger stores and more site space devoted to the automobile.

Vacant, or largely vacant, shopping centers can be found throughout the plan area—at Twelfth Street and I-40, Griegos Road and Fourth Street, and Ranchitos Road and Fourth Street. Despite the space available and the larger size relative to the storefronts, there appears to be little market for some spaces in older shopping centers. This is due in part to the even larger retail square footage sought and built by large grocery chains. These stores now provide a variety of services and need approximately 40,000-60,000 square feet—far larger than most available vacant retail space in the valley.

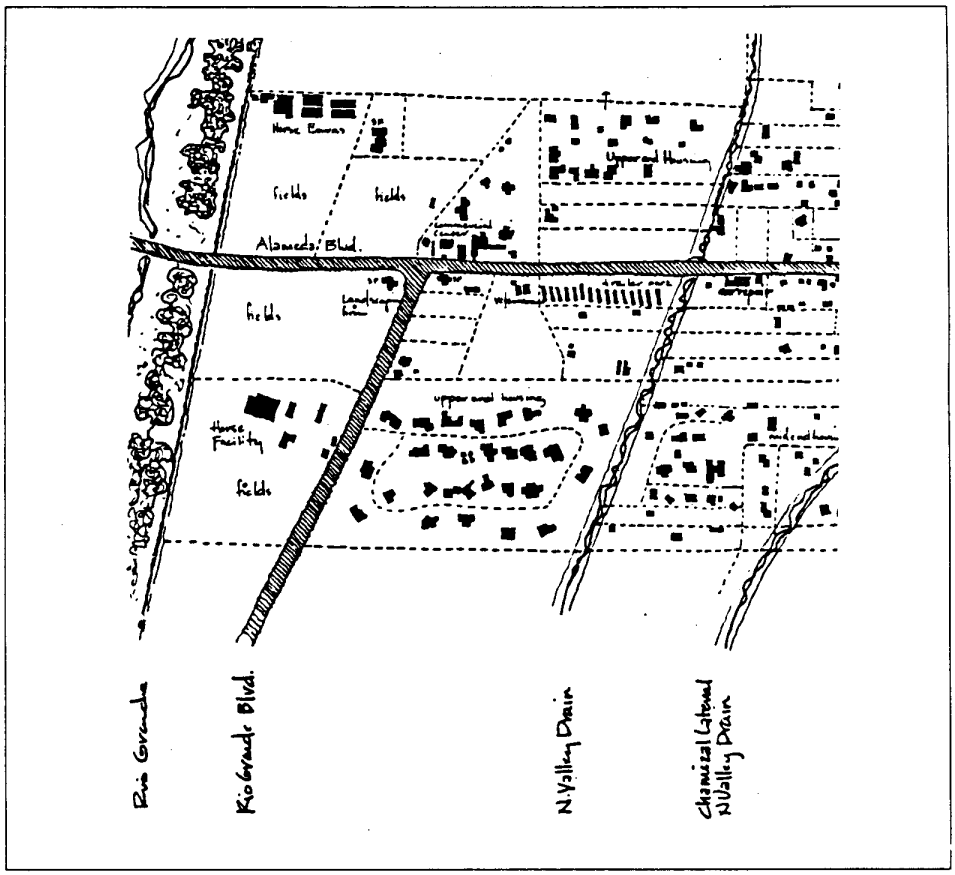
Because of the orientation of most commercial properties to the motoring public, the availability of parking is a major component of location decisions for retails space. Service uses are required by the City Zoning Code to provide one space per 200 square feet of net leaseable area. Buildings built before 1965 must supply parking to the extent that ground space is available. The older portions of Fourth Street now have an apparent lack of parking relative to the newer growth. While the City Zoning Ordinance may not require provision of parking, most retailers desire convenient automobile access and parking.

Commercial development in the North Valley is not easily accessible to all segments of the population.

Despite the parking available in most shopping centers and strip commercial development, commercial development in the North Valley is not easily accessible to all segments of the population. The handicapped, the elderly, the young, and others who don't drive find that access to and through the commercial areas of the North Valley is generally difficult and unpleasant. Stores and public streets are oriented to the motorist and not to the pedestrian. Even residents within a quarter-mile of a shopping location may find it easier to drive than to walk. This places additional and unnecessary traffic on residential and arterial streets.

Strip commercial on Fourth Street, south of Montaño Road.

This portion of Alameda has come under pressure for additional commercial development despite present zoning and Comprehesive Plan policy to the contrary.



Vacant land on streets with visibility and access to major arterials such as Alameda Boulevard is considered prime commercial property. This perceived value has tended to outweigh the value of this land for its previous use, usually agriculture or residential. Rural character, defined in part by visual access to large parcels, is lost with standard stand-alone or strip commercial uses. There are opportunities to limit this trend. Maintaining the existing zoning of the properties abutting arterials is one method. Providing more attractive and popular commercial development locations is another.

Old Albuquerque Indian School Site

The 44 acre site of the old Albuquerque Indian School is now unused and almost cleared of structures. There are preliminary plans to develop the property into a large scale "Urban Center"-type development. This development will have impacts on adjacent and nearby commercial and residential land uses. The extent of this development and its impacts may warrant detailed planning for land uses, streetscape improvements, and transportation in the vicinity of that site. Sucy planning may take place within the recommended Mid-North Valley Area planning process or through subsequent plans.

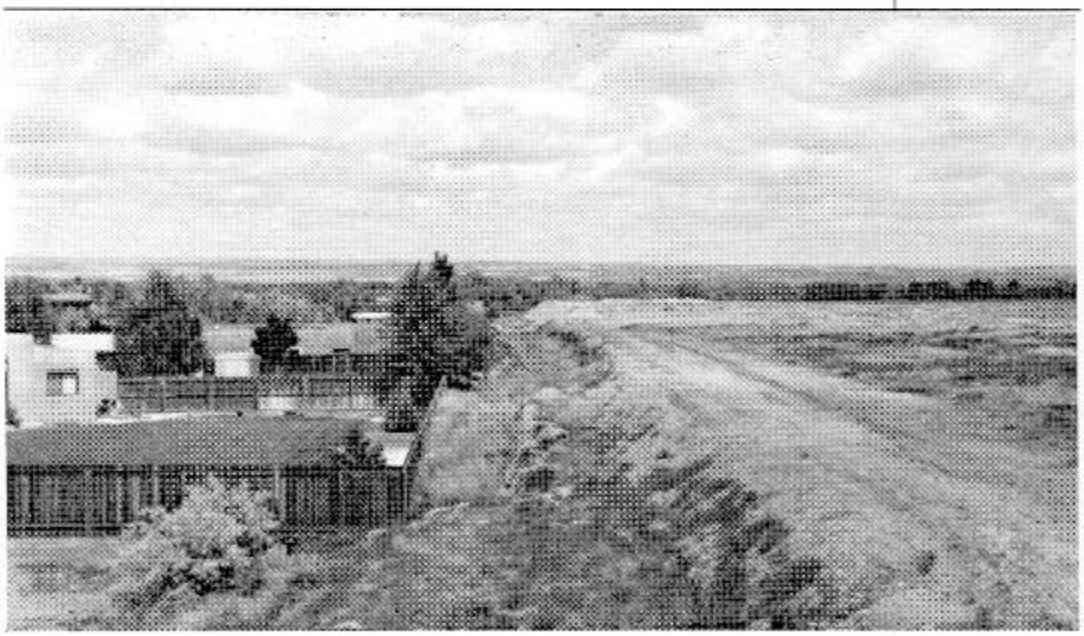
Village Centers

The valley has many sites of villages that once contained the focal structures of the North Valley community. These groupings of social, cultural, religious, and commercial activities were a part of community life. Today's commercial establishments tend to be much larger and oriented to the motoring public. A sense of community can be re-introduced and fostered through design that incorporates a greater variety of uses, accessibility and local community identity. This Village Center form of development is recommended as an alternative to new strip commercial growth.

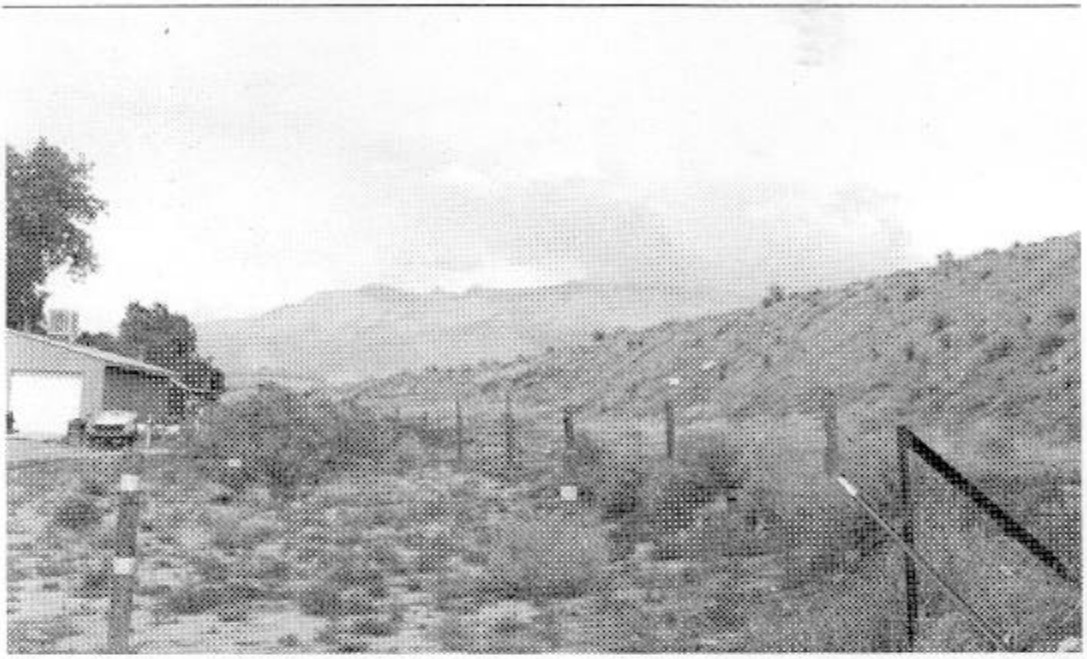
The Mesa Edge

Much of the vacant land available for manufacturing use in the plan area is directly adjacent to residential areas in a continuous 6.43 mile long strip that forms the border between the North I-25 and Edith Subareas. The edge is a significant feature that separates large tracts of land zoned by the City for manufacturing from agricultural and residential uses within the County's jurisdiction on the valley floor. This is especially evident north of Montaño Road where housing to the east of Edith Boulevard is the predominant land use (See Edith Corridor Subarea description). Even where gravel extraction has altered and reduced the topography, the edge between these uses and tracts of land is visible.

Much of the vacant land available for manufacturing use in the plan area is directly adjacent to residential areas



The mesa edge in the Las Colinas area.



The mesa edge below Paseo del Norte.

The impact of these mesa uses on valley residences can and has been severe.

Depending on the placement of buildings, parking lots, and other development, the impact of these mesa uses on valley residences can and has been severe. Impacts include, most notably, the appearance of large structures and associated lighting and fencing from the valley floor. As the now vacant industrially zoned lands on the mesa top develop, the edge will expose residential neighborhoods to the physical and psychological impacts of the industries above them.

Standard setback and landscaping provisions of the City Zoning Ordinance do not address the fact that the land along this edge is within differing jurisdictions. In addition, the buffer requirements for manufacturing uses apply where those uses abut residential zoning, not just residential uses. The City Zoning Administrator does not have access to or authority over what is zoned within the County. Thus, the City may only require buffering next to land zoned by the City for residential use. Even where these provisions apply, the elevation difference of the mesa edge may make such requirements inadequate from a visual impact standpoint.

The 1986 North I-25 Sector Development Plan includes the area north of Paseo del Norte and east of Edith Boulevard. The plan recommends that treatment of storm water runoff from watersheds impacting Edith Boulevard should reflect the rural nature of the area and that noise, traffic and visual conflicts between residential and nonresidential uses should be reduced through screening and landscaping. The landscaping standards in the sector plan do not specifically address the mesa edge but do call for landscaping strips on rear and side yard areas of all new development including ten foot

wide landscaped setback areas adjacent to arterials and collectors. Lighting and "light pollution" controls and additional setbacks or height limits for new buildings along the mesa edge are not addressed.

South of Paseo del Norte residential development is directly adjacent to mesa edge industrial properties. Along this edge, additional landscaping, setback, height, lighting, and access requirements could be addressed through creation of a Design Overlay Zone, discussed elsewhere in this plan, or through the site planning process. An amendment to the City Zoning Code to require that manufacturing uses be buffered where they are next to dwellings regardless of jurisdiction and zoning should also be undertaken.

Another mesa edge issue addressed in the Transportation Section of this plan is that of vehicular and rail access to industrial properties from the west. Both rail and vehicular access through residential neighborhoods is a factor in residential stability. Where the mesa edge is punctured by streets and rail lines, the potential impacts from manufacturing uses on housing are amplified. Requiring access from the east will limit these impacts.

Views, Lighting, and Signage

The views of and from valley areas are distinctive and help to create a sense of place that residents treasure. The Comprehensive Plan Developed Landscape Goal is to maintain and improve the quality of the natural and developed landscape. Policy C.8.a. states that the natural and visual environment, particularly features unique to Albuquerque, shall be respected as a significant determinant in development decisions. From outside the valley, the view toward the river is obstructed in some locations by signage. Excellent examples of these views are found along Tramway/Roy Road westward at the Sandia Bingo entrance and Paseo del Norte at approximately Jefferson Street.

New billboards or "off-premise signs" on new roads has alarmed and dismayed some valley residents. The opening of Paseo del Norte was accompanied by construction of large billboards, as was Alameda Boulevard. New billboard construction can be limited by limiting new zone changes, amending the zoning ordinance, and through use of Design Overlay Zoning. The most straight forward and powerful tool for restricting new billboards is retention of existing zoning. This method requires no new administrative process, no additional public funds, and is consistent with Comprehensive Plan goals and policies and policies of this plan. The present County Zoning Ordinance provisions for billboards are generally less restrictive than the City's and some other communities. The County Ordinance now allows off-premise signs up to 400 sq. ft. in the C-1, Neighborhood Commercial Zone. In the City, off-premise signs in the C-1 zone are limited to 72 sq. ft. All other non-residential zones allow billboards as well.

Entrances to the North Valley from the east and west could be recognized and specifically marked by signs in order to enhance area identity.

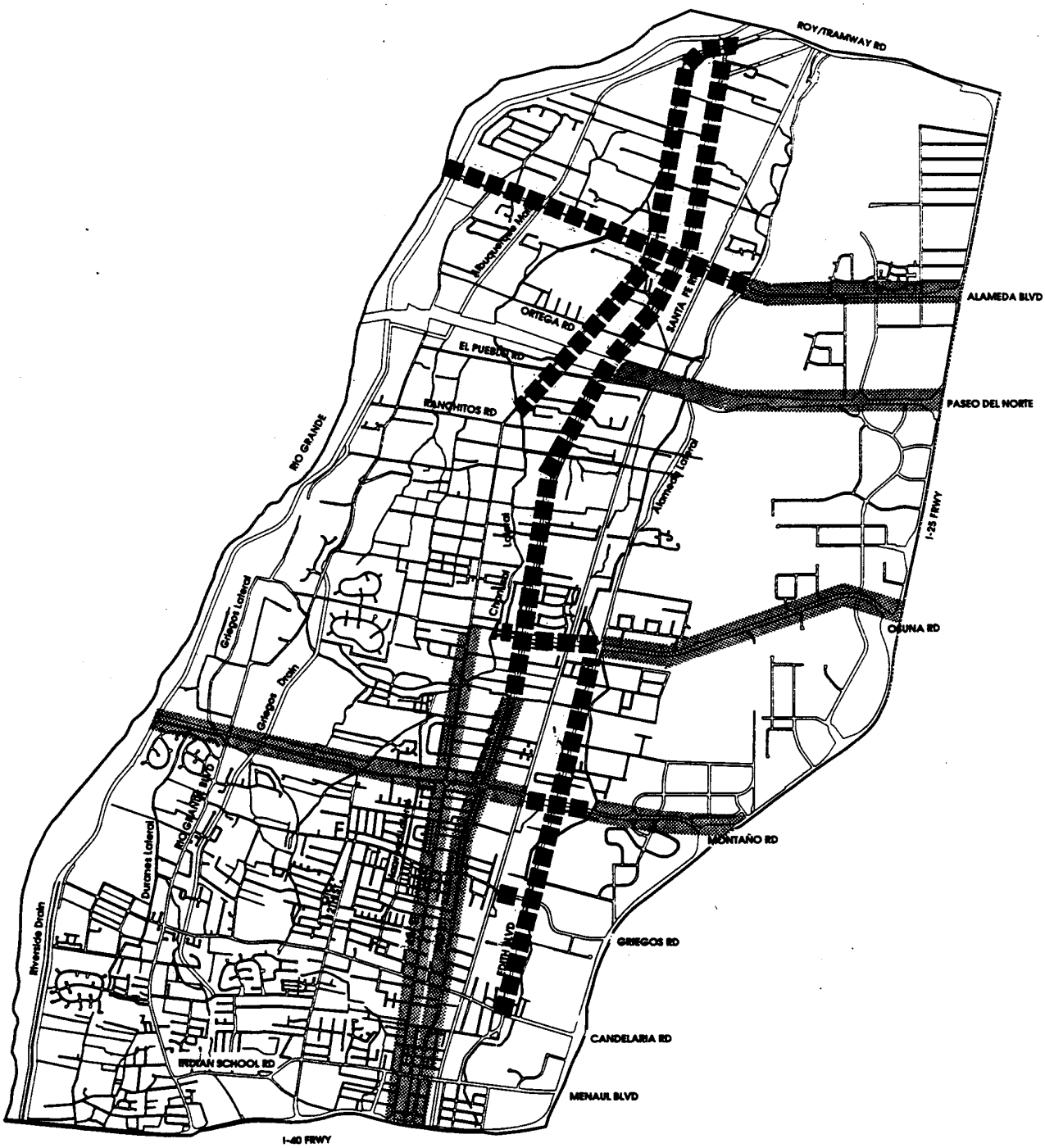
In the County portion of the plan area there are approximately 46 existing off- premise signs and 23 additional potential locations. Pony Panel signs (about 72 sq.ft.) account for 29 of these billboards. There are 17 existing Donrey and Gaechter signs (about 300 sq. ft.). Almost 1/2 of the potential sites for new signs are along Edith Boulevard.

In the City portion of the plan area we are unable to accurately estimate future potential locations. There are a total of 51 existing off-premise signs along Paseo del Norte, Montaño Road, Second Street, and Fourth Street. Eight of these signs are 672 sq. ft. and all but one are located on Paseo del Norte. Twenty-four of the signs are 300 sq. ft. and most of these are located on Fourth and Second Streets. There are 19 existing signs that are 72 sq. ft.

This billboard is located on Alameda Boulevard, just west of Second Street, on a parcel zoned for County C-1 uses. It is approximately 250 square feet.

Street lighting and other types of night lighting are a concern of Valley residents. Bright lighting associated with security in parking lots of commercial uses is an intrusion in residential areas. Large scale street lighting associated with arterials like Second Street can also impact adjacent residences. Rural standards for lighting might serve to limit these impacts by reducing the number, frequency, placement, size, or wattage of lights.

Entrances to the North Valley from the east and west could be recognized and specifically marked by signs in order to enhance area identity. The historic marker for Alameda, located at the junction of Second and Fourth Street, is a good example of signage that helps the traveler identify special places. Small "welcome" signs sponsored by neighborhood associations and the City and County can also help increase community pride and identity. Appropriate entrance locations might include the



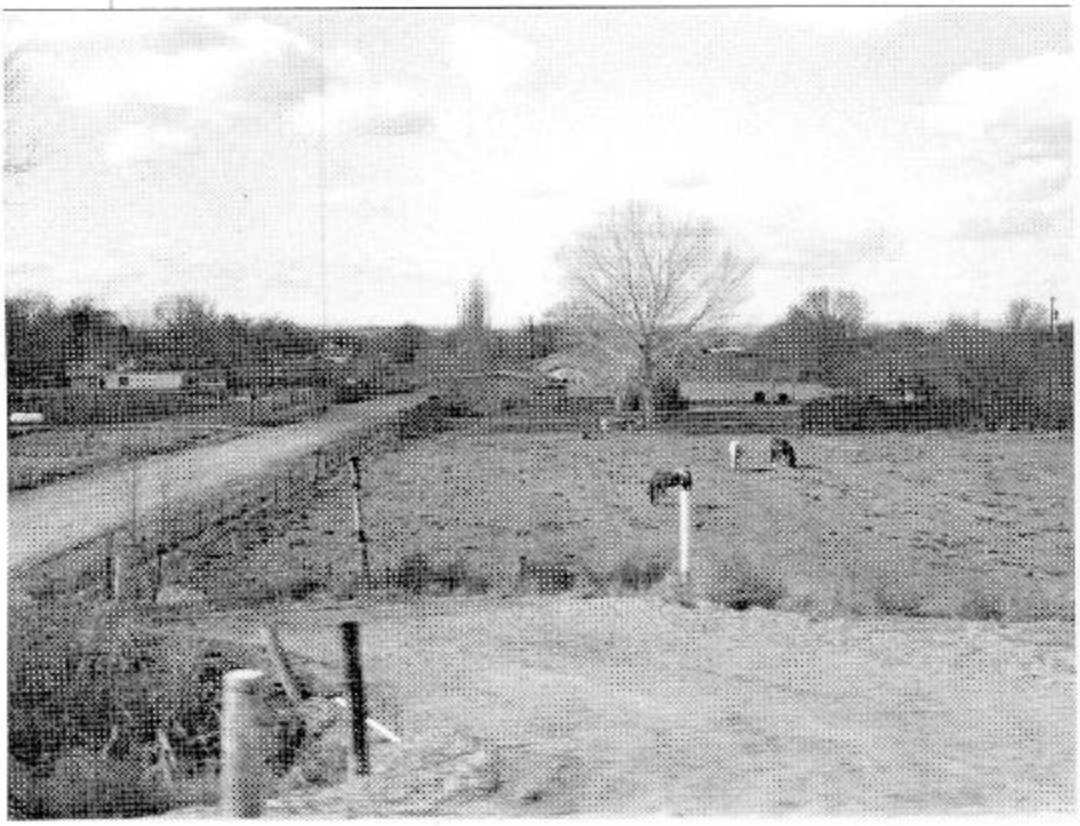
County Roadways where Off Premise Signs were counted

City Roadways where Off Premise Signs were counted

north January 1993 **OFF PREMISE SIGNS**

North Valley Area Plan

westside bridge approaches, the Alameda entrance at the Second and Fourth Street junction, and the mesa edge (Edith Boulevard) at Alameda Boulevard and Paseo del Norte. It is especially important that these entrance locations not be the subject locations for commercial billboards. The northern entrance to the City at I-25 and Tramway might also be an appropriate location for non-commercial signage that welcomes southbound travelers to the metropolitan area.



View west from Edith Boulevard just south of Alameda.

Rural and Semi-Urban Standards

Standard housing subdivision and development patterns in both the City and County portions of valley areas tend to obliterate features associated with valley history. Rural character areas were defined by a group of valley residents as lands having a mixed pattern of lot sizes and shapes and housing types, sizes and styles reflecting older settlement patterns and agricultural activities, agricultural uses, less infrastructure than is associated with urban development, and/or low density or appearance of low density because of public and private open space, vacant land, and varied setbacks. These features are seldom replicated in new development.

Standard housing subdivision and development patterns in both the City and County portions of valley areas tend to obliterate features associated with valley history.

The present standards for infrastructure such as streets, curbs, gutters and sidewalks do not differ for valley areas. Recent amendments to the City Development Process Manual allow narrower street widths under certain conditions but these standards have not been adopted by the County. Altering sidewalk requirements to allow soft-surfaced (such as crusher-fines) trails instead of concrete walks would also ensure that new development was more compatible with existing character in both City and County portions of the plan area.

In the absence of altered standards, a developer who seeks to retain area character through reduced infrastructure requirements must do so under variance procedures or through use of a Special Use Permit for Planned Development Area. Public projects also follow urban standards unless provision is made for rural standards.

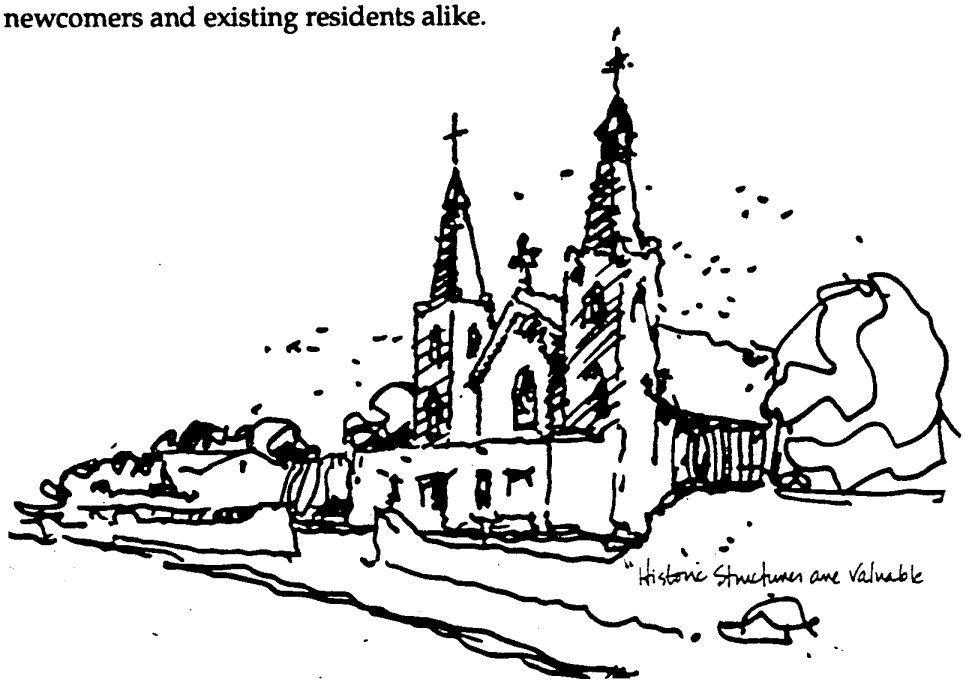
The appropriate locations for applying different development standards may be logically tied to Comprehensive Plan areas. In particular, the Rural and Semi-Urban area policies call for retention of the existing character and identity in these locations. Many areas identified as having rural character features lie outside of these Comprehensive Plan areas in either the Established or Developing Urban area. Suggested amendments to the Comprehensive Plan boundaries to more closely match area character are recommended in the Land Use and Zoning Chapter. Citizens also expressed an interest in amending the name of the Semi-Urban area to "Semi-Rural" as a way to reflect the character of these areas.

Clustered or Common Interest Housing

"Cluster" or "common interest" housing is a method of site design for residential development that allows homes to be grouped more closely in order to retain larger amounts of contiguous open space in common ownership. This can be a method of preserving rural character and retaining visual access to open space while accommodating new residential development that meets or exceeds the number of units allowed under standard zoning. Like Village Centers, clustering requires more careful attention to design and setting than standard development forms. For more information see Housing Chapter.

Valley History and Prehistory

The Rio Grande Valley has played a critical role in the growth of the entire region. The Rio Grande is a major river valley that has supported farming and human habitation from prehistoric times. Remnants of the Pueblo culture can be found beneath the soil throughout the plan area. Historic structures and farms from later eras are concentrated in valley areas where water for irrigation was available. The land, irrigation ditches, and remnants of older settlements are unique. The character of the valley, defined in part by these features, is what makes the valley attractive to newcomers and existing residents alike.



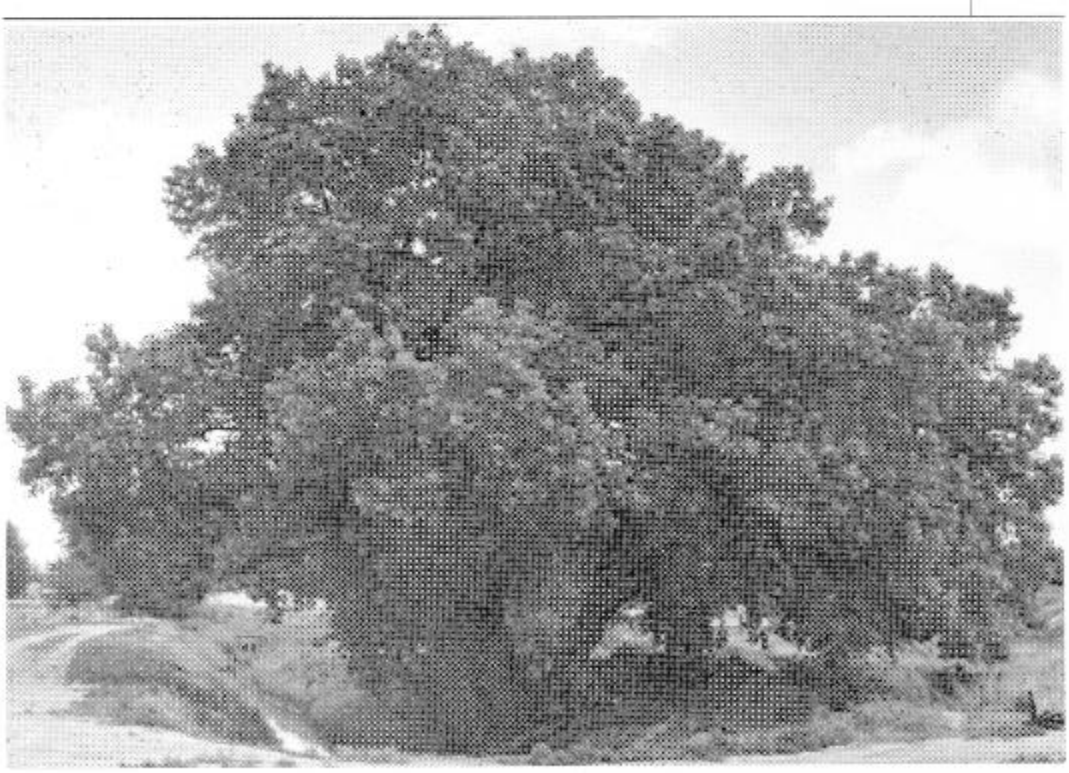
The Nativity of the Blessed Virgin Mary on Alameda Boulevard and Fourth Street was completed in 1912. It replaced an older church that was lost in the flood of 1905.

There are presently no ordinances or regulations that serve to protect either historic or prehistoric features on private valley lands in the County. Only in the case of state or federally funded projects are historic and prehistoric features required to be identified and the potential adverse impacts "mitigated" prior to construction. Without such protection, resources such as pueblo sites and historic buildings will remain only where valley residents and investors recognize and appreciate them. Such features can be the focus of community pride and investment where new development is designed to treat this physical history as a priceless asset.

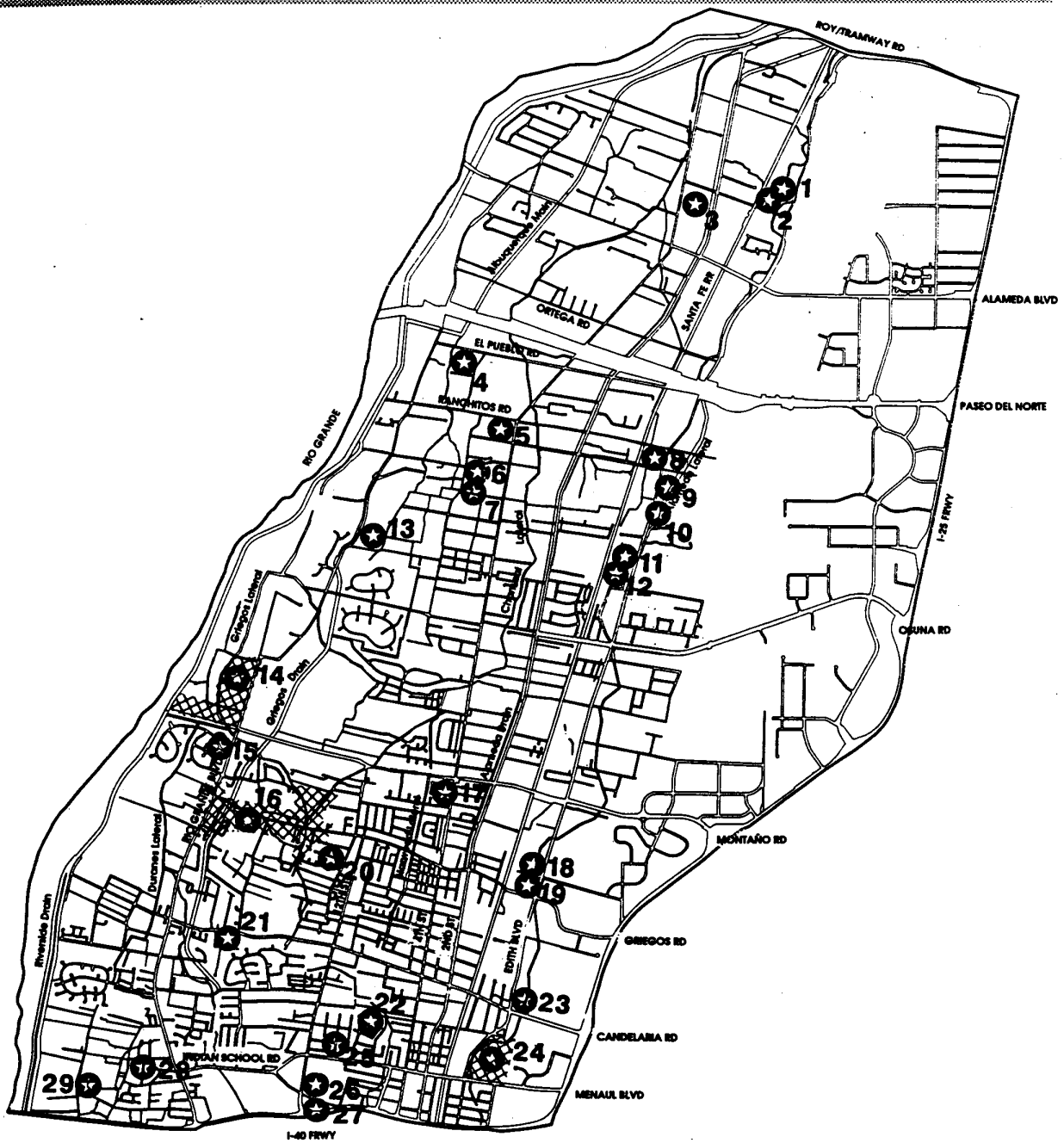
Tree Protection

The cottonwood is tied to the history of the region as evident in the number and variety of place names that refer to the tree.

The valley is home to the Rio Grande or Valley cottonwood. This tree is much loved by most residents, although the cotton in early summer can be a nuisance and the female trees were once subject of an ordinance that called for their pruning or removal. Cottonwoods are found throughout the valley and especially along the river and irrigation ditches. The cottonwood is tied to the history of the region as evident in the number and variety of place names that refer to the tree.



Rio Grande cottonwood on the Alameda Lateral east of Edith Boulevard.



1. Rumaldo Chavez House, 10023 Edith Blvd. NE.
2. Domingo Tafoya House, 10021 Edith Blvd. NE
3. Francisco Lucero y Montoya House, 9742 Fourth St. NW
4. Kromer House, 1024 El Pueblo Rd. NW
5. Juan Chavez House, 7809 Fourth St. NW
6. Adrian Barela House, 7618 Guadalupe Trail NW
7. Refugio Gomez House, 7604 Guadalupe Trail NW
8. Our Lady of Mt. Carmel Church, Edith and Ranchos Rds. NE
9. Juan Antonio Garcia House, 7442 Edith NE
10. Felipe Romero House, 7522 Edith, NE
11. Barela de Bledsoe House, 7017 Edith NE
12. Tomasa Griego de Garcia House, 6939 Edith NE
13. Robert Nordhaus House, 6900 Rio Grande, Blvd. NW
14. Los Poblanos Historic District, west side Rio Grande Blvd., Montano to Rio Grande
15. Robert Dietz Farmhouse, 4117 Rio Grande Blvd. NW
16. Los Griegos Historic District , vicinity-Griegos Rd. Rio Grande Blvd., Guadalupe Trail
17. Samuel Shalit House, 5209 Fourth St. NW
18. Juan Cristobal Armijo "New Homestead", 207 Griegos Rd. NE
19. Juan de Dios Chavez House, 205 Griegos Rd. NE
20. Charles Grande House, 4317 Grande NW
21. San Antonio (Los Candelarias) Chapel , 1934 Candelaria Rd. NW
22. Los Tomases Chapel (Santa Cruz Chapel). 3103 1/2 Los Tomases NW
23. * Charles Zeiger House, 3200 Edith Blvd. NE
24. Menaul School Historic District, Broadway and Manaul NE
25. Creighton Foraker Farmhouse, 905 Menaul NW
26.27. Buildings 232, 233, Albuquerque Indian School
28. Los Duranes Chapel, Indian School Rd, NW
29. Gavino Anaya House, 2939 Duranes Rd. NW

* Demolished in 1992

March 1992 STRUCTURES ON STATE AND NATIONAL HISTORIC REGISTERS

North Valley Area Plan

There have been efforts in the past to save or replace trees or stands of trees in the valley but these have been piecemeal and related only to public projects such as roadway improvements. Individual property owners can choose, out of ignorance or intention, to destroy trees in the course of development. In some cases, careful site planning could have saved trees. Nurseries value young replacement trees at about $250.00. Mature cottonwoods are almost invaluable in place. (Baker Morrow, January 1992)

Mature cottonwoods are almost invaluable in place.

Ordinances in the City and County could be enacted to require saving cottonwoods through site design. In addition, measures can be taken to protect the trees from root compaction. Where trees are located in parking lots or next to roadways, steel reinforced concrete with patterned voids filled with gravel will protect roots while allowing water to reach the ground. At a minimum, permeable parking lot surfaces like gravel or crusher fines should be considered preferable to asphalt where trees are located.

Parks

The North Valley has several developed parks in both the City and County portions of the plan area. (See Existing Conditions Report). The County has a park dedication ordinance, similar to the City's, which required developers of new housing to provide for parks in County areas in the form of land or money. A portion of this requirement could be met through open space preserved through cluster development. The present wording of this ordinance does not make such provision. The land so preserved would not be held in County ownership, however, visually accessible land preserved undeveloped in perpetuity should count for at least a portion of the open space required of a developer of standard subdivisions.

The Albuquerque/Bernalillo County Comprehensive Plan states that land adjacent to the river should be protected by assuring compatible land uses. The plan calls for acquiring adjacent lands suitable for recreation uses and providing links to the river and bosque. The North Valley Area Plan Goals and Issues document also includes goals of incorporating the Rio Grande and its bosque into the planning process to protect the natural qualities of the river corridor while providing low impact recreational opportunities. Land along the bosque could be managed through several methods. The most straightforward management method is through existing zoning which in most cases is for low density residential uses. Retaining this zoning and encouraging or requiring clustering and retention of open land in the control of homeowners associations could allow for the protection of vegetation and associated wildlife habitat as well as low impact recreational uses. Lands adjacent to the river might also be acquired and retained in public ownership for a variety of low impact purposes, i.e., uses that generate little noise or traffic.

Community Design Policies

1. The City and County shall recognize and maintain the land use pattern along the mesa edge which separates non-residential uses in the North I-25 Subarea from residential uses in the Edith Subarea.

    a. Limit access to newly granted industrial zoned properties from the Edith Subarea.

    b. Ensure adequate setbacks, height limits, lighting controls, buffer landscaping and other measures necessary to limit potential impacts of development in the North I-25 Subarea.

    c. Consider North Valley Character and potential neighborhood impacts in new development within the North I-25 Subarea.

2. The City and County shall adopt additional signage restrictions through design overlay zoning for Village Centers and arterials including Alameda Boulevard, Second Street, Edith Boulevard, and Montaño Road.

3. The City and County, in coordination with interested neighborhood and business associations, shall work to encourage recognition of the North Valley as a unique regional resource.

    a. Consider "welcome" signage at appropriate entrance locations to the North Valley.

    b. Consider North Valley character and potential neighborhood impacts in new development within the North I-25 subarea.

4. The County and City shall encourage rural standards for development especially within the Semi-Urban and Rural Comprehensive Plan areas of the North Valley.

    a. Amend the City and County Subdivision Ordinances and Development Process Manual to:

        i. Allow retention of existing street widths in appropriate locations.

        ii. Allow reduced standard street widths in new development.

        iii. Allow construction of soft-surface trails instead of sidewalks.

        iv. Encourage retention of access to ditches for irrigation and recreation consistent with the Acequia Multiple Use Study.

v. Encourage a variety of lot sizes and housing types in new development.

vi. Encourage limitations on exterior lighting, including streetlights.

5. The County shall develop a process requiring survey and mitigation of archaeological sites before development is initiated.

   a. Create a County landmarks commission to designate and protect historic and prehistoric features.

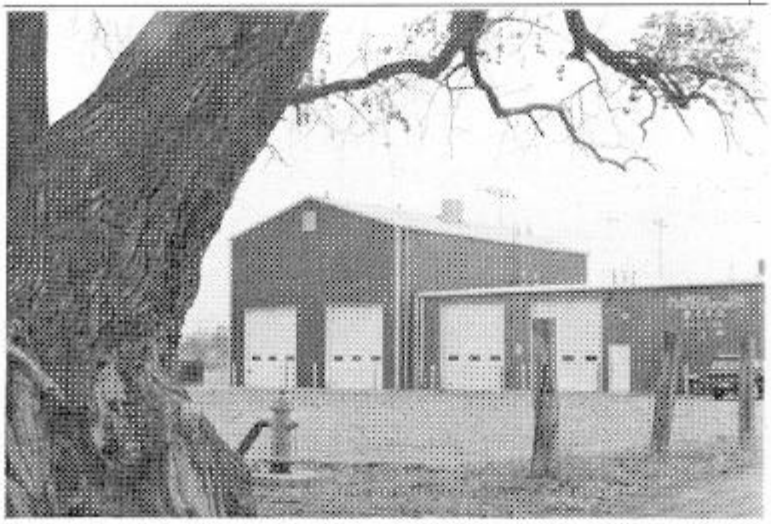
6. The County and City shall protect cottonwoods through site design, relocation, and surfacing to limit compaction and allow water infiltration.

   a. Develop and adopt a tree protection ordinance in the City and County which requires protection of existing cottonwood trees.

7. Some portion of the park dedication requirements in the North Valley may be met through on-site open space retained through cluster development in perpetuity.

8. The County and City shall protect open land adjacent to the bosque through promotion and application of cluster principles, design overlay zoning, and/or acquisition.

9. The City shall undertake a coordinated planning process with the All Indian Pueblo Council and neighborhood representatives for streetscape improvements, land uses, and transportation in the vicinity of the old Albuquerque Indian School site.



A cottonwood on the Alameda Drain in front of the Alameda Volunteer Fire Department Station on North Second Street.

Agricultural and Rural Character

10

One might say that the Valley of the Rio Grande is New Mexico, just as that of the Nile is Egypt.

John Hanson Beable, The Underdeveloped West

The valley's history and physical form is tied to agriculture.

Summary

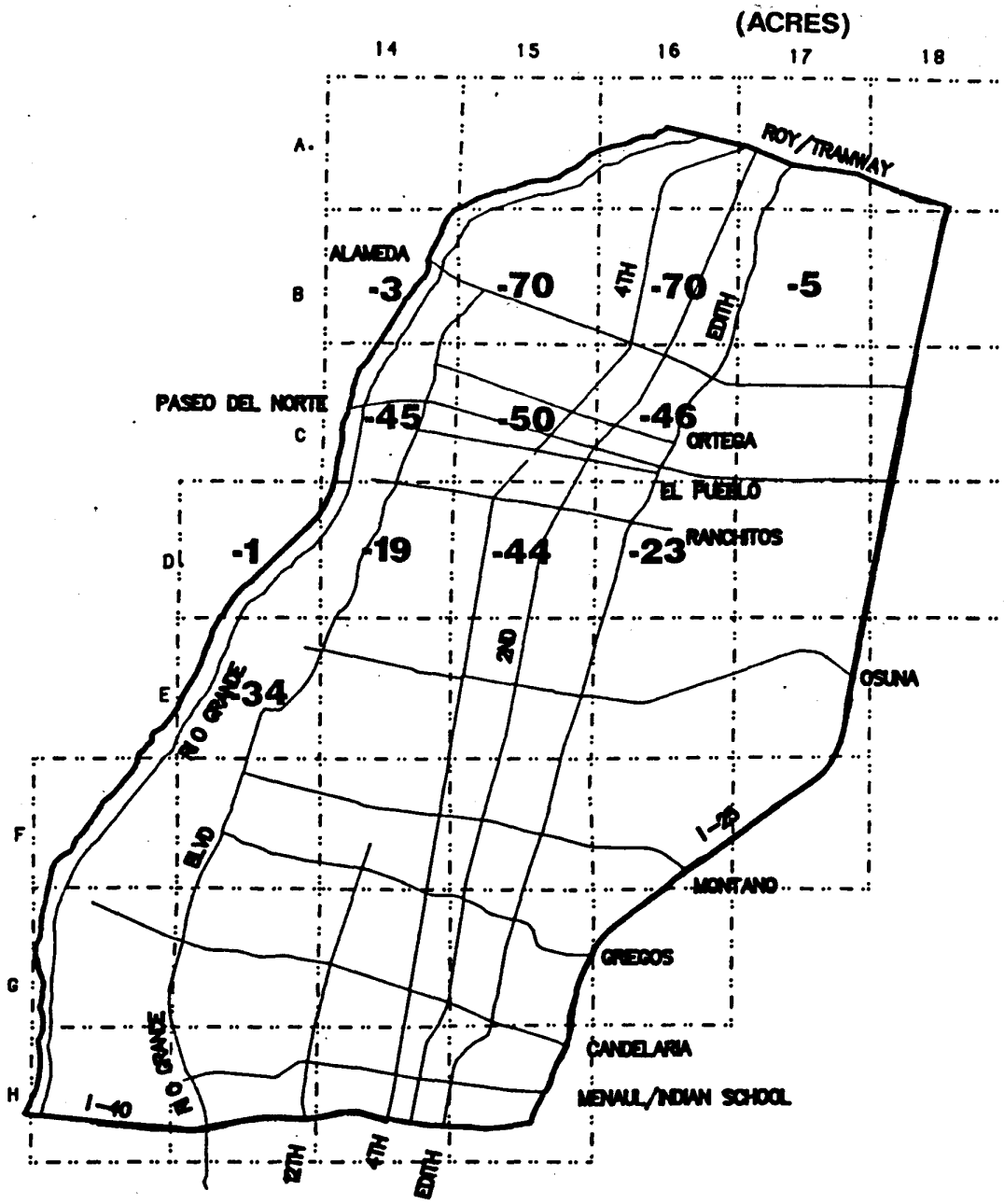
In the semi-arid climate of the Southwest, the Rio Grande Valley's water supply and arable soils are precious resources for agriculture. The earliest settlers farmed the valley. Later, Spanish settlers farmed and grazed sheep on the mesa lands. By 1850, farming communities throughout the Rio Grande Valley were fairly well established. Cattle raising flourished in later years with the coming of the railroad which provided access to beef markets. Until the 1940's, the valley was promoted nationally as a rich agricultural resource for the family farm. The resource potential has not changed, but the economy and the subsequent use of the land has. These changes have caused the decline in agricultural activity in Bernalillo County and elsewhere. The valley's history and physical form is tied to agriculture. The visible reminders of this history give the valley "rural character".

Agricultural Land

Agriculture was at its peak in the central Rio Grande region in 1880 when 124,800 acres were farmed within the multi-county area later included in the Middle Rio Grande Conservancy District. By 1925, this figure had dropped to 40,000 acres. The Conservancy District's drainage improvements in the valley after that time and the region's overall growth encouraged urban development in the previously water-logged valley bottom. There was a temporary rise in cultivated acreage in the years following the District's improvements, but the trend toward urban growth of the flat valley lands was established soon after.

The small narrow parcels of the valley did not lend themselves to large-scale agriculture.

The decline in the importance of the small family farm, nationally, was mirrored in the Rio Grande Valley. The agricultural technology government policies promoted after World War II favored the farmer who was able to take advantage of economies of scale. The small narrow parcels of the valley did not lend themselves to large scale agriculture. Combined with the expanding network of food distribution, these changes reduced the importance of locally grown food to the region.



NET LOSS OF AGRICULTURAL LAND 1976 - 1989

January 1993

North Valley Area Plan

The agricultural history of the valley is visible in the "lineas" subdivision pattern of parcels divided into long narrow lots to retain access to irrigation water from ditches. The valley's long and diverse settlement history is still evident in this complex pattern of parcels. Unlike some other metropolitan area's growing edges that are more like blank slates, these patterns create a unique network of fields, canals and older homes. This network is often obliterated with new subdivisions and construction. In most areas, the long narrow lineas have been subdivided width-wise creating dead end streets with homes on one side and a fence line on the other. In many subdivisions, ditch irrigation has been discontinued in favor of using well or City water for gardens and landscaping.

Field and aerial research conducted by University of New Mexico planning students in 1976 identified approximately 1,491 acres in the North Valley in agricultural use. An update using 1989 aerial photographs identified approximately 410 acres of this land had been developed leaving about 1,081 acres in agricultural use—not including small home gardens on acre or smaller parcels. The largest loss was in the Alameda area where 236 acres were developed. These counts do not include lands which have production potential but are not currently farmed.

Ditches - The Irrigation Network

Surface irrigation, provided through the ditch system, is a critical component of agriculture in the Southwest and in the Rio Grande Valley. Where this source is not available, crops or gardens must be irrigated with private well water or metered water from the City of Albuquerque. Portions of the ditch system have been abandoned because of the decline in use of this water source. Where surface irrigation is lost, agricultural activity, especially pastures and associated livestock activity, declines.

Where surface irrigation is lost, agricultural activity, especially pastures and associated livestock activity, declines.

A ditch system, maintained by each community, had been established by the turn of the century and in 1928 was placed under formal jurisdiction of the Middle Rio Grande Conservancy District. The District was formed to raise revenue and provide management authority over control and distribution of water.

Historically and presently, most of the water used in Bernalillo County for agriculture is surface water. In 1980, 63,010 acre-feet of surface water was used for irrigation and only 3,870 acre-feet of groundwater. Water for urban uses in Bernalillo County in 1980 came solely from groundwater; 108,427 acre-feet ("Water Use By Categories," 1980, USGS). Total surface water use in 1980 was 63,879 acre-feet. Total groundwater withdrawal was 127,114 acre-feet.

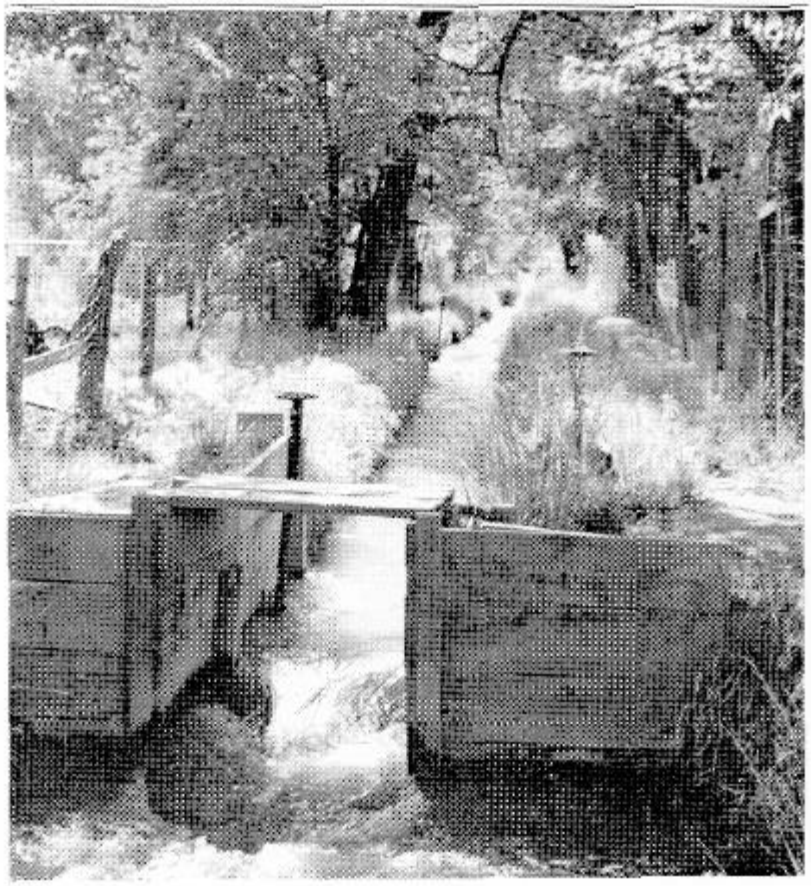
The cost to the public of recreating this (ditch) network would be prohibitive.

The Middle Rio Grande Conservancy District plays a critical role in the history and future of agriculture in the region. The District stretches from Cochiti Pueblo to Bosque del Apache. El Vado storage reservoir was constructed in 1935 and was non-federally funded. It holds 186,000 acre feet of water and captures surplus flows from the Rio Chama during the spring and then releases them for use by District irrigators.

Where irrigation is no longer necessary, the ditches are now frequently abandoned by the District as a way to reduce maintenance costs. The ditches are usually either owned by the District, in which case the land is sold, or in easement from adjacent property.

A survey conducted by the Village of Los Ranchos in June 1991 found that 83.8% of those surveyed believed that preservation of the ditch system was important to maintaining the quality of life in the valley. These interested valley residents have tremendous potential to recapture and expand use of the canals and drainage channels for open space and irrigation purposes.

The Merritt Wasteway runs east/west from the Chamisal Lateral to the Alameda Drain.



The presence of the ditches in the valley makes much of the valley vegetation possible and provides a network of informal paths throughout the valley. The cost to the public of recreating this network would be prohibitive. The use of these ditches for trails and for "keeping the valley green" has been recognized by the Middle Rio Grande Conservancy District Board members and residents.

Agricultural Valuation - The "Greenbelt" Tax

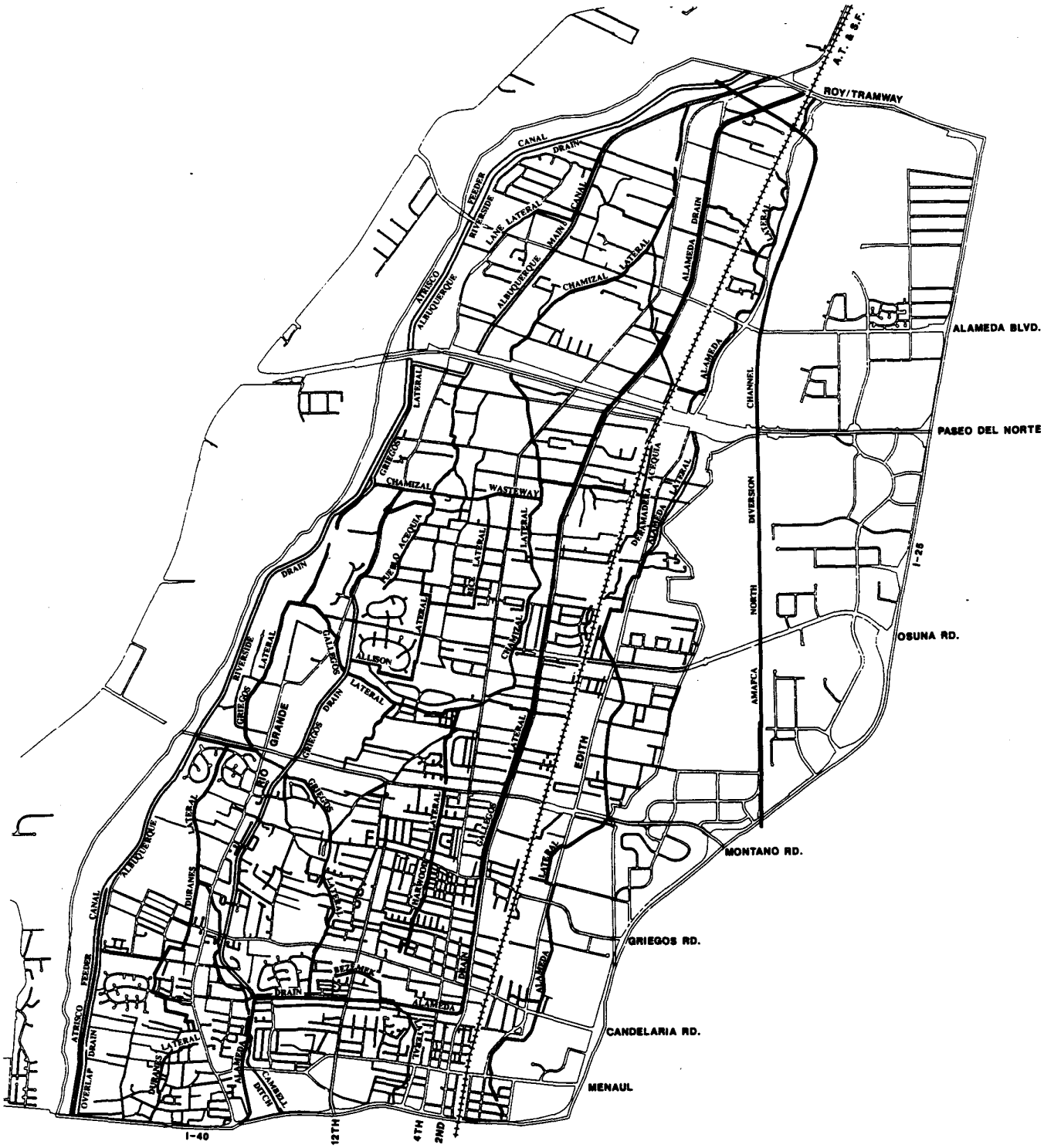
Greenbelt Taxation is a preferential tax treatment used by all states for the purposes of retaining farmland or open space in both rural and urban areas. A simple version of the current law was enacted in New Mexico in 1967. The interest of the legislature in the original enactment was apparently to preserve agriculture as a basic industry by giving the agriculturalist a preferential tax abatement. The law adjusts the tax value of land used for agriculture.

Among all the states, and the District of Columbia, only Alabama ranks lower than New Mexico in property tax valuations. Property owners in New Mexico are assessed on a third of their appraised property values.

In light of the already low property tax, the Act is criticized as a land speculator's subsidy. Suggestions were made to tailor the law to apply only to those lands suited to agriculture, but the Act has never been modified along these lines.

The law was revised in 1973 and now is quite similar to that legislation, although it has been amended several times since. Two important changes have occurred: 1) the law no longer requires a showing of yearly gross sales of $300 and, 2) production for strictly home consumption entitles one to the special valuation. Section 7-36-20 of the New Mexico Statutes Annotated essentially provides that the value of land used primarily for agricultural purposes shall be determined on the basis of the land's capacity to produce agricultural products. Without the special valuation, agricultural property would be valued for tax purposes at fair market value, a much higher value for land near an urban area.

The State Tax and Revenue Department's Property Tax Division issues regulations to implement the tax; the County Assessor is charged with administering the regulations. The State acts as supervisor over the Assessor's office and can by statute bring legal action to force the Assessor to comply with the regulations in certain instances.



north October 1991. **DITCH NETWORK**

North Valley Area Plan

The requirements for agricultural exemption are as follows:

- Generally, a minimum lot size of one acre must be primarily used for agriculture to qualify. In practice, the Assessor's office deducts 1/2 acre for a home on the property, which means for land which has a dwelling upon it, a minimum of 1.5 acres is required.

- The landowner must demonstrate primary agricultural use. He must provide objective evidence of agricultural use for the year preceding the year in which the exemption is claimed. Objective evidence can consist of federal tax returns, a statement of labor and materials charges, or an affidavit of the property owner.

- Improvements to the land are valued separately, excepting structures and equipment used for irrigation.

Various classifications of agricultural land are established and assessments assigned to each. These apply unless the landowner can prove his land should be valued differently. This negates the need for the County Assessor to look at each parcel and determine value based on potential income from farm operations. The classifications established in Bernalillo County are: grazing, dry-farmland and irrigable. The rates for assessment are $3.60/acre, $25/acre, and $500/acre respectively. One-third of the per acre assessment is multiplied by the millage rate to arrive at the property tax.

In the North Valley Plan area, all lands in the plan boundaries that qualify under the Greenbelt Taxation Program are "Wetlands or Irrigable Lands". In 1990, according to the County Assessor files, "Greenbelt" tax exempt parcels in the North Valley Area Plan accounted for 1,105 acres. In 1987, 2,632 acres were in the Greenbelt Program.

The effectiveness of the County's administration of this program could be improved by maintaining a reliable historical file on properties added to and subtracted from the program over a period of years. With this information, the County might be better able to judge the relative success of the tax.

Several commentators consider statutes with no penalty provision, such as New Mexico's, a means to subsidize speculators rather than discourage development. Preferential taxation as a means of preserving agricultural land may work better when combined with a repayment requirement upon conversion of property to another use. Most states have a penalty for landowners who change properties protected on the preferential tax assessment program to a non-agricultural use (New Mexico is not one of them). Some states impose a rollback tax to reclaim lost revenue on lands changed from agriculture to non-agriculture uses. Other states not only impose the rollback penalty on a landowner, but also charge interest on tax revenue lost and add a conveyance tax for the transfer of land from one use

to another. The conveyance tax is usually a percentage of the property's selling price. In Nevada, the difference in taxes for the last six years plus 6% interest must be paid at the time of conversion; in California, a penalty of 12.5% of the market value must be paid.

We may find that Bernalillo County should be utilizing a different property tax valuation system than the rest of the State, because of the larger population and different needs. Many feel the grazing provisions are the most in need of revision, particularly in Bernalillo County.

Preferential taxation could provide an incentive for retaining both the ditch system and larger parcels. Small scale agriculture can be retained as a viable land use, especially on parcels with access to ditch irrigation. Open land can be retained in new housing development by grouping or clustering homes together and preferential taxation of these parcels could provide an important incentive to clustering.

A Future for Farms and Gardens

Many families in the valley were growing a large portion of their own food as recently as the 1940s.

The lives most people lead today are removed from the provision of basic necessities—like growing food. As a society we have tolerated, and perhaps encouraged, the loss of our ability to fulfill those needs. Many families in the valley were growing a large portion of their own food as recently as the 1940s. While gardening is a popular hobby today, fewer valley residents rely on it as a means of support. Sustainable community development, however, depends in part on the use of local renewable resources. Agriculture in the Rio Grande Valley is one such resource.

Recent interest in sustainable agriculture—agriculture at a smaller scale and lower cost than that which typifies the industrial agriculture of previous decades—could stimulate local agricultural production. This is a trend near metropolitan areas where more intensive and diverse use of smaller plots of land are necessary. The lower costs of shipping and the ability to sell produce on-site to tourists and residents can make these ventures profitable. The key to these operations is diversity and finding a market niche that has not or can not be filled by larger farms.

Given the pattern of existing land uses and small parcels, agriculture in the valley must become more profitable per acre to survive. Options include farming of diverse vegetable crops, specialty foods, herbs, and cut flowers. Organic farming techniques lend themselves to small farms and the trend toward organic produce may also boost the ability of small acreages to remain profitable. A recent poll conducted for Organic Gardening Magazine found the number of organic gardeners grew by 9 million people between

1988-1990. Partially in response to this trend the Organic Commodity Act was passed by the New Mexico Legislature in 1990. The Act created the Organic Commodity Commission with authority over a voluntary certification program for organic food.

If enough people with enough land are willing to grow something, they will find it easier to share the associated activities and costs.

Improving the marketability of fruits, vegetables and other products grown in the valley can provide an incentive for landowners to retain a portion of their land in production. In some cities, like Dallas, the municipal government owns a farmers market that sells wholesale and retail produce grown in Texas. Several small farmers markets operate in the Albuquerque region. Their activities could be supported to a greater degree as part of an economic development program for the rural north and south valley. More outlets and better access to markets could also be achieved through cooperative efforts between growers to distribute produce to local buyers like restaurants, grocery stores and institutions.

One small farm promotion and organizational technique might be creation of a community development corporation. Growers might participate in order to create a growers market, promote their produce, and share farm equipment and labor. If enough people with enough land are willing to grow something, they will find it easier to share the associated activities and costs.

There is a great potential for families in the North and South Valley to supplement their diet, and perhaps their income, through farming or gardening. The availability of surface water for irrigation makes this a particularly attractive option for many families. This potential can be preserved by retaining the ditch network and access to it from individual parcels.

Rural Character

The North Valley Neighborhood Association published a booklet in the 1970's entitled "Preserving the North Valley Atmosphere." It outlined basic features of the valley which contribute to the rural feel of the valley. These include the pattern set by the early trails, the Rio Grande, and irrigation ditches. This pattern, the booklet explained, distinguishes the valley visually and functionally from the rest of the City. The following are excerpts from the booklet:

Irrigation ditches . . . are strong form-determinants through the valley, servicing many farms and fields and traversing many other areas which are strictly residential or commercial. The ditches are also used for recreation. People ride horses and walk and jog along them. Children sail boats and catch crawdads in them. They are used as shortcuts to neighboring schools and shopping centers and serve as

connectors to the river, the mesas, and to many activity centers throughout the valley. Most importantly, they tie the open space together. Their use for purposes other than irrigation is significant.

Fields, orchards, vineyards, and meadows . . . the direct or strictly visual accessibility of these agricultural land uses give the valley its rural flavor. No other part is subject to so much pressure to change or is so irreplaceable.

Valley residents have expressed interest and concern for retention of the rural character of the North Valley for many years. Results of a "citizen attitude survey" conducted by the Planning Department in the mid 1970s and of the citizen input show maintenance of the rural features and atmosphere is very important to the majority of North Valley residents surveyed. With assistance from the Rural Issues Subgroup of the Citizen's Advisory Group, rural character areas were defined and located in 1990. The map is intended to give the general location of rural character areas. Rural Character areas were defined by the Task Force as lands having one or more of the following characteristics:

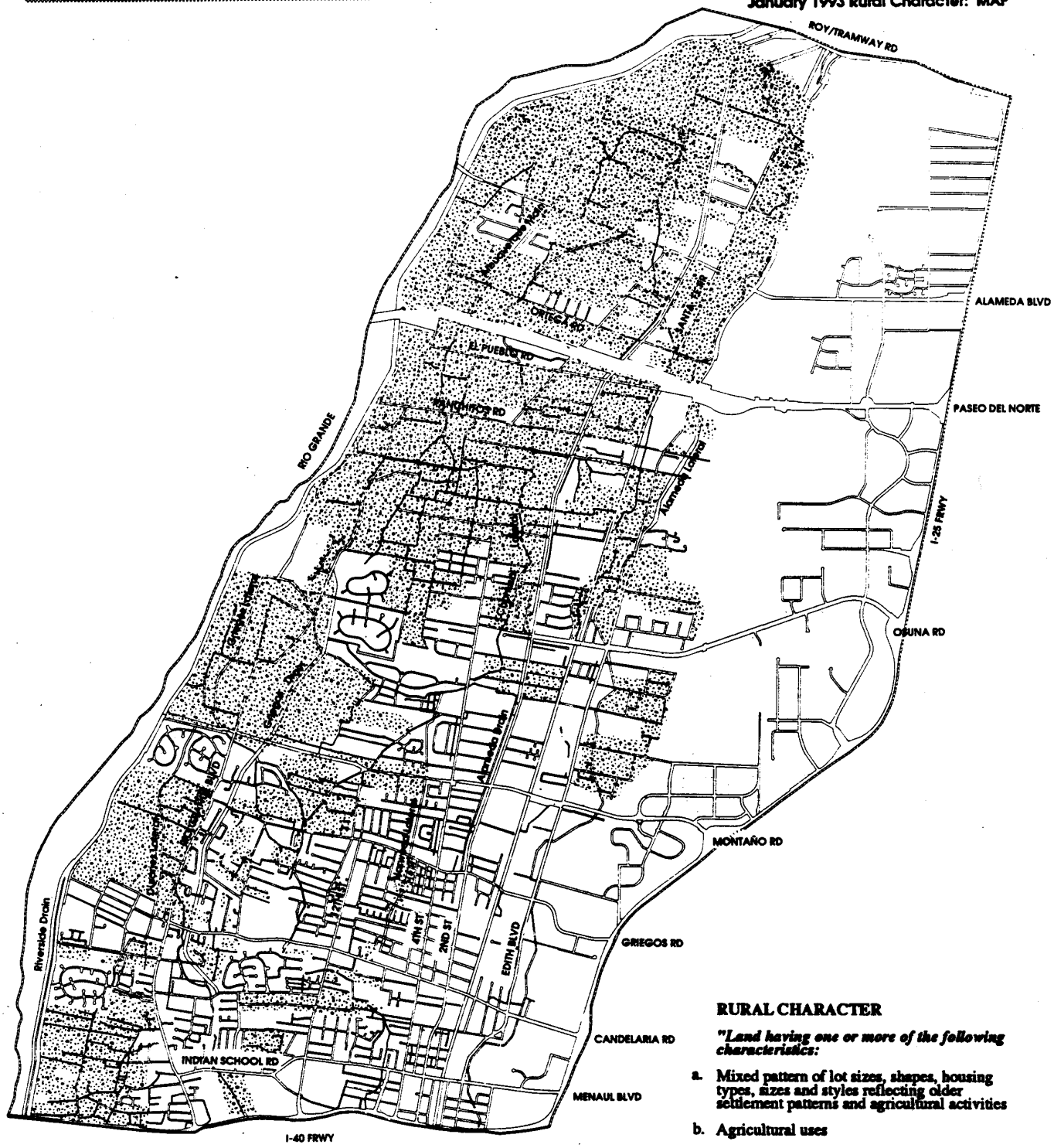
a. A mixed pattern of lot sizes and shapes and housing types, sizes and styles reflecting older settlement patterns and agricultural activities.

b. Agricultural uses like livestock keeping, gardens/farms, greenhouses and nurseries, irrigation ditches.

c. Less infrastructure than is associated with urban development such as curbs, gutters, sidewalks, standard width paved streets.

d. Low density or appearance of low density because of public and private open space, vacant land, and varied setbacks.

Rural character issues generally center on the threat of loss posed by standard development. Features that typify rural areas are usually not replicated in new development. Wide paved streets, curb, gutter and sidewalks, placement of homes toward the center of uniform lots, and yards landscaped in sod are typical of new housing subdivisions and are not typically associated with rural character.



RURAL CHARACTER

"Land having one or more of the following characteristics:

a. Mixed pattern of lot sizes, shapes, housing types, sizes and styles reflecting older settlement patterns and agricultural activities

b. Agricultural uses

c. Less infrastructure than is commonly associated with urban development

d. Low density or appearance of low density because of public or private open space, vacant land, or/and varied setbacks."

NVAP/CATF Rural Issues Subgroup

Agriculture and Rural Character Policies

1. The County and City shall support and promote preferential taxation for agricultural property.

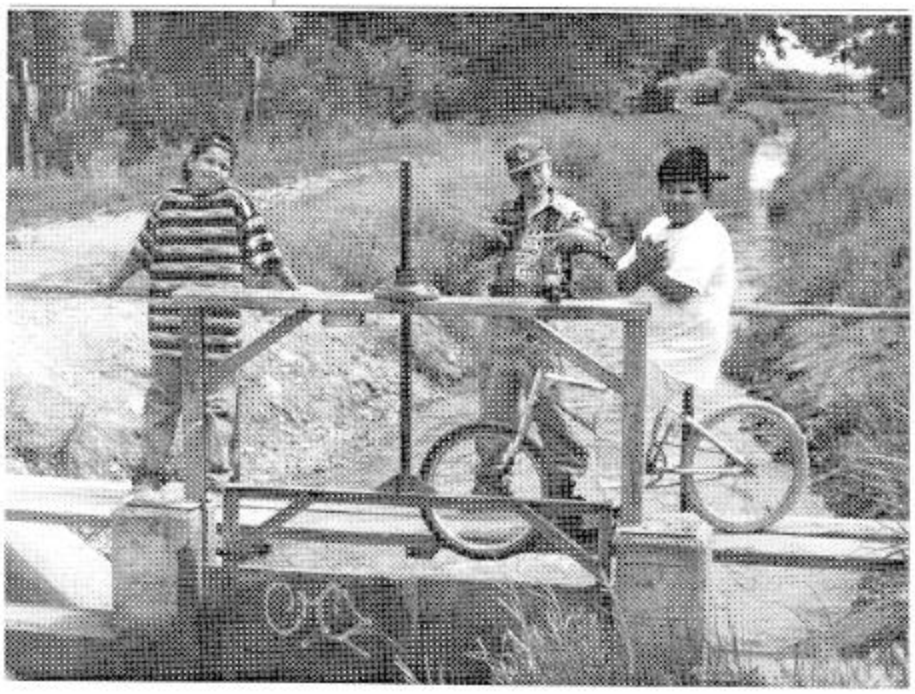
   a. Consider supporting amendments to the State Property Tax Code.

      i. Consider including the preservation of qualified open space in Class A counties as a purpose of the preferential tax.
      ii. Consider improving the equity of the tax through a repayment provision where qualified land is converted to other uses.
      iii. Consider a waiver of the repayment provision where development meets cluster development and open space criteria.

2. The County and City shall promote small scale agriculture and retention of open space in the valley.

   a. Assist local growers and promote valley products.
   b. Support development according to Cluster Housing Principles in order to retain open space and agricultural potential.

3. The County and City shall amend the Comprehensive Plan boundaries to more closely reflect rural character areas.



Alameda Lateral in the Vineyard Addition east of Edith Blvd.

4. The County and City shall encourage or require retention of access to ditches for open space and irrigation purposes.

   a. Undertake the Acequia Multiple Use Study.

5. The County and City shall request the Middle Rio Grande Conservancy District to adopt notification procedures in the event of proposed ditch closures including legal notice and sign posting on the ditch right-of-way.

Plan Implementation

11

The valley is changing and will never be the same. But it's just as much our fault as it is "developers" or "westsiders". We don't want new bridges and polluted water and trailer parks but we drive to work, use septic tanks and sell our land at prices that most people can't afford. Like, when was the last time you took the bus in this town?

Anonymous

. . . wanting good government in their states, they first established order in their own families; Wanting order in the home, they first disciplined themselves . . . .

Confucius

Summary

Ongoing involvement and interest on the part of citizens, the City and County, and other agencies will be necessary for the plan to become a reality. The final, and most important, plan recommendation is for ongoing public and private involvement in the community and in study and policy implementation.

Land use planning is carried out by different jurisdictions in the North Valley. While some planning functions involve ongoing City, County, and Village oversight, long range planning is usually a one-time process. This plan, for example, attempts to coordinate City, County and Village long range planning efforts though, while that process has taken several years, the planning process will stop after adoption. The coordination that may exist now between staff at various levels and in various departments and jurisdictions ends once the plan is adopted. Herein lies the major problem with land use planning and plan implementation. Unlike transportation planning, land use planning is not ongoing. The Comprehensive Plan suggests, as a possible technique to address this problem, formation of a regional planning commission to coordinate land use and transportation decisions.

Homeowner, Neighborhood and Local Business Associations

Sustainable community practices require residents' participation in issues affecting the community and local leaders who make decisions based on long term consequences.

Sustainable Community Development requires community building and organizing as part of an economic development strategy. Sustainable community practices require residents' participation in issues affecting the community and local leaders who make decisions based on long term consequences. To some degree, most neighborhoods have sustainable systems. These may be as simple as ridesharing or recycling. A neighborhood whose residents cooperate to look after the elderly and young; who participate in the local PTA; who campaign; or otherwise work together to meet mutual needs and exercise control over resources is a sustainable community.

Neighborhood Association Recognition

Perhaps the most common organizations at the local level are neighborhood and homeowners' associations. (See map) Neighborhood associations in the City have been growing in number since adoption of O-92, the City Neighborhood Recognition Ordinance, which requires notification of affected neighborhood associations of planned projects and sets criteria for neighborhood association designation. While neighborhood associations also exist in the unincorporated portions of the County, the County does not have similar criteria or requirements.

Homeowner Associations - Common Interest Communities

A homeowner or community association is used for cluster or "planned unit developments" where common property is held by community members through an association or corporation. These are also known as "common interest communities". Areas of common responsibility may include open space, landscaping, private streets, parking, wells, wastewater systems, and recreational facilities. The common property is owned and maintained by the homeowners' association for the use and benefit of the individual homeowners. Membership in the association is automatic and mandatory with purchase of a lot. The association may impose assessments for maintenance, service fees, taxes, improvements, liability insurance, or other expenses associated with the common property. Guidelines and requirements for financing cluster development and creation of homeowner associations are contained within Federal Home Loan Mortgage Corporation and Federal National Mortgage Association publications and the Uniform Common Interest Ownership Act.

Business Associations

Business associations are another means of organizing locally. Merchants in a particular location might promote their location as a Village Center, for example, or cooperate in order to advertise effectively. Businesses on north Fourth Street have recently undertaken such efforts in a "mainstreet" approach to promoting their establishments. More formal agreements between businesses might be undertaken to provide for shared parking or landscaping.

Development of sustainable community systems through community building efforts has far reaching consequences for local government, for plan implementation, and for the North Valley. Organized communities have a stronger voice and can therefore exercise greater political power. Homeowners with common interest property will participate in the control of shared amenities and features that they would be unlikely to have access to as individual lot owners.

Organized communities have a stronger voice.

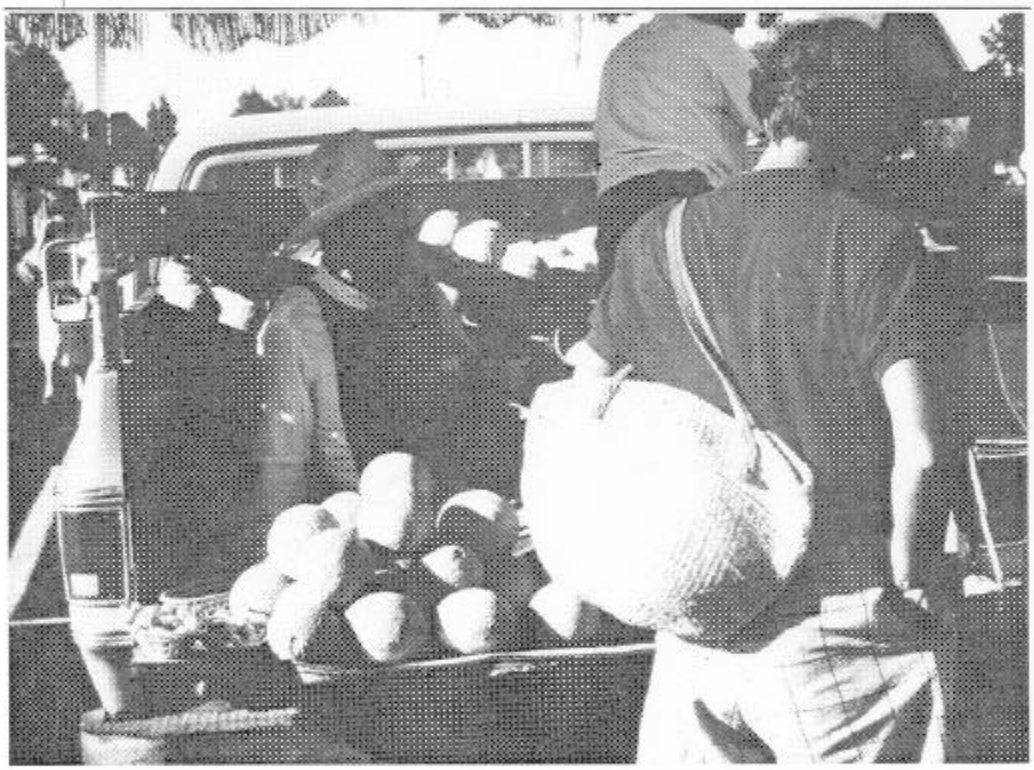
Area Advisory Councils

A recent draft report by the Institute of Public Law of the University of New Mexico regarding alternatives for managing wastewater systems in the South Valley recommends creation of Area Advisory Councils. These councils would provide a forum for more participation in wastewater management and other decisions. The approach involves dividing the unincorporated portions of the County into subareas. Each subarea would form a council, adopt bylaws, and elect officers. Once established, each council would receive notice of public meetings on topics of concern to that subarea. The County would provide liaison staff support. An area council approach provides a broader basis for representation than either the homeowner or neighborhood association.

Neighborhood associations and subarea councils both require motivation on the part of residents, perhaps around an issue such as utility provision, to organize and meet. In some cases, development controversies such as roadway construction have served to get neighborhood residents together. Often these have evolved from single issue groups into ongoing representative associations.

Community Development Corporations

Community Development Corporations (CDC's) are organizations, usually incorporated and non-profit, created to work in a specific location toward a variety of social and economic development goals. The CDC movement began in the 1960's as a means for communities, under a board of directors, to define and control development. The development projects undertaken by CDC's are as diverse as the communities themselves. Many are related to housing and construction of housing. Other CDC's undertake human service provision. CDC's have also undertaken the restoration of a deteriorating shopping and commercial strips. Such a structure might also be explored for the development of a farming cooperative or growers market in the North Valley, or development assistance for mixed use projects.



A farmers market would provide an outlet for valley-grown produce and could be organized by local growers.

1. Wildflower Area
2. Alameda-N Valley R
3. Sun North
4. Coronado MH Park
5. Bear Canyon-N. Valley / Alameda-N. Valley R
6. N. Valley / Alameda Alliance / Alameda-N. Valley R
7. Alameda-N. Valley R / N. Valley
8. Zia Gardens / Alameda-N. Valley R / N. Valley
9. El Paraiso / N. Valley
10. Lee Acres / N. Valley
11. Guadalupe Village R / N. Valley
12. Gavilon Add'n / N. Valley
13. N. Valley
14. Los Alamos R / N. Valley
15. Harwoood Lateral R / N. Valley
16. Harwood Lateral R / N. Valley-Acorn
17. N. Valley-Acorn
18. Old Indian School R / N. Valley-Acorn
19. Stronghurst Imp.
20. Montgomery I-25
21. Rio Grande Blvd. R / N. Valley
22. Rio Grande Blvd. R

23. Rio Grande Blvd.R / Arbor
24. Rio Grande Blvd. R / Middle R.G.H.O.
25. Matthew Meadows / Middle R.G.H.O.
26. Concerned Nbrs Los Duranes-Acorn / Middle R.G.H.O.
27. Concerned Nbrs Los Duranes-Acorn
28. Old Indian School R / Concerned Nbrs Los Duranes-Acorn
29. Rio Grande Compond H.O. / Alvarado Grdns
30. Alvarado Gardens R
31. Rio Grande Blvd. R / Alvarado Grdns R
32. Rio Grande Blvd. R / Alvarado Grdns R / Concerned Nbrs
33. Thos. Village R / Concerned Nbrs Los Duranes-Acorn
    Thos. Village Patio H.O.
34. Concerned Nbrs. Los Duranes-Acorn / Thos. Village R
35. Concerned Nbrs. Los Duranes-Acorn / Los Duranes R

----- Old Indian School Boundary

north January 1993 NEIGHBORHOOD ASSOCIATIONS

North Valley Area Plan

North Valley Coalition

In order to effectively implement this or any other plan or policy, the affected individuals and the local leaders must work together. Involvement in the implementation and delivery of plans and policies specific to the North Valley will require a formal or informal coalition of neighborhood groups, individual residents, and businesses willing to work with elected and appointed officials and County and City staff.

The purpose of a coalition might include the following:

1. To set priorities for the implementation of the adopted North Valley Area Plan.

2. To facilitate implementation of those policies and/or projects by providing public input, oversight, and assistance.

3. To identify additional issues and needs within the area.

This idea of community building and plan implementation has evolved from staff and residents' discussions, sample material assembled from other communities, staff research, and the ideas of several local professionals in the fields of government and urban design. A task force of Planning Department staff conducted research in 1990, including a telephone survey of planning officials in other communities. Several projects related to identifying community needs and promoting community identity have been identified in the Multi-Year Planning Program for Albuquerque and Bernalillo County. A North Valley Coalition would fit into the larger framework of a metropolitan area-wide program for community building.

A North Valley coalition or area council could expand on the existing model of the neighborhood federation and include representatives from neighborhood associations in both the City and County, representatives from North Valley businesses, and liaisons from the City, County, State, or other agencies with interests and responsibilities affecting the North Valley. The City/County could keep a mailing list and distribute a list of liaison personnel from each department. Elected and appointed officials would be notified and requested to attend meetings. Meetings would be regularly scheduled—same day, time, and place each month. A chairperson would be elected by the coalition. Planning staff would coordinate attendance from other department liaison staff.

The area council or coalition approach would nurture and encourage community organization and involvement in the governing process at a broader level.

The area council or coalition approach would nurture and encourage community organization and involvement in the governing process at a broader level than the neighborhood association. Such ongoing interest and involvement is necessary for effective implementation of this plan and representation in City and County government.

Implementation Actions

The following actions are recommended to begin plan implementation. Of all the plan policies recommended, these efforts are the highest priority. In general, they are actions related most directly to community building and stabilization of land uses and zoning, arguably the two most important issues addressed by this plan.

1. Explore formation of a regional planning commission to oversee both land use and transportation planning functions.

2. Support formation of neighborhood associations, business associations, and common interest communities.

    a. Enact a County Neighborhood Recognition Ordinance.

    b. Fund an association coordinator position.

    c. Adopt guidelines for creation of homeowner associations and maintenance of common areas including provisions within the model Uniform Common Interest Ownership Act.

3. Assist and support neighborhood and business associations in formation of a North Valley Area Council or Coalition.

    a. Initiate public meetings to set implementation action priorities and identify additional issues.

    b. Assign liaison staff from the City and County to facilitate implementation.

4. Fund public improvements consistent with North Valley Area Plan policies and the outcome of plans and studies recommended by the North Valley Area Plan.

    a. Identify development locations where recent private investment can be complemented with public right-of-way improvements.

    b. Submit requests for City or County public funding for design, construction, and maintenance of improvements.

5. With the North Valley Coalition or Council, build support for and undertake recommended amendments to the City and County Zoning Ordinances.

   a. Amend the County Zoning Ordinance to include provisions for Cluster Housing under Special Use Permits with a two acre site minimum.

   b. Amend the County Zoning Ordinance to specify R-1 minimum lot sizes in the Rural and Open Comprehensive Plan area equal to the area required to meet Liquid Waste Ordinance requirements or 3/4 acre, whichever is greater.

   c. Amend the City Zoning Ordinance to reduce the RA-2 cluster housing district land area minimum from five to two acres.

   d. Amend the City Zoning Ordinance to require buffering between residential and non-residential uses, regardless of jurisdiction.

   e. Consider additional future ordinance amendments as appropriate to implement the policies for the North Valley Area Plan.

6. With assistance and review from North Valley Coalition, the City and the County in coordination with other agencies shall:

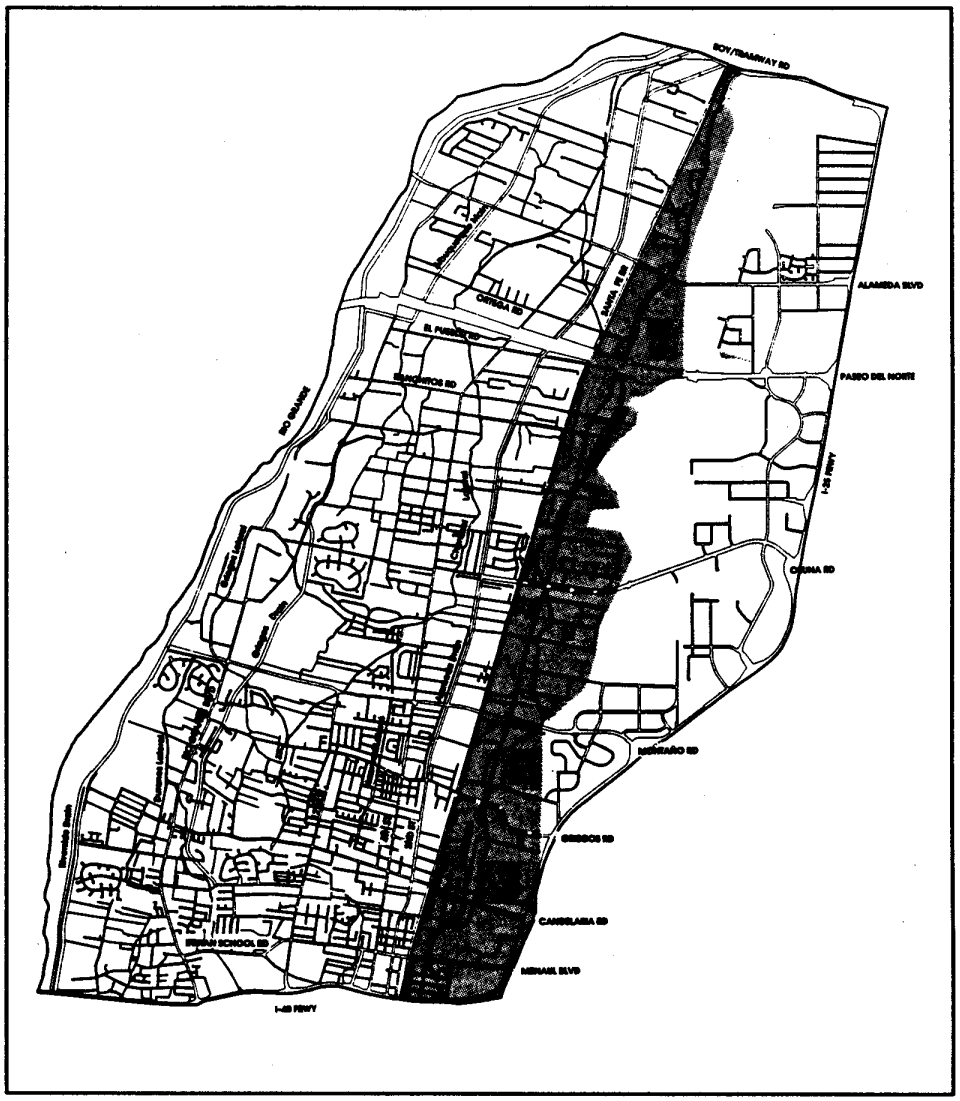
   a. Scope and undertake an analysis of travel demand and transportation system capacity for the North Valley Plan Area.

   b. Scope and undertake a rank three planning effort for the approximate area of the Mid-North Valley East Subarea.

   c. Research and draft development standards for Rural and Semi-Urban Areas of the North Valley.

   d. Scope and develop Design Overlay Zoning for North Valley Arterial corridors to limit off-premise signage.

   e. Periodically update basic factual information contained in this plan and plan appendices.



A. EDITH CORRIDOR

Area

The corridor area is bounded by the mesa's edge on the east, the railroad tracks on the west, and the north and south plan area boundaries (see map). For description purposes, this area is further divided into three subareas: 1. Northern plan boundary of Sandia Pueblo to Osuna Road, 2. Osuna Road to Griegos Road, and 3. Griegos Road to I-40.

Goals and Issues

The Corridor is within three of the Comprehensive Plan areas. The gross housing density in the area now is approximately .62 dwelling units per acre. At buildout, it will be .96 dwelling units/acre.

Edith Boulevard parallels the edge of the valley and the Corridor area is defined by this edge. The Comprehensive Plan policy C.8.a. states that the natural and visual environment, particularly features unique to Albuquerque, shall be respected as a significant determinant in development decisions.

Policy D.5.a. states that the supply of affordable housing shall be preserved and increased. Goal C.5. states that historic buildings and districts are to be protected, reused and enhanced.

The Area Plan goals call for encouraging quality development in appropriately zoned areas and discouraging future commercial/industrial development on lots not already zoned for these purposes. This volume of the Plan states that new commercial and industrial development should be located within the I-25 Corridor as an alternative to extensive lower valley development.

EDITH CORRIDOR LAND USE AND ZONING SUB AREA 1
(Northern plan boundary to Osuna Road)

TOTAL GROSS ACRES	1,075 (includes roads, etc.)
TOTAL NET ACRES	847

TOTALS (Acres)

	Land Use	Zoning	SUPs	SU 2
Manuf/HeavComm	55 (6%)	235	61 (30%)	116
Residential	375 (44%)	591	5 (.008%)	0
Commercial	108 (13%)	17	2 (.12%)	0
Institutional	2 (.002%)	3	3 (100%)	0
Vacant	243 (29%)			
Other	64 (8%)			

EDITH CORRIDOR LAND USE AND ZONING SUB AREA 2
(Osuna Road to Griegos Road)

TOTAL GROSS ACRES	730 (includes roads, etc.)
TOTAL NET ACRES	622

TOTALS (Acres)

	Land Use	Zoning	SUPs	SU 1
Manuf/HeavComm	146 (23%)	337	64 (19%)	0
Residential	261 (42%)	250	37 (15%)	0
Commercial	83 (13%)	33	0	0
Institutional	3 (.005%)	.505	.505 (100%)	0
Vacant	124 (20%)			
Other	4 (.006)			

EDITH CORRIDOR LAND USE AND ZONING SUB AREA 3
(Griegos Road to I-40)

TOTAL GROSS ACRES	747 (includes roads, etc.)
TOTAL NET ACRES	613

TOTALS (Acres)

	Land Use	Zoning	SUPs	SU 1	SU 2
Manuf/HeavComm	147 (24%)	471	1(.002%)	32	41
Residential	63 (10%)	54	0	0	24
Commercial	166 (27%)	10	0	.834	0
Institutional	99 (16%)	76	0	0	41
Vacant	99 (16%)				
Other	38 (6%)				

Despite appearances, only 17% of the land in the Edith Corridor is in heavy commercial or manufacturing use. In the northernmost portion of the corridor (Subarea 1.) between Osuna and the northern plan boundary, 44% of the uses are residential and only 6% are heavy commercial. Only in the southernmost portion of the corridor between Griegos Road and Interstate 40, do heavy commercial and industrial uses outnumber residential uses. Heavy commercial and industrial businesses in this area make up 24% of the uses while residences account for only 10% of the uses.

Corridor Character

Edith Boulevard was once a major north-south route along the river. Historic settlements are still visible and intact in many places. The neighborhoods in the area offer a variety of housing types with rural character features and are convenient to the rest of the metropolitan area.

There are presently 11 structures on the State or National Historic Registers on Edith Boulevard. This is an indicator of the roadway's age and importance as a north-south route along the valley. This historic character is very evident in the northern portion of the Corridor.

Unfortunately for the area and its residents, the Corridor's negative features are more visible than its positive ones. In the southern portions of the area, in particular, portable signs, outdoor storage, razor wire fencing, and massage parlors form impressions of the area from the roadway. There is no public landscaping along the corridor and very few locations where landscaping in private yards has much impact on the street's appearance.

The eastern edge of the valley floodplain forms the edge of the corridor. This geologic and topographic feature is the dividing line between the large tracts of City zoned industrial land on the mesa top (North I-25 Corridor) and the small County residential lots on the valley floor. Buffer landscaping and fencing requirements for the manufacturing uses to the east of the edge may not apply because of this jurisdictional difference.

Virtually none of the Edith Boulevard Corridor north of Candelaria Road is presently served with sanitary sewer. All of the residences and businesses are using on-site conventional septic tank systems. Interceptors are planned for placement with reconstruction of the street, but collectors to connect homes and businesses to sewer are not presently funded or designed.

1. NORTH EDITH BOULEVARD

There are 847 acres in this portion of the Edith Corridor from Osuna Road northward to Sandia Pueblo land. Of these, approximately 55 acres are in heavy commercial or manufacturing use. The limited commercial activity contributes to the rural residential character of this area as does the large amount of vacant land (243 acres). Most of the non-residential uses are located just south of Paseo del Norte. There is no direct vehicular access between Edith Boulevard and Paseo del Norte, however, there is a railroad spur up to the North I-25 Corridor that is bordered with zoning for commercial and manufacturing uses.

The North Diversion Channel turns westward and crosses Edith Boulevard in the northern-most portion of the Corridor. Floodwaters flow north through the North I-25 Corridor area in this concrete channel. To the west of Edith Boulevard, the channel widens into a grassy floodplain, cuts through the bosque on Sandia Indian land and joins the river. Trash accumulates here and is washed into the river with each successive stormwater event. Birds and other wildlife also gather here.

Before construction of the North Diversion Channel, "Alameda Road" ascended the mesa beyond its present terminus at Edith Boulevard. In this area, is a cluster of old homes that generally date from the early 1900's when flooding of Alameda brought settlement to higher ground. This area was known as Alameda de Las Lomas.

The character of this portion of the corridor north of Osuna Road is rural. The street is narrow and winds between the mesa edge and the Alameda Acequia. In several locations the mesa edge is cut by roads to gravel mining areas to the east. Open fields are visible to the west beyond the ditch. This was an important route through the valley and the visible remnants of history give this portion of the corridor unique character.

In the vicinity of Los Ranchos and Ranchitos Roads was another older settlement dating from approximately 1850. Our Lady of Mount Carmel, the church's cemetery, and several historic homes are reminders of this area's history.

2. OSUNA ROAD TO GRIEGOS ROAD

The character of the Edith Corridor south of Osuna Road is rural residential to the east of Edith Boulevard where the Vineyard Addition residential subdivision is located. This is a large subdivision platted in the 1920's. There is a mix of housing types and lot sizes in this area. The zoning is primarily County MH zoning with some Special Use Permits. The area has rural character because of the lot sizes, the ditch, gardens, greenhouses, and some livestock. Within the Vineyard Addition is a large mobile home park. It is walled and "self-contained" in that residents have their own recreational facilities.

South of the intersection of Montaño Road and Edith Boulevard is a group of homes on industrially zoned land. This was the general location of the Los Montaños Plaza, visible on the 1874 map of the Elena Gallegos Grant. The house in the best condition that remains from this era is the Rodarte House, visible from Edith Boulevard. Montaño Road is an approximate dividing line in the corridor between predominantly residential and predominantly heavy commercial uses. Far fewer residential uses are located south of Montaño Road. The major land uses are reflected in the visual character of this portion of the corridor.

The Juan Cristobal homestead was built in the 1870's on the northwest corner of Griegos and Edith. To the west is another house on the register (not visible from Edith Boulevard). This is the southernmost County A-1 land in this portion of the valley. Across the intersection is the City Solid Waste facility.

3. GRIEGOS ROAD TO I-40

Between Griegos Road and I-40 is the portion of the corridor that is most industrial in appearance; 77% of the land in this portion of the corridor is zoned for industrial and warehousing, however, these uses take up only 24% of the land. Similiar to other portions of the corridor, most of the industrially zoned land is either vacant or in other less intense uses.

The City's Solid Waste Department is located at the southeast corner of Griegos Road and Edith Boulevard. The site is in a very visible location but is not landscaped. Other uses located in this portion of the corridor include Public Service Company of New Mexico, the Gas Company of New Mexico, and Donrey Signs.

The Graceland Addition, just north of Candelaria Road was platted as a residential neighborhood, then zoned commercial with the establishment of county zoning. The area has a mix of uses; residential in the eastern portion of the area and industrial uses near the tracks.

The Stronghurst Neighborhood, south of Candelaria Road between Edith Boulevard and the railroad tracks, was platted in 1923 and is within City limits. The subdivision reflects an older, underlying pattern of agricultural uses. The atmosphere is somewhat rural, despite the limited size of the area and the location relative to industrial uses and downtown.

Scenarios

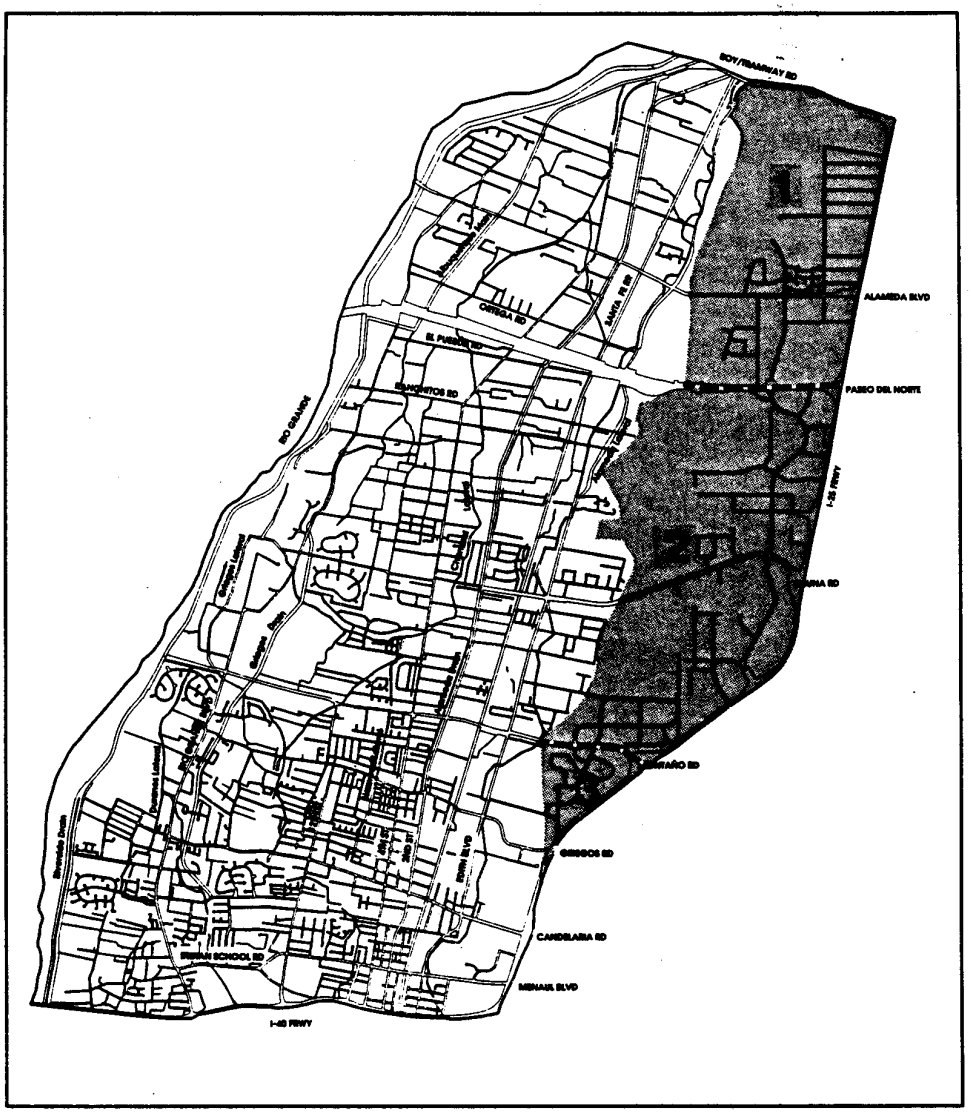
In 1990, the Edith Corridor population was 3,578. By the year 2010 it is estimated that the Corridor population will grow to 5,859. This growth is based on previous population trends for the area. It is estimated that the land in the Edith Corridor can absorb a population of 3,960 based on existing zoning.

The land use trend along the Edith Corridor is toward the encroachment of industrial and heavy commercial uses into rural and residential areas. Zone changes granted in this subarea are overwhelmingly for non-residential uses. These changes substantially reduce the availability of land for housing. The area will not get sewer service for many years and will continue to pose a threat to the groundwater resource. Roadway cuts from the North I-25 industrial area will direct some traffic westward onto Edith Boulevard and with increased truck traffic will come the demand for widening of Edith Boulevard north of Osuna Road.

Land in the vicinity of Alameda Boulevard and the Edith corridor will develop with commercial uses to service cross-valley travelers. Roadway improvements will discourage foot travel along or across Edith Boulevard further isolating these neighborhoods from recreational opportunities and increasing the dependence of these residents on automobile travel.

Under the Comprehensive Plan and Preferred Scenarios, the mesa edge would be retained and enhanced as a separation between industrial and residential development. Structures on the mesa top would be set back from this edge and vehicular access to the valley from the mesa would be limited to existing through roadways. Edith Boulevard would gain official recognition as a historic route with signage and landscaping. Non-residentially zoned land would provide space for small-scale businesses or would be rezoned for affordable housing. Special Use Permits would not be granted in residential areas unless the permitted use was a home occupation or included on-site residency. Time limits on Special Use Permits would ensure against their use for speculative purposes. This area would be a priority for sanitary sewer service because of the number and concentration of septic tank systems.

For the Preferred Scenario, the land use pattern should reflect the present zoning. Residential uses should predominate north of Montaño Road and east of Edith Boulevard. Mixed commercial uses are appropriate along the Boulevard and west to the railroad tracks. North of Osuna Road, the pattern along Edith Boulevard should reflect the area's present residential zoning and rural character. Heavy commercial and manufacturing uses would be limited to the vicinity of Paseo del Norte. Special criteria would be placed on commercial uses where they border residential uses or zoning and where sanitary sewer service is not available.



B. NORTH I-25

Area

The North I-25 area is bounded on the east by the Interstate, on the west by the mesa edge and the North Diversion Channel, and by the plan area boundaries on the north and south. The area is further divided in to three subareas: 1. North plan boundary south to Paseo del Norte. 2. Paseo Del Norte south to Montaño Road and 3. Montaño Road south to southern plan boundary at I-40. This corridor is the fastest growing industrial area and employment center in the state. It is bordered on the west by the valley's eastern edge. Sand hills, now almost obliterated by sand and gravel mining, border this side of the Rio Grande's floodplain.

Goals and Issues

The North I-25 area lies within the Central Urban, Established Urban, and Developing Urban areas. The Comprehensive Plan specifies an overall gross density for these areas of "up to 5 dwelling units per acre." The density of the North I-25 area in 1990 was about .12 dwelling units per acre.

The Comprehensive Plan Transportation and Transit goal is "to provide a balanced circulation system through the efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit and paratransit alternatives ...." The Comprehensive Plan also specifically calls for compatible mixing and convenient placement of land uses. Comprehensive Plan policy C.8.d. states that landscaping should be encouraged to control water erosion and dust, and to create a pleasing visual environment. Native or naturalized vegetation should be used where appropriate.

The North Valley Area Plan Goals and Issues document (Volume II) identifies several goals relevant to the North I-25 area. The document calls for encouragement of quality commercial and industrial development in already developed and established commercial and industrial areas, specifically naming the North I-25 area as appropriate for such development.

NORTH I-25 CORRIDOR LAND USE AND ZONING SUB AREA 1

TOTAL GROSS ACRES	1,766
TOTAL NET ACRES	1,488

TOTALS (Acres)

	Land Use	Zoning	SUPs (% Zoning)	SU1	SU2
Manuf/HeavComm	659 (44%)	1127	0	0	953
Residential	105 (7%)	73	0	35	0
Commercial	42 (3%)	5	0	5	0
Institutional	0	187	47 (25%)	0	3
Vacant	659 (44%)				
Other	23 (2%)				

NORTH I-25 CORRIDOR LAND USE AND ZONING SUB AREA 2

TOTAL GROSS ACRES	2,500
TOTAL NET ACRES	2,077

TOTALS (Acres)

	Land Use	Zoning	SUPs (% Zoning)	SU 1	SU 2
Manuf/HeavComm	586 (28%)	1852	0	912	0
Residential	1	64	0	47	0
Commercial	356 (17%)	148	0	0	0
Institutional	23 (1%)	12	0	12	0
Vacant	991 (48%)				
Other	120 (6%)				

NORTH I-25 CORRIDOR LAND USE AND ZONING SUB AREA 3

TOTAL GROSS ACRES	236
TOTAL NET ACRES	188

TOTALS (Acres)

	Land Use	Zoning	SUPs (% Zoning)	SU 1	SU 2
Manuf/HeavComm	30 (16%)	187	0	49	0
Residential	0	0	0	0	0
Commercial	107 (57%)	0	0	0	0
Institutional	0	0	0	0	0
Vacant	44 (24%)				
Other	7 (4%)				

Note: Other zoning categories make up remaining percentages of miscellaneous uses.

Out of 3,753 net acres in the area, excluding roads and other public rights-of-way, 3,166 acres, or 84.4%, are zoned for heavy commercial and industrial uses. Only 3.6% of the land in this subarea is zoned for residential use. Commercial zoning exists for only 4% of the land. Corridor subarea 3, the area south of Montaño Road, has no land zoned for commercial or residential uses. Over 1,694 acres are vacant or being mined. These lands constitute the majority of the land in this corridor.

Corridor Character

As the land use data above show, much of this corridor is vacant. Large areas appear to have been scraped clear of vegetation, crisscrossed with transmission lines, and posted with "for sale" signs. Much of the fencing is of "concertina wire" and is visually unappealing. The landscaping in the area is generally limited to the Journal Center and is water intensive. Area residents, however, have landscaped Alameda Boulevard with native vegetation.

Groups of homes in the few existing residential neighborhoods are surrounded by industrial buildings which isolate them. Residential uses make up a very small proportion of total uses in this corridor.

A broad range of industrial and heavy commercial uses exist throughout the corridor. Major employers in the area include Honeywell, Digital Equipment, Motorola, Levi Strauss, Albuquerque Publishing, Rust Tractor, and Signetics.

Much of the land has been, or is now being mined for gravel. Several industrial subdivisions of former mining lands have developed or are developing. Offices and hotels are located closer to I-25. Large scale retail distributors are concentrated south of Montaño Road. Manufacturing and warehousing uses are scattered throughout the corridor.

Several arroyos bisect the corridor. La Cueva Arroyo was identified as an Open Space Link in the Facility Plan for Arroyos. It meets the North Diversion Channel north of Alameda Boulevard and has been concrete-lined throughout the plan area. Extensive gravel mining is ongoing to the northwest of the channel. Directly north of the channel is the last large unsubdivided parcel of mesa land, excluding Pueblo lands, in the northern metropolitan area. It is zoned for manufacturing use.

The City's Balloon Fiesta Park is located to the south of Alameda Road on the site of the former Los Angeles Avenue landfill. There is substantial concern on the part of local officials that the site is a source of groundwater contamination. A shallow swale carries runoff from the surface of this parcel into the North Diversion Channel. This method of storm drainage is typical on other parcels in the North I-25 area.

The major access to this corridor is from I-25. North-south roadways through the area are discontinuous and limited to Alexander Boulevard, Jefferson Street, and Chappell Drive. Lands to the west of the North Diversion Channel and north of Paseo del Norte presently have no access from the east. Access from the west poses a potential problem for the neighborhoods along Edith Boulevard.

Scenarios

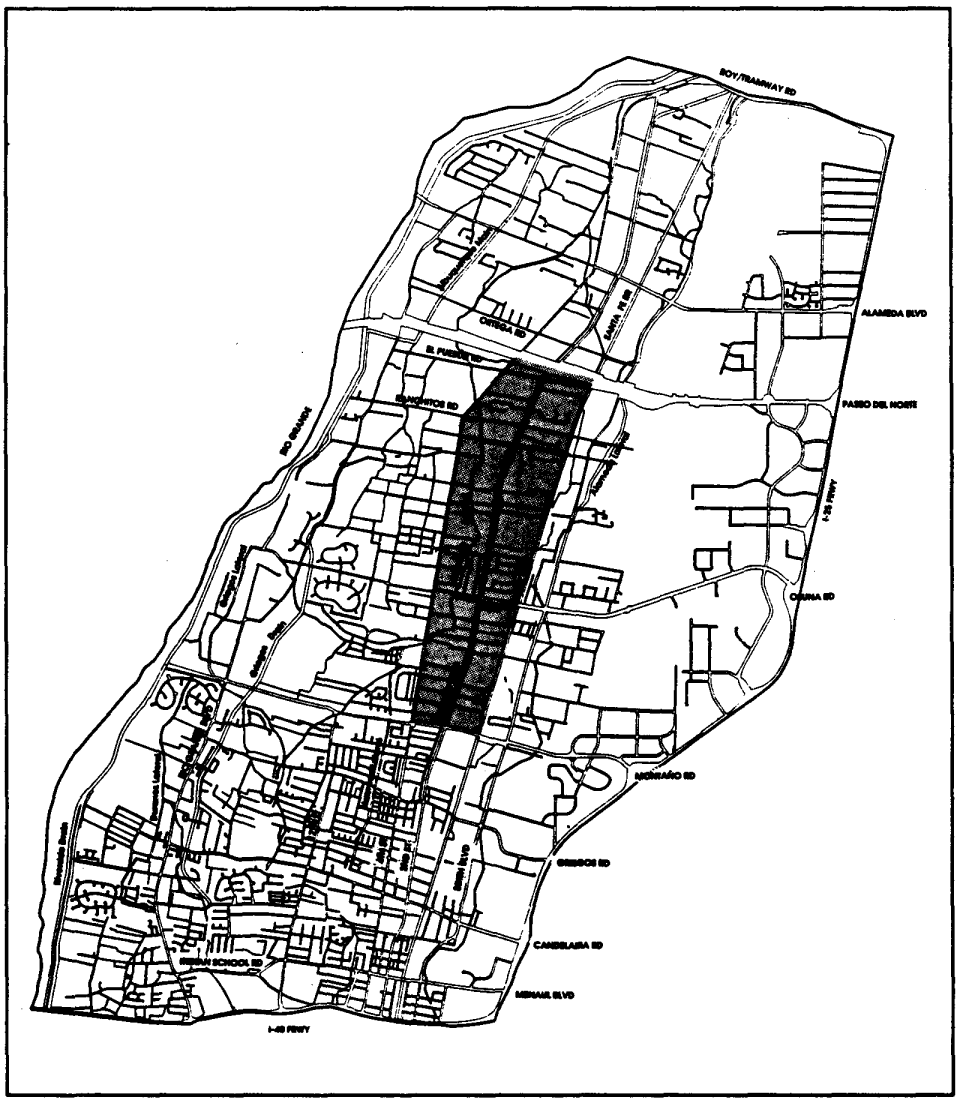
In 1990, the population in the North I-25 Corridor was 1,821. The projected population of the area for the year 2000 is 2,013. This projection is based on past growth trends in the area. Population buildout according to the amount of existing zoning available for housing is approximately 1,879 persons. It appears that the North I-25 Corridor has almost reached housing unit buildout. Under the Trend Scenario, the North I-25 Corridor will have little additional housing development and the present land use imbalance will continue.

The land closest to Edith Boulevard will develop with manufacturing and outdoor storage uses that will require access through neighborhoods to the west. Gravel mining and processing will be discontinued in the near future. Much of this formerly mined land will remain undeveloped and be used for unauthorized purposes such as off road vehicle play and trash dumping. Areas not re-vegetated will produce tumbleweeds and constitute a source of silt runoff into the North Diversion Channel.

A market study of the North I-25 area conducted by the Planning Department showed that prices for land vary throughout the corridor, with the highest priced land generally adjacent to the freeway. This area has generally become too expensive for manufacturing uses and will continue to develop with multi-story office and hotel buildings. The lowest cost land is in the western and northern portions of the Corridor. These lands will likely develop with manufacturing and wholesaling uses.

Under the Comprehensive Plan and Preferred Scenario, a greater land use mix would develop in the corridor. New housing and retention of housing on the valley floor would provide more opportunities for employees to live closer to their jobs. This land use mix would require care in site planning to minimize conflicts between large scale manufacturing uses and residential areas.

Housing should be encouraged, especially against the mesa edge. Manufacturing areas would be linked to housing areas by landscaped bikeways and walkways to encourage non-vehicular travel. This includes improvements to La Cueva Arroyo and roadways. Employers should encourage transit, paratransit, and non-vehicular travel options. Access through the North I-25 area might be improved through provision of an additional north-south arterial that would limit or eliminate the need for an additional east-west route through the valley and would relieve traffic pressures on Edith Boulevard.



C. SECOND AND FOURTH STREETS

Area

This subarea extends from the railroad tracks on the east to Fourth Street on the west. Paseo del Norte is the Northern border and Montaño Road is the Southern border. The area is further divided into two parts for the purpose of description. The Fourth Street corridor is the portion from Fourth Street east to Second Street and the Second Street corridor extends from Second Street east to the railroad tracks. This area is partially within the Village of Los Ranchos.

Goals and Issues

This area is within the Established Urban, Semi-Urban, and Rural Areas of the Comprehensive Plan. Comprehensive Plan Goal B.5. supports perpetuation ofindividually identifiable, but integrated communities that offer a variety and choice in housing, transportation, work areas, and life styles within a visually pleasing built environment. Semi-Urban Area policies call for trail corridors where appropriate and development that is consistent with groundwater quality, agricultural potential, scenic qualities, and existing development.

The Comprehensive Plan Goal C.8. states that the natural and developed landscape's quality shall be maintained and suggests vigorous enforcement of the sidewalk ordinance. Policy C.8.c. states that structures such as signs, guywires, poles, fireplugs, street furniture and overhead utility wires shall be designed to minimize visual intrusion and mobility impediments to pedestrians.

Goals defined by the North Valley Area Plan Citizen's Advisory Task Force include encouraging quality commercial and industrial development and redevelopment in already developed/established commercial and industrial zones. Another goal is to maintain ditches for agricultural use and low impact recreational purposes.

FOURTH STREET CORRIDOR LAND USE AND ZONING

TOTAL GROSS ACRES	664
TOTAL NET ACRES	538

TOTALS (Acres)

	Land Use	Zoning	SUPs	SU 1
Manuf/HeavComm	35 (7%)	47	34 (72%)	0
Residential	369 (69%)	474	102 (22%)	0
Commercial	50 (9%)	16	5 (31%)	3
Institutional	2 (.004%)	.229	.231 (100%)	0
Vacant	81 (15%)			
Other	0			

Most of the land in the Fourth Street Corridor is in residential use and zoned for residences. The zoning figures include approximately 30 Special Use Permits on over 80 acres. About one-half of these permits are for heavy commercial or manufacturing uses. Most of the permits for these non-residential uses are granted on parcels whose underlying zoning is residential.

SECOND STREET CORRIDOR LAND USE AND ZONING

TOTAL GROSS ACRES	590
TOTAL NET ACRES	482

TOTALS (Acres)

	Land Use	Zoning	SUPs	SU 1
Manuf/HeavComm	96 (20%)	146	32 (22%)	.448
Residential	263 (55%)	315	5 (2%)	0
Commercial	32 (7%)	17	.455	0
Institutional	4 (.008%)	4	4 (100%)	0
Vacant	86 (18%)			
Other	1			

18% of the land in this area is vacant and zoned county A-1. There are many Special Use Permits granted for heavy commercial and industrial uses in otherwise residential areas. Of the total 146 acres where heavy commercial and industrial uses are allowed, 32 acres are permitted only by Special Use Permits.

Compared to Fourth Street, Second Street has more heavy commercial and manufacturing uses. This pattern is especially strong south of Montaño Road. The zoning north of Montaño Road between the tracks and Second Street, is primarily residential with pockets of manufacturing. South of Montaño Road, this pattern is reversed and there are pockets of housing within manufacturing zoned areas.

In the County portion of this subarea, there were 17 Special Use Permit applications and 38 zone change requests between 1985 and 1991. Twelve permits were granted and 20 zone changes were granted. In the City portion, there were 9 requests and 4 granted.

Corridor Character

The area between Second and Fourth Streets contains neighborhoods that are relatively isolated by the limited number of east-west streets connecting these arterials. While the area is narrow, it has retained rural character because of irregular lot sizes and the presence of the Chamisal Lateral and Alameda Drain.

Areas between Second Street and the railroad tracks have residential uses mixed with a higher proportion of industrial and commercial enterprises. A substantial number of Special Use Permits line Second Street and make this portion of the corridor a commercial storage and manufacturing area.

In the area east of Second Street, Montaño Road is the general dividing line betrween higher and lower land uses. There is a stable residential atmosphere with more residential zoning north of Montaño Road. South of Montaño Road, there is more

heavy commercial and industrial zoning. Much of the housing south of Montaño Road (in the Mid-North Valley East area) appears deteriorated.

Some residential areas are rural in character, such as the Merritt Acres Addition south of Osuna Road and platted in the late 1920's. To the north of Osuna Road is the Zia Gardens subdivision platted in 1946. This area is somewhat typical of medium density development in the valley. In most of these neighborhoods the agricultural history of the area is evident due to the presence of ditches.

The businesses along Second Street to the north of Montaño Road are located primarily on the east side of the street. The Alameda Drain parallels the street's west side. However, some commercial uses have been granted to the west of the Drain. Few commercial uses line Second Street above Ranchitos Road.

The residential uses are buffered from the traffic and commercial activity along Second Street by the presence of the Alameda Drain. It parallels Second Street for nearly the entire length of the plan area. It was constructed as a surface drain to lower the water table in the area and to allow agricultural and other uses of the low-lying valley lands. The City is presently evaluating the present capacity and use of the drain and its potential to carry more stormwater runoff.

The portion of Second Street between Osuna Road and Paseo del Norte is a transitional area between the more rural character to the north and the more urban environment to the south. The provision of urban services into this portion of the plan area has supported requests for higher density residential and commercial zoning.

The Los Alamos Addition, between Fourth Street and Second Street, was platted in 1938. The lots are large and the streets were planted with trees that have now formed a mature canopy. The neighborhood is separated from Second Street by the right-of way of the Alameda Drain. There is no vehicular access to this neighborhood from the east. Non-vehicular access to and from the Drain is restricted as well.

In the northern portion of the corridor a large amount of the land between Second and Fourth Streets is vacant to the east of the commercial street frontage on Fourth Street. North of Pueblo Solano Road, the lots get larger and development thins out behind the Fourth Street commercial frontage. Much of this land is zoned A-1 or R-1.

Scenarios

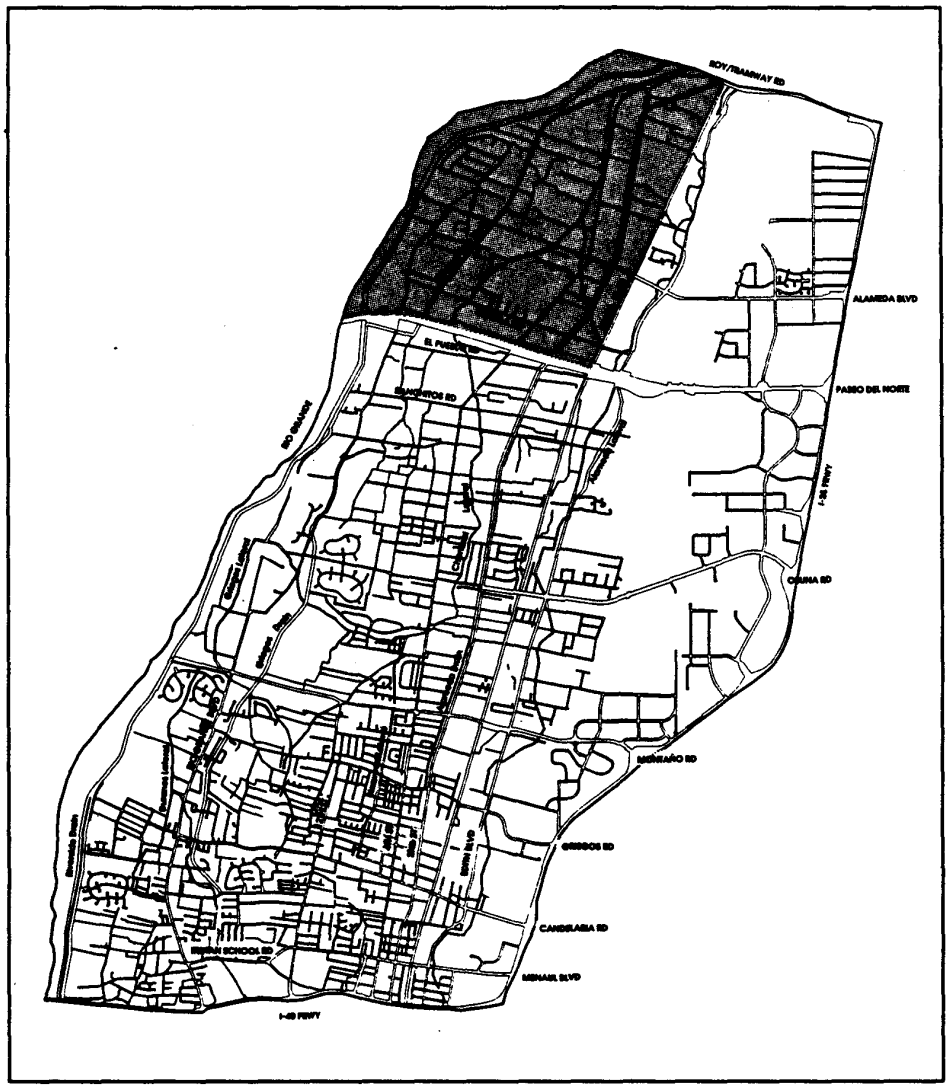
A recent history of zone changes in these corridors shows a general trend toward heavy commercial and other non-residential uses in previously residential neighborhoods to the east and west of these streets. Expansion of commercial development along Fourth and Second Streets, in particular, could threaten the stability of residential areas. The vacant land east of Second Street between Osuna Road and Montaño Road is especially vulnerable.

North of Osuna Road residential development of remaining large tracts of open land can be expected under the Trend Scenario. Requests for higher density residential development will be triggered by the availability of sanitary sewer service. These new residential lots will be small and will not be arranged to retain use of irrigation water. The Chamisal Lateral will be closed for irrigation purposes and the right-of-way vacated.

Under the Comprehensive Plan Scenario, new heavy commercial and industrial development would be limited to areas east of Second Street and south of Montaño Road and to parcels with existing zoning appropriate for these uses. Where these uses abut neighborhoods, the industrial use will be designed to minimize the physical and visual impacts on residences.

New residential development will be sited to retain use of the Chamisal Lateral for irrigation of small pastures and gardens. Non-vehicular travel in and through the area would be encouraged through provision of trails along the Chamisal Lateral and the Alameda Drain and by strengthening connections between neighborhood commercial uses on Fourth Street and adjacent neighborhoods.

For the Preferred Scenario, the existing zoning pattern should guide land uses. The area between Second Street and the railroad tracks should retain residential uses but provide for heavy commercial and manufacturing growth between Montaño Road and the Stott's Lateral. The areas to the north should be primarily residential as the present zoning reflects. Special Use Permits should be phased out. Residential uses are appropriate throughout the area west of Second Street to the Fourth Street frontage. The Fourth Street frontage should be limited in depth to retain the residential stability of this area.



D. ALAMEDA

Area

The Alameda area boundaries for the purposes of this plan are the railroad tracks to the east, the Rio Grande to the north and west, and Paseo del Norte on the south. The Village of Los Ranchos extends into this area to approximately Ortega Road. While policies in this plan will not govern the Village, the similar character of the area justifies its inclusion in the Alameda character description.

Goals and Issues

This area is entirely outside the City limits. It is designated Rural and Open by the Comprehensive Plan. The Comprehensive Plan goal is to maintain the separate identity of Rural Areas as alternatives to urbanization by guiding development compatible with their open character, natural resources, and traditional settlement patterns.

Policy B.3.d. states that land suitable for agriculture shall be maintained to the extent feasible in agricultural production and discouraged from non-agricultural development. Commercial development in Rural Areas should be clustered at major intersections and within designated mountain and valley villages. Comprehensive Plan Goal C.6. is to identify and manage significant archaeological sites for research, education, economic, and/or recreation use. Transportation and Transit Goal D.4. calls for encouragement of bicycling, walking and use of transit/paratransit as alternatives to automobile travel.

Volume II of the North Valley Area Plan identifies several goals and issues that are related or applicable in this portion of the plan area. The relevant issues related to the Alameda area include: lot size requirements and contamination of the groundwater; provision of roadway amenities; use of MRGCD easements and rights-of-way for recreation; preservation of unique and historic valley character; the conflict between lower densities and the need for sewer services and infrastructure; and retention of large undeveloped parcels for agricultural and open space purposes.

ALAMEDA LAND USE AND ZONING

TOTAL GROSS ACRES	2,629 (includes roads, etc.)
TOTAL NET ACRES	1,946

TOTALS (Acres)

	Land Use	Zoning	SUPs (% Zoning)
Manuf/HeavComm	27 (1%	81	81 (100%)
Residential	1188 (61%)	1683	141 (8%)
Commercial	115 (6%)	136	71 (52%)
Institutional	34 (2%)	43	2 (5%)
Vacant	569 (29%)		
Other	13 (.5%)		

Special Use permits (SUP's) are granted for specific uses without changing the underlying zoning designation. In the Alameda subarea all of the SUP's for heavy commercial and industrial uses are located on residentially zoned land. Overall there are 34 SUP's in the area. Between 1985 and May 1991 there were 52 Special Use Permit applications in the Alameda area. Of these 32 were approved. In addition, there were 37 regular zone change requests during the same time period. Of these, 20 were approved.

Most of the land in this subarea is residential or vacant. This reflects the rural character of the area. However, much of the land is zoned for densities greater than what presently exists. Existing liquid waste restrictions may limit lot sizes. Very little commercial development exists in the area compared to other portions of the valley where commercial uses make up 8 to 13% of total land uses.

Corridor Character

The Alameda subarea has been continuously occupied for hundreds of years. Settlements include a large pueblo located near Alameda Boulevard and Fourth Street, which predated the arrival of the Spanish Settlers. Flooding in the early 1900's erased most of the visible history of the area, including a church and a plaza located near Rio Grande and Alameda Boulevard. Many residents are unaware of the area's rich history and prehistory and of the importance of these resources.

Alameda is perceived to be one of the most rural areas of the valley, yet very few large farmland tracts remain undeveloped. Overall densities, according to the Comprehensive Plan, should not exceed one dwelling unit per acre. The gross density in 1980 was 1.06 du/acre. It had 1.14 du/acre in 1990. According to the existing zoning the area will have future housing densities of approximately 1.7 du/acre.

Despite these density increases, Alameda retains its rural character. Guadalupe Trail, five irrigation ditches, the Riverside Drain and the Rio Grande are important features that help to define this character. These water networks support cottonwoods, other vegetation and wildlife populations, as well as serving irrigation and drainage functions.

Guadalupe Trail is narrow and winding. Its width is below the County's accepted standard of 40'. Fields extend behind older homes that edge the street. Lot sizes are typically large and a substantial number of small open fields provide visual access to undeveloped land. As in the rest of the valley, the patchwork pattern of open fields provides a sense of ruralness to neighborhoods in Alameda.

Fourth Street is four lanes with a turning lane and no sidewalks. Pedestrian activity is heavy between the community center and park north of Alameda Boulevard, the neighborhoods, and Alameda Elementary School. The ditches provide alternative north-south routes for travel, but are not recognized as formal trails and do not have gates to limit automobile access. Bus service extends only to the southern edge of the area at El Pueblo Road.

Very little of the Alameda area is served by sanitary sewer. Like much of the valley, it has a high water table and soil types that make leach fields an ineffective method of treating wastewater.

Scenarios

The Alameda area along Fourth and Second Streets has been subjected to many zone changes in the last 10 years. Several of these were for heavy commercial and manufacturing uses and mobile home parks or courts. The narrow areas between Fourth and Second and Second and the railroad tracks are particularly vulnerable to zone changes that alter the character of the area. Single large parcels are granted zone changes which then influence adjacent parcels to the north and south. Remaining strips of A-1 land are likely to be granted similar zone changes. The area to the west of Fourth Street has been far more stable in terms of land use. The zone change and development history of this area shows stable single family residential growth.

The land use trend in Alameda is the gradual, but steady, residential development of vacant lots and subdivision of remaining larger tracts of land. Sewer lines will be expensive to construct. Along Second Street, where the sewer is in place, remaining large parcels of A-1 land will be developed with residential or manufacturing uses.

New subdivisions will continue to be urban in character and appearance with densities of 3-5 dus /acre where sewer is available. Where subdivisions are over several acres in size, the developer may wall off the community from adjacent neighborhoods. The streets within new subdivisions will be wider than those surrounding them.

In the short term, individual septic tanks will be used to treat liquid waste and this will lead to accelerated degradation of groundwater quality. In the long term, the continued development of the area will require extension of urban gravity sewer and necessary pumping stations.

Continued subdivision and development will increase the housing density of the area well beyond one dwelling unit per acre. At these increased densities, the ditches will no longer be used for irrigation. These rights-of-way will be vacated. The potential for agricultural activity, except on the smallest scale, will be lost.

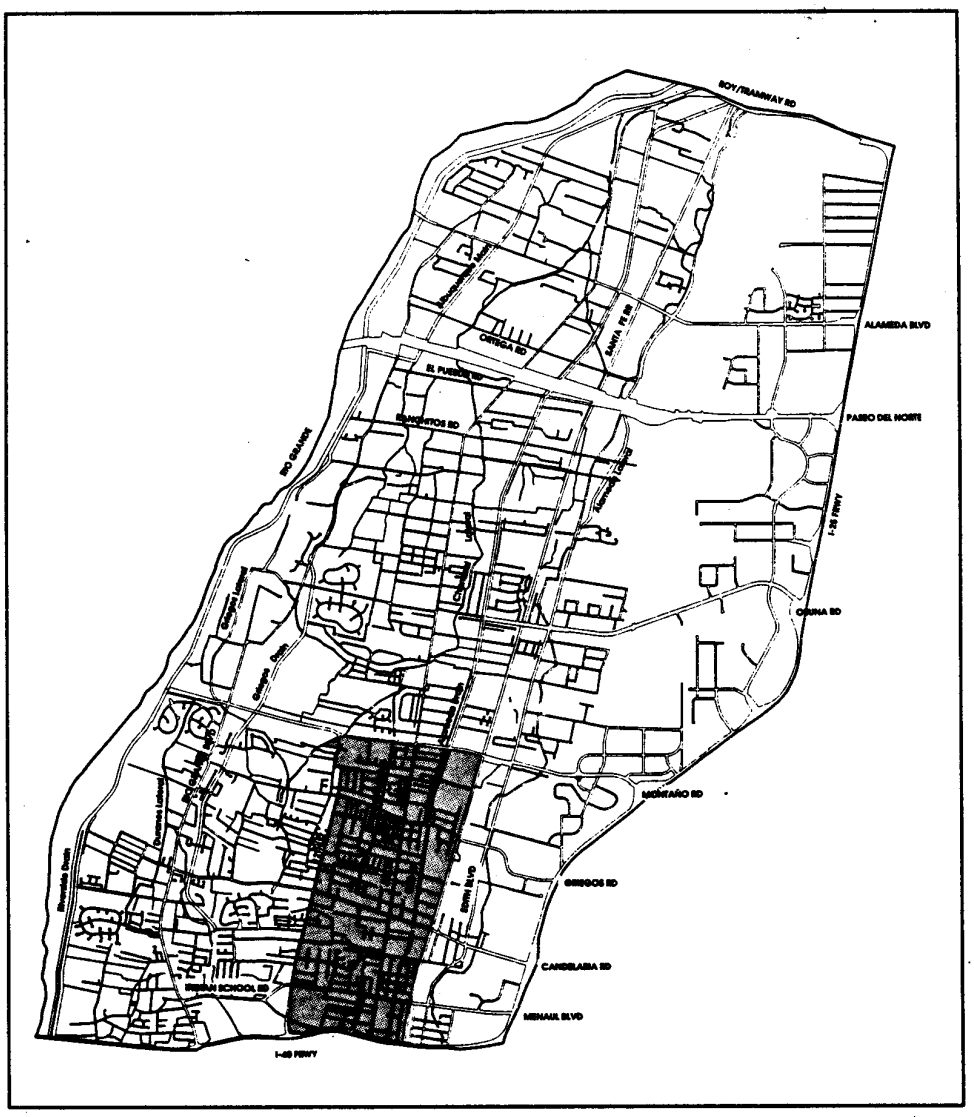
Bus service will not be extended to the area because of its location in the County. This will lead to continued and increased reliance on automobiles as the only travel alternative for most residents.

The trend toward commercial uses along Alameda Boulevard will accelerate after roadway improvements are completed. This will destabilize adjacent residential areas and increase traffic congestion and result in a strip commercial streetscape. Commercial patterns will also alter the rural character of north Fourth and Second Streets.

Under the Comprehensive Plan Scenario, further subdivision of the parcels smaller than 2 acres in this area would not be allowed where sanitary sewer is not available. New development would be grouped or clustered on each site to preserve visual open space and opportunities for gardening with irrigation water. Rural standards would be implemented to allow narrower street widths, gravel roads, soft surface trails instead of sidewalks, maintenance of access to irrigation ditches, and on-site retention of storm water.

New Village Center commercial development would be clustered at the major intersections of Alameda Boulevard and Second or Fourth Streets. Development on either side of Alameda Boulevard would be tied together and to the surrounding neighborhood through trail and pedestrian improvements. The Alameda Drain and Chamisal Lateral rights-of-way would become a valuable link for non-vehicular travel.

For the Preferred Scenario, the present zoning pattern should guide future land uses. Commercial development should be limited to existing businesses on Fourth and Second Streets, north of Alameda Boulevard. Strip commercial development would not be allowed along Alameda Boulevard between Fourth Street and the river with the exception of existing commercially zoned parcels. Long narrow parcels between Fourth and Second Streets and between Second Street and the railroad tracks should develop as zoned with clustered housing, conventional housing, or mobile home parks.



E. MID-NORTH VALLEY EAST

Area

This area is bounded by Montaño Road on the north, the railroad tracks on the east, I-40 on the south, and 12th Street on the west. It is bisected by Menaul Boulevard, Candelaria Road and Griegos Road and cut lengthwise by Fourth and Second Streets. This is one of the most urban areas in the North Valley, yet it retains visible remnants of its agricultural history. The neighborhoods are diverse and numerous. Less vacant land remains in this area than in other portions of the plan area, but more abandoned or vacant buildings and deterioration exist here also. There are several places where residential uses are interspersed with heavy commercial and industrial businesses. In some areas, residences exist on M-1 land.

Goals and Issues

This area lies within the Central Urban and the Established Urban areas. According to the Comprehensive Plan, the Central Urban Area should be promoted as a focus for arts, cultural, and public facilities/activities. Policy B.7.b. calls for upgrading efforts to expand linkages between residential areas and cultural, arts and recreation facilities.

The Established Urban area should have an overall gross density of up to 5 dwelling units per acre. The overall gross density in the Mid-North Valley East area is approximately 2.57 du/acre. The Comprehensive Plan Policy B.5.d. states that location, intensity, and design of new development shall respect existing neighborhood values, environmental conditions, scenic resources and resources of social, cultural, or recreational concern.

The Comprehensive Plan Housing Goal, in part, is to conserve and improve the quality of housing. The Mid-North Valley East area provides more low to moderately priced homes than other portions of the plan area.

The North Valley Area Plan Goals and Issues especially relevant to this area include; concern over vacant/abandoned buildings, the need for buffering to relieve noise and visual impacts of traffic, need for improved flood control and drainage, and encouraging economic revitalization of Fourth and Second Streets.

MID-NORTH VALLEY EAST AREA LAND USE AND ZONING

TOTAL GROSS ACRES	1,406 (includes roads, etc.)
TOTAL NET ACRES	1,085

TOTALS (Acres)

	Land Use	Zoning	SUPs	SU1
Manuf/HeavComm	60 (6%)	306	0	9
Residential	649 (60%)	660	0	3
Commercial	175 (16%)	73	0	46
Institutional	110 (10%)	38	0	38
Vacant	78 (7%)			
Other	13 (1%)			

In the Mid-North Valley East, area there are 152 acres with M-1 or M-2 zoning but only 42 acres in industrial use. Much of this land is either developed with other uses, like homes, or vacant. Overall, 28% of the land in this subarea is zoned for heavy commercial and industrial uses. The proximity of the area to large vacant tracts of M-1 land in the North I-25 Corridor and the residential use of much of this land may indicate that this land is zoned inappropriately.

There is a slightly higher proportion of commercial uses in this area which reflects the large amount of commercial land along and between Fourth and Second Streets. There are 60 acres of land zoned for C-3 uses in this subarea - far more than in any other portion of the plan area. The Second Street subarea, for example, has under 4 acres of C-3 zoning. There also are over 85 acres zoned for C-2 uses.

Between 1985 and 1991, 7 of the 11 zone change requests in this area were granted.

Character

Because of its proximity to Downtown, there are some old subdivisions in this portion of the plan area. The land of the Monkbridge Addition, for example, was a farm in the vicinity of Fourth Street and Candelaria Road. It was first subdivided in 1917. Many housing subdivisions date from the 1920's when 5 or 10 acre parcels along Fourth Street were divided into very small lots. Subdivisions in the early 1930's tended to have larger lots, as in the Fitzgerald Addition which was also once a farm. In the 1940's, this area, like the rest of the City, boomed. Only two subdivisions in this area post date the 1940's.

The mix of commercial, industrial and residential uses is very evident in this part of the North Valley. Many homes are zoned for industrial use. This mismatch of M-1 zoning to residential use is especially evident in the area between Second Street and the railroad tracks south of Claremont Avenue. Whether homes are located in industrial areas or industries are located in neighborhoods depends on the viewer's perception and on the relative condition of the uses. It could be argued that single industrial uses or vacant land zoned for industry in otherwise residential areas has a potential negative impact on those homes and lessens the desirability of surrounding properties for residential use. The balance between these uses is an important issue in this area.

The rural origins of the valley are still evident in portions of the Mid-North Valley East area where some old irrigation ditches are still in use. The Harwood Lateral runs north to south through the Harwood Addition and other developed neighborhoods. It is closed north of Headingly and the right-of-way remains vacant. The Griegos Lateral, no longer in use, meanders through the Las Tomases area south of the Alameda Drain. These ditches, like others in the valley, support mature vegetation. The locations of these watercourses are evident in aerial photographs by the number and density of cottonwoods and other trees that grow alongside them. A large part of the valley's charm is defined by its trees and greenery and by the ditch network.

In the Las Tomases area just north of Menaul Boulevard between Fourth and Ninth Streets, are the remnants of an older, pre-subdivision community. There is a small chapel and what may have been a dance hall on Las Tomases Street. The focal point of this area today is a large vacant tract of land previously used by a steel company.

The Indian School property lies within this subarea. The future uses of this land could have a tremendous influence on surrounding neighborhoods. The planning for this land, underway now, should give care to how these neighborhoods are integrated or buffered from this site.

The neighborhoods to the north up Twelfth Street in the vicinity of the Alameda Drain are rural in character owing to larger lot sizes, the presence of the Drain and of the Griegos Lateral. Near Twelfth Streets's terminus at Delamar Avenue is a pocket of rural land irrigated from the Harwood Lateral. This area is just south of Montaño Road.

Commercial development along Fourth Street is constrained today by the lot sizes of many parcels. Modern commercial development generally requires a broader street frontage and deeper lot than many of the parcels provide. The smaller lot sizes also limit the amount of parking a business can provide which is extremely important to retailers. Consolidation of lots into parcels large enough to accommodate standard auto-oriented new businesses is a costly and complicated procedure, especially when it is relatively easy to find appropriately sized lots in other portions of the City.

The older commercial structures fronting the sidewalk on some portions of Fourth Street define the street's edge. In some places, parking lots have been created behind the buildings and new entrances created to the rear for the convenience of motoring clientele. This creates inactive space at the front of the structures. Little or no room exists for landscaping where older buildings sit on the property line.

Fourth Street in this area appears cluttered. Some structures are vacant and/or deteriorated. In the plan area, there are over 5 acres occupied by abandoned structures. However, the proximity of this portion of Fourth Street to the Interstates has made it attractive to a variety of businesses.

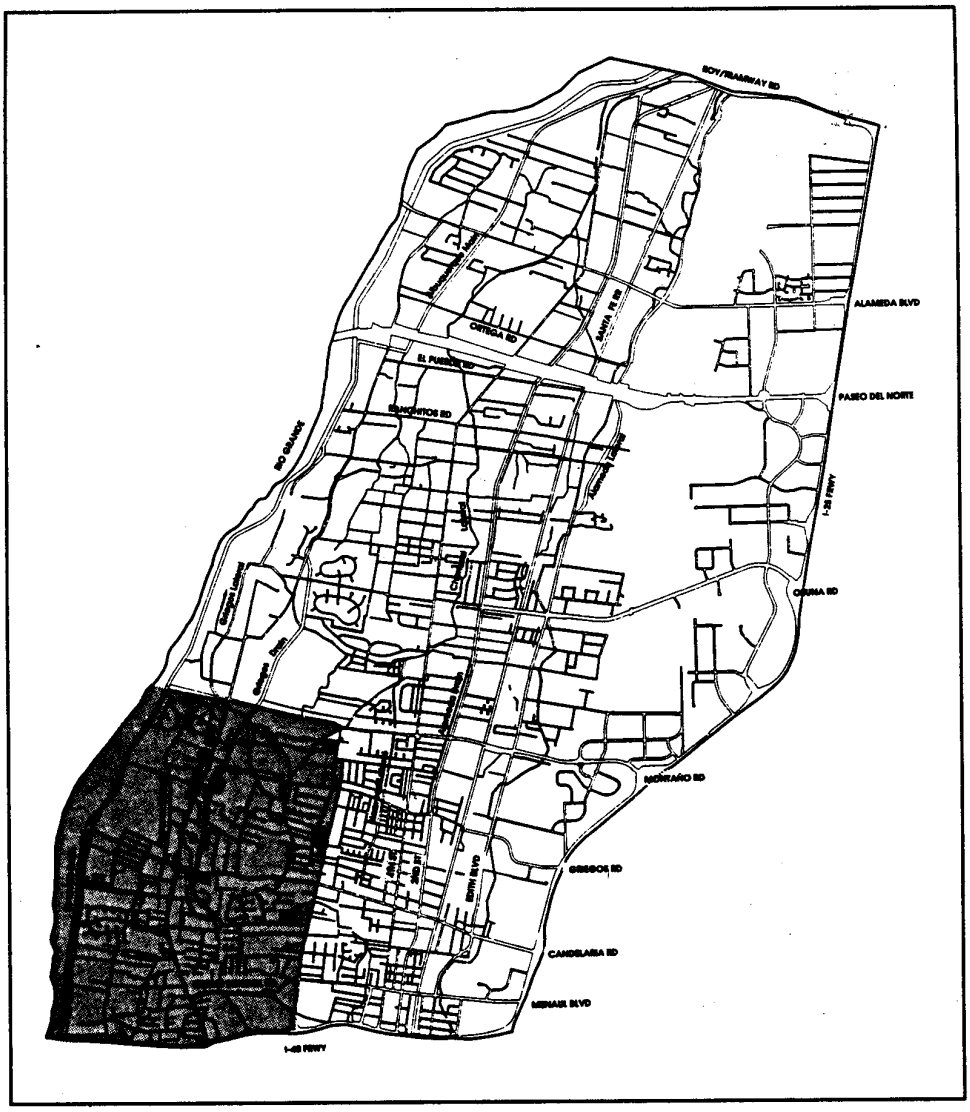
Scenarios

The Mid-North Valley East has less vacant land than some other portions of the plan area, so broad changes in land use are unlikely. There are few zone change requests for this area. The trend is for older commercial structures along Fourth and Second Streets to continue their decline. Their small size relative to new commercial spaces in other portions of the City and the lack of adequate parking could limit redevelopment potential.

Residential areas sandwiched between commercial and industrial uses will deteriorate and, as they are already zoned for non-residential uses, will eventually be purchased for the expansion of manufacturing and commercial uses. This will result in the gradual displacement of housing in these areas.

Under the Comprehensive Plan and Preferred scenarios, residential areas between Second Street and the railroad tracks would be improved. Montaño Road would be the dividing line between these general land uses, with heavy commercial and industrial uses locating only on parcels zoned for this use south of Montaño Road. These areas would be re-zoned in accordance with present land use. Vacant parcels zoned for manufacturing use would be targeted for residential use through re-zoning and low income housing assistance.

Commercial properties along Fourth and Second Streets would be the focus of redevelopment efforts aimed at providing new housing and aiding business cooperation toward joint use of parking lots, promotional activities, and limiting vandalism in this area.



F. MID-NORTH VALLEY WEST

Area

The boundaries of the western mid-north valley are the Rio Grande on the west, Montaño Road on the north, 12th street and Guadalupe Trail on the east and I-40 on the south. The interconnecting pattern of the ditch system and proximity to the river, bosque and Rio Grande Nature Center and Preserve distinguish this plan subarea from the Mid-North Valley East area. This network of public lands supports vegetation and wildlife and provides informal pathways. The area contains diverse housing types and lot sizes that enable apartment and townhome residents to enjoy access to open space and rural areas. The area contains the remnants of the historic villages of Los Duranes, Los Candelarias and Los Griegos. Previous planning work in this portion of the North Valley includes; Los Griegos Sector Development Plan, Rio Grande Corridor Plan, and Los Duranes Sector Development Plan.

Goals and Issues

Most of this subarea is designated Established Urban in the Comprehensive Plan, although pockets of designated Rural lands remain. The fairly low density residential zoning and mix of suburban and rural platting patterns distinguish it from other portions of the valley and especially from other Established Urban areas. Most of this subarea is within municipal limits with the exception of three areas.

The Comprehensive Plan policy states that the location, intensity, and design of new development shall respect existing neighborhood values, environmental conditions, scenic resources and resources of social, cultural, or recreational concern. The Plan also calls for maximum choice in housing, transportation, work areas, and lifestyles in established and developing urban areas.

The North Valley Plan Goals include maintaining the rural flavor of the valley and developing incentives to preserve farmland and open space and maintain ditches for agricultural and low impact recreational uses.

MID-NORTH VALLEY WEST LAND USE AND ZONING

TOTAL GROSS ACRES	3,133
TOTAL NET ACRES	2,332

TOTALS (Acres)

	Land Use	Zoning	SUPs (% Zoning)	SU 1
Manuf/HeavComm	5 (.002%)	48	8 (2%)	10
Residential	1538 (66%)	2052	3 (.001%)	118
Commercial	52 (2%)	28	5 (18%)	4
Institutional	110 (5%)	202	3 (1)%	200
Vacant	431 (18%)			
Other	196 (8%)			

There are very few manufacturing or heavy commercial uses in this area. Most of the 431 acres of vacant land in the area are zoned for residences. Commercial uses account for only 52 of the total 2,332 acres in the area.

Character

The subarea's vacant land (1/5 of total land use for this subarea) contributes considerably to its rural appearance as does the system of irrigation ditches, the Rio Grande Nature Center and the Rio Grande bosque.

The area encompasses several very old communities. Generally, the agricultural lands were first subdivided into lots in the 1920's and 1930's after drainage improvements were completed. During the 1940's and 1950's, lands were further divided, creating a more urban development pattern. During the 1960's, large subdivisions with cul-de-sac streets and 1/4 acre lots were developed between Rio Grande Boulevard and the river. This type of subdivision design was also prevalent in the 1970's. The 1980's subdivisions are characterized by townhouse development on 2-5 acre parcels near Rio Grande Boulevard.

The Los Duranes portion of this area (between I-40, Rio Grande Boulevard and the northern Los Duranes Sector Development Plan Boundary) was a historic settlement dating back to the 1700's. Portions of the area are outside the city limits. Many properties have wells and septic tanks, although sanitary sewer construction was recently completed. Residents raise chickens, cows, horses and goats. Doglegged roads (making 90 degree turns) probably postdate property platting. Large, old adobe homes are interspersed among small to moderately sized homes. Narrow, paved streets contain valley gutters (a shallow trench down the street's center) rather than sidewalk, curb or gutters.

The portion of the Mid-North Valley between Candelaria Road, Twelfth Street, Griegos Road and the Rio Grande is diverse as well as historic. The Griegos Lateral runs through the area. Major public or institutional uses include Valley High School, Griegos Elementary and Our Lady of Guadalupe Church. Large tracts of land are vulnerable to change (most land is zoned RA-2, which will allow up to four dwelling units per acre). Pockets of single family home and townhome developments are replacing agricultural lands. The area east of the Griegos Lateral contains fairly old neighborhoods subdivided into long narrow lots backing onto laterals.

The area between Veranda Road, Griegos Drain, and Montaño Road includes the Rio Grande Nature Center and related fields for wildlife habitat. Dietz Farms with its 1/4 acre suburban parcels is also in this area. There is a parcel of vacant A-1 land at Montaño Road and Rio Grande Boulevard and a mixture of townhouse, suburban and large lot development between Rio Grande Boulevard and the Griegos Drain. The area also has some mixed rural development between Dietz Farms, the Nature Center and Rio Grande Boulevard.

North of Griegos Road, the Griegos Lateral and Guadalupe Trail form a "Y". These linear features are surrounded by historic structures on fairly large lots and undeveloped fields. Fairly urban development surrounds this very rural center. Much of the vacant land and fields are zoned RA-2.

Scenarios

The buildout of land in this subarea at existing zoning will change its present rural character. Much of the land is now vacant. Of the vacant land, 18% is zoned A-1. A maximum density of four dwelling units per acre could develop on approximately 40% of the vacant land which is zoned RA-2. Another 87.25 acres, or 20% of the total vacant land, is zoned R-1. County land, with this zoning serviced by sewer and water, allows a density up to three to four dwelling units per acre. Within municipal boundaries, it allows a maximum density of six dwelling units per acre.

The Trend Scenario for the Mid-North Valley West subarea will mean continued development of residential uses and loss of rural character. Even if the almost 95 acres of vacant A-1 land are developed into one acre lots, the existing semi-rural character of this portion of the valley will change. Often A-1 land is subject to zone changes for more intense development and this can be expected now that sanitary sewer is available. The existing 217+ acres of RA-2 zoned land will become suburban under the Trend Scenario and the 97+ acres of vacant R-1 land will become quite urban in character.

The Comprehensive Plan and Preferred scenarios for this area would mean development at densities allowed by existing zoning but clustered to retain open space. The ditches would be retained both for agriculture and for a trail network. The diversity of the area would be encouraged to provide for a variety of lifestyles and housing types. Pedestrian and bicycle connections to nearby areas like Old Town and the Rio Grande Valley State Park would be created and/or improved. Village Center principles would be applied at existing commercial nodes.

APPENDIX G.

ZONING BUILDOUT

The North Valley Area Plan Buildout Scenario uses the following assumptions about zoning and density:

Zoning	Density
A1	1 du/acre
R1/MH	6 du/acre
R2	20 du/acre
R3	30 du/acre
RA1	2 du/acre
RA2	4 du/acre
RLT	10 du/acre
RT	12 du/acre
RD	4 du/acre

There are also various special use codes that apply not only to commercial zoning, but residential as well. The following SU zones were grouped into standard zones that apply to individual uses.

SU 1000-1110 = R1 8 du/acre
SU 1115-1300 = R2 20 du/acres
SU 1350 = MH 5 du/acre
SU 2000-3700 = C1,C2,M1,& O average size lot
SU 4000-7540 = C3,M2 average size lot
SU 8000-9100 = remain as such
SANDIA not included in calculations

HOUSING UNITS

	1980	1990	Build Out
Alameda Blvd.	1850	2176	3801
2nd & 4th Streets	1538	988	1515
Edith Blvd.	1130	1365	1650
N-I-25	493	730	783
Mid N.V.E.	3296	3855	4158
Mid N.V.W.	3591	5126	6902
Los Ranchos	966	1904	2963
Total	12,864	16,144	21,772

(updated 7/92)

POPULATION

	1980	1990	2000	Buildout
Alameda Blvd.	5666	5821	6436	9122
2nd & 4th Streets	4094	2413	2668	3636
Edith Blvd.	3378	3578	3956	3960
N. I-25	1070	1821	2013	1879
Mid N.V.E.	8833	9537	10545	9799
Mid N.V.W.	14981	16650	18410	16565
Los Ranchos	2702	4802	5309	7111
TOTAL	40,724	44,622	49,337	52,252

(updated 7/92)

Densities, total units, and population were derived for each sub-area by census block from the 1990 Census Public Law Data for the State of New Mexico. The existing and projected gross densities were based on the 1990 Census of 2.4 persons per dwelling unit.

The amount of vacant land and it zoning within the North Valley area boundaries was extracted from the City's Land Use Information System data base. The estimated number of commercial, industrial, office, agricultural, manufacturing, and residential units that this vacant land could absorb was then extrapolated by examining the existing zoning of that vacant land.

Densities for the non-residential categories were determined by dividing the total number of existing acres in each non-residential land use category by the number of parcels in use for that category to get an "existing average size lot". The "average lot size" for each category was then divided into remaining vacant acres of land to get the number of potential units at buildout. This gives us an idea of how much land is required for a "typical" business in the light manufacturing industry. Additionally, it will give us an idea of how many light manufacturing firms the vacant land zoned C2 in the study area could hold. A further assumption is that the average lot size will not change before buildout occurs. Zones that apply to this methodology are C1, C2, C3, M1, M2, and O1.

Housing units were determined by counting the number of housing units in each enumerated 1990 census block in the study area. Buildout units were estimated by multiplying the remaining vacant acres in each residential zone category by the density factor listed on the previous page and adding them to the number of existing units. Vacant residential acres in the city were differentiated from the county because of differences in allowed densities.

Population was calculated using the same methodology as housing units. The Census Bureau reported densities for single family and multi family housing units in 1990 by census tract. To determine buildout, densities were multiplied by the number of units estimated the vacant land could contain based on present zoning.

Two methods were used to derive buildout population and housing units. The first method used census data and building permits. The 1990 census served as the population base to which building permit information was added. Household densities were established by the Census Bureau for both single family and multi

family housing units. These density levels specific to a subarea were multiplied by the number of permits issued in a area. This number added to the existing population save a present estimation. For buildout population, these densities were multiplied by an estimation of the maximum number of units the vacant area could hold based on present zoning.

The same methodology was used to obtain the number of housing units. The census base figure plus the number of permits issued since 1980 equals present estimation. The buildout figure for housing units was obtained by multiplying the amount of vacant land by the unit density a specific zone would allow and then adding that figure to the present estimation.

Assumptions for Housing:

SF = A1, R1, RA1, RA2, RLT, RT, RD, MH

MF = R2, R3

The second approach uses information from the Land Use Information System. The figures used for zoning, vacant acres, and buildout of vacant acres are the same, as well as the assumptions about single family and multi family zoning. It is the base figures for residential units that differs. Here existing units counted by use code for each subarea. To obtain final buildout, this figure is then added to the buildout estimation for vacant land in a specific category. Mobile homes are included in single family buildout estimations. This assumption is held constant in both buildout approaches. Buildout population in the land use approach is derived by multiplying this figure by the specific household density.

There is some discrepancy between buildout estimations when final figures are compared. However, the variances that exist are not consistent in one direction. The error is most likely due to incorrect land use data and not methodology. It is for this reason that the first approach using census data and building permits, as a base for buildout, is the most accurate and reliable.

NVAP
VACANT ACREAGE BY SUBAREA

ZONING	ALAMEDA STREETS	2ND & 4TH	EDITH	N-I-25	MID N.V.E.	MID N.V.W.
C1, C2, M1	8.00	24.00	158.00	660.00	34.00	13.66
C3, M2			18.00	837.00	6.50	
RD						
A1/AR1	275.00	75.00	208.00	37.00		83.24
R1/MH/AR2	225.00	57.00	77.00	2.56	29.00	87.25
R2		5.00		62.10	5.55	9.98
R3						
PRD						56.68
RA1	4.63					
RA2		1.23				174.56
RLT					.75	3.17
RT	.52			.85		1.00
SU-8000-8300					92.00	
OTHER	40.00	.66	3.00	2.15	.54	
SCHOOL						3.09
TOTALS	548.00	163.00	464.00	1,691.00	79.00	433.00

NVAP
UNITS AT BUILDOUT BY SUBAREA

ZONING	ALAMEDA STREETS	2ND & 4TH	EDITH	N-I-25	MID N.V.E.	MID N.V.W.
C1, C2, M1, O1	10.00	39.00	119.00	496.00	23.00	9.00
C3, M2			18.00	629.00	4.00	
RD						
A1,AR1	275.00	75.00	208.00	37.00		83.24
R1,MH, AR2	1,350.00	342.00	77.00	16.00	174.00	523.50
R2		100.00			112.00	200.00
R3						
PRD						227.00
RA1						
RA2		5.00				698.24
RLT					7.00	31.70
RT		5.00			10.00	12.00
TOTALS	1,625.00	527.00	285.00	53.00	303.00	1,776.00
Existing Units	2,176.00	988.00	1,365.00	730.00	3,855.00	5,126.00
Total Housing Buildout	3,801.00	1,515.00	1,650.00	783.00	4,158.00	6,902.00

(updated 7/92) August 1990
Source: LUIS/AGIS

HOUSING UNITS

	1980	1990	Build Out
Alameda	1850	2176	3801
2nd & 4th Streets	1538	988	1515
Edith	1130	1365	1650
N-I-25	493	730	783
Mid N.V.E	3296	3855	4158
Mid N.V.W.	3591	5126	6902
Los Ranchos	966	1904	2963
TOTAL	12,864	16,144	21,772

POPULATION

	1980	1990	2000****	Build Out
Alameda	5,666	5,821 (6198)*	6,436	9,122
2nd & 4th Streets	4,094	2,413 (4478)	2,668	3,636
Edith	3,378	3,578 (3695)	3,956	3,960
N-I-25	1,070	1,821 (1167)	2,013**	1,879
Mid N.V.E	8,833	9,537 (9967)	10,545**	9,979
Mid N.V.W.	14,981	16,650 (16397)	18,410**	16,565
Los Ranchos***	2,702	4,802	5,309	7,111
TOTAL	40,724	44,622 (41,902)	49,337	52,252

*Numbers in parenthesis are estimated from 1988 Socioeconomic Projections.
**Given present residential zoning:
-N-I-25 should reach build out in 1993.
-Mid NVE should reach build out in 1994.
-Mid NVW should have already reached build out.
*** Los Ranchos was not included in the 1988 Socioeconomic Projections.
****Year 2000 projections are based on trend growth for the NVAP area.
Growth rates for 1980 to 1990 = .091% annually, 1990 to 2000 = 1.01%.

APPENDIX H

ZONE CHANGE REQUESTS, COUNTY

January 1985- May 1991.

(all sub-areas)

REQUEST	APPROVED	TOT	DENIED	TOT	WITHDRAWN	TOT	DEFERRED	TOT	TOTAL
A-1 to M-H	CZ.90.17 CZ.86.61 CZ.88.39 CZ.86.23	4							4
A-1 to R-1	CZ.90.29 CZ.89.36 CZ.90.8 CZ.89.7 CZ.90.6 CZ.86.11 CZ.90.3 CZ.86.4	8	CZ.89.39 CZ.86.34 CZ.87.63	3			CZ.88.38 CZ.85.51	2	13
A-1 to R-2			CZ.89.37 CZ.87.28	2					2
A-1 to C-1	CZ.91.5 CZ.87.25 CZ.90.7 CZ.85.73	5	CZ.88.37 CZ.85.78 CZ.85.52(&to R-1)	3			CZ.89.13		10
A-1 to M-1	CZ.86.67 CZ.85.65	4	CZ.89.5 CZ.86.39 CZ.87.72 CZ.85.22	4	Cz.85.44	1	CZ.84.42	1	10
M-H to R-1	CZ.90.15 CZ.85.88	2							2
M-H to C-1	CZ.87.65 CZ.85.21	3	CZ.88.29	2					5
M-H to C-2	CZ.88.28	1	CZ.86.69	1					2
M-H to M-1	CZ.87.39 CZ.86.6	2							2
R-1 to M-H	CZ.85.42	1					CZ.85.67	1	2
R-1 to A-1	CZ.86.8	1							1
R-1 to R-2	CZ.87.50 CZ.87.31	2	CZ.91.4	1					3
R-1 to C-1	CZ.90.25 CZ.86.48 CZ.89.10 CZ.86.17 CZ.88.40 CZ.85.37 CZ.88.36 CZ.85.23 CZ.87.27 CZ.85.5	10	CZ.86.47	1	CZ.88.55	3	CZ.88.24	2	16
R-1 to O-1			CZ.86.56	1					1
R-1 to M-1	CZ.88.23 CZ.85.32 CZ.85.76	3	CZ.88.44 (6 mos. to relocate)`	3					6
R-2 to C-1							CZ.86.2	1	1
CN to M-H	CZ.88.22	1							1
CN toC-1	CZ.91.6	1							1
C-1 to R-1	CZ.85.66	1							1
C-1 to C-2	CZ.90.14 CZ.87.68 CZ.88.49 (A-1 to C-2) (R-2 to C-2) CZ.88.32 CZ.87.5 CZ.88.27	6	CZ.87.40 CZ.86.58 (&A-1 to C-2	2			CZ.91.8 CZ.91.2 CZ.90.31	3	11
C-1 to M-1	CZ.90.32 CZ.86.32 (&MH) (& MH) CZ.89.28 CZ. 85.55 (& MH, approved C-2) CZ.87.17	5	CZ.90.33 CZ.89.1 CZ.90.23 CZ.87.43 CZ.89.3	5					10
C-2 to M-1							CZ.89.24	1	1
TOTAL		**60**		**28**		**4**		**13**	**105**

A. Edith Corridor
Approved: 18
Denied: 9
Withdrawn: 0
Deferred: 3
Total: 30

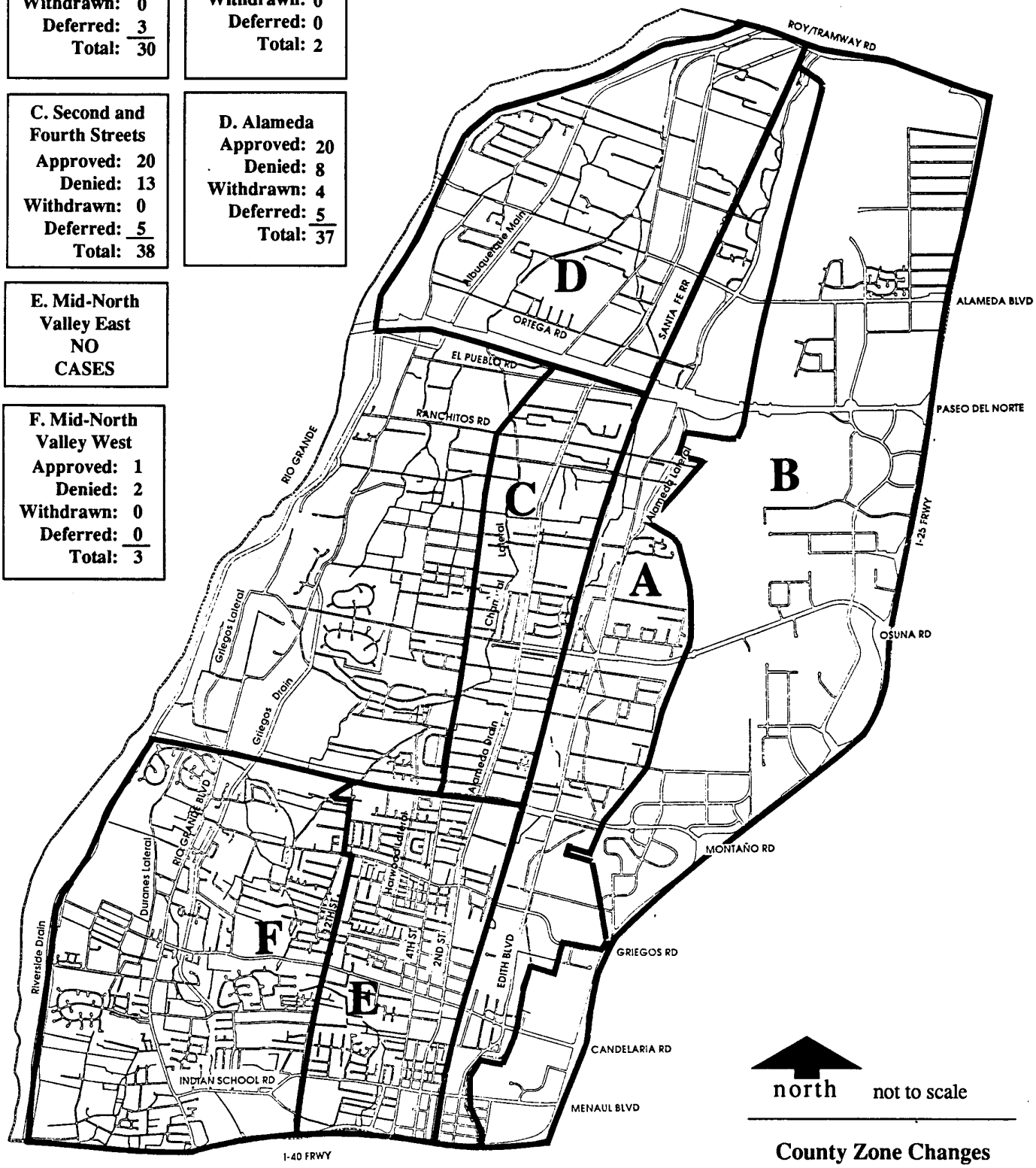
B. North I-25
Approved: 1
Denied: 1
Withdrawn: 0
Deferred: 0
Total: 2

C. Second and Fourth Streets
Approved: 20
Denied: 13
Withdrawn: 0
Deferred: 5
Total: 38

D. Alameda
Approved: 20
Denied: 8
Withdrawn: 4
Deferred: 5
Total: 37

E. Mid-North Valley East
NO CASES

F. Mid-North Valley West
Approved: 1
Denied: 2
Withdrawn: 0
Deferred: 0
Total: 3



County Zone Changes
By Sub-Area
January 1985 - May 1991

APPENDIX I

SPECIAL USE PERMIT REQUESTS COUNTY
January 1985 - May 1991
(all sub-areas)

Land Use Category	Approved		Denied		Withdrawn		Deferred		TOTAL
		previous zoning		previous zoning		previous zoning		previous zoning	
Manufacturing Heavy Commercial	CSU.91.7	A-1	CSU.85.4	R-1	CSU.89.45	M-H	CSU.81.21	A-1	
	CSU.91.6	A-1	CSU.90.36	A-1			CSU.89.27	A-1	
	CSU.91.5	A-1	CSU.90.34	M-H			CSU.86.47	A-1	
	CSU.90.47	A-1	CSU.90.18	R-1			CSU.85.62	A-1	
	(5 years)		CSU.90.14	R-1					
	CSU.90.41	C-1	CSU.90.10	A-1					
	CSU.90.40	A-1	CSU.89.53	A-1					
	CSU.90.30	M-H	CSU.89.32	A-1 with SUP					
	*CZ.90.24	C-1							
	CSU.90.19	C-1	CSU.89.23	A-1					
	CSU.89.54	R-1	CSU.88.23	M-H					
	CSU.89.48	A-1	CSU.88.20	R-1					
	CSU.89.25	R-1 & C-1	CSU.88.18	A-1					
	CSU.89.15	A-1	CSU.88.11	M-H					
	CSU.88.41	A-1	CSU.88.10	C-1					
	CSU.88.34	M-H	CSU.88.6	C-1					
	CSU.88.17	C-1	CSU.87.63	R-1					
	CSU.88.7	C-1 & M-H	CSU.87.62	CN					
	CSU.87.65	M-H	CSU.87.34	A-1					
	CSU.87.51	C-1 & A-1	CSU.87.21	M-H					
	CSU.87.43	A-1	CSU.87.16	A-1					
	CSU.87.42	C-1	CSU.86.55	A-1					
	CSU.87.41	M-H	CSU.86.23	M-H					
	CSU.87.30	C-1 & A-1	CSU.85.64	A-1					
	CSU.87.29	A-1	CSU.85.36	A-1					
	CSU.87.22	M-H	CSU.85.15	R-2					
	CSU.87.20	M-H	*CZ.85.9	M-H					
	CSU.87.1	C-1							
	CSU.86.54	R-1							
	CSU.86.51	A-1							
	CSU.86.46	A-1							
	CSU.85.78	C-1							
	CSU.85.75	A-1							
	CSU.85.61	C-1 & M-H							
	CSU.85.56	R-1							
	CSU.85.53	C-1							
	CSU.85.47	C-1							
	CSU.85.37	R-1							
	CSU.85.30	M-H							
	CSU.85.24	R-1 & C-1							
	CSU.85.22	A-1 & M-H							
	CSU.85.20	M-H							
	CSU.85.19	C-1 & M-H							
	CSU.85.16	A-1							
	CSU.85.14	A-1							
	(2 years)								
TOTAL		**46**		**24**		**1**		**4**	**75**

APPENDIX I CONTINUED

SPECIAL USE PERMIT REQUESTS COUNTY
January 1985 - May 1991
(all sub-areas)

Land Use Category	Approved		Denied		Withdrawn		Deferred		TOTAL
		previous zoning		previous zoning		previous zoning		previous zoning	
Institutional	CSU.87.25 CSU.87.14 CSU.86.12	R-1 M-H R-1							
TOTAL		3							3
Commercial	CSU.90.23 CSU.90.16 CSU.87.46 CSU.86.48 CSU.86.6 *CZ.85.38 CSU.85.8	R-1 M-H A-1 R-1 R-1 R-1 A-1	CSU.86.24 CSU.86.13	A-1 C-1			CSU.88.24	A-1	
TOTAL		7		2				1	10
Residential	CSU.90.28 *CZ.89.34 CSU.89.1 *CZ.88.8 CSU.85.50 CSU.85.49 CSU.85.43	A-1 R-1 A-1 A-1 A-1 A-1 A-1	CSU.89.51 CSU.86.29 CSU.86.28 CSU.87.27 CSU.85.6	A-1 M-H A-1 R-1 A-1	CSU.90.35 CSU.85.34	R-1 R-1			
TOTAL		7		5		2			14
Other	CSU.88.30 CSU.86.41	R-2 R-1	CSU.90.20	M-1			CSU.89.9 CSU.89.2	M-1 A-1	
TOTAL		2		1				2	5
TOTAL (page 2)		19		8		2		3	32
TOTAL (page 1)		46		24		1		4	75
TOTAL (page 1 & 2)		60		32		3		7	107

***Zone change requests approved as SUPs**

A. Edith Corridor
Approved: 32
Denied: 15
Withdrawn: 1
Deferred: 4
Total: 52

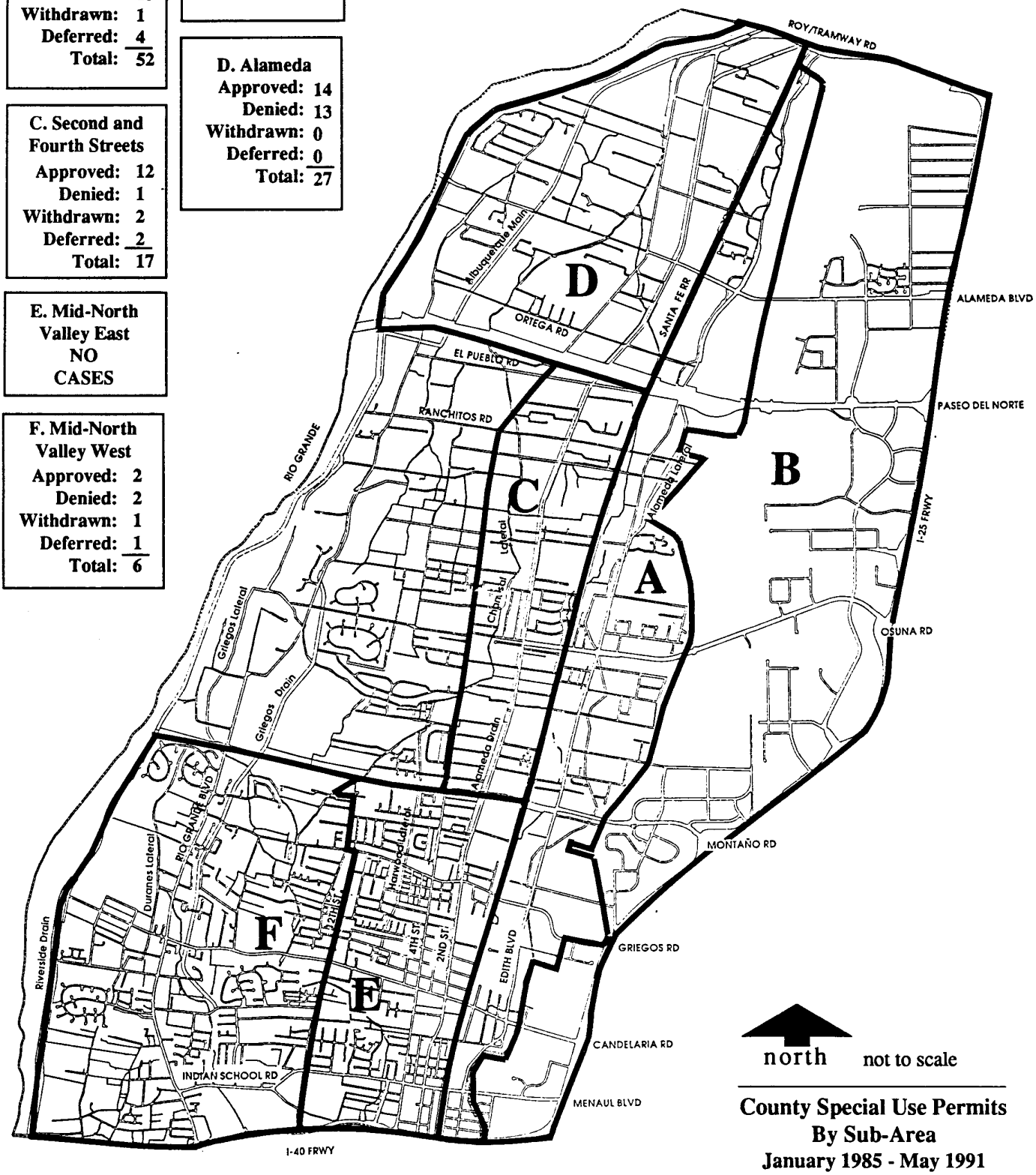
B. North I-25
NO
CASES

C. Second and Fourth Streets
Approved: 12
Denied: 1
Withdrawn: 2
Deferred: 2
Total: 17

D. Alameda
Approved: 14
Denied: 13
Withdrawn: 0
Deferred: 0
Total: 27

E. Mid-North Valley East
NO
CASES

F. Mid-North Valley West
Approved: 2
Denied: 2
Withdrawn: 1
Deferred: 1
Total: 6



County Special Use Permits
By Sub-Area
January 1985 - May 1991

APPENDIX J

ZONE CHANGE REQUESTS, CITY
January 1985-May 1991
(all sub-areas)

REQUEST	APPROVED	TOT	DENIED	TOT	WITHDRAWN	TOT	DEFERRED	TOT	TOT
A-1 to RA-1	Z.87.182	1							1
Annex and A-1, and SU-1/PRD, SU-1/RT, RA-2 and C-1 to R-1, RT and O-1	Z.87.126	1							1
R-1 to R-2	Z.85.140								
	Z.85.72 Z.90.90	3							3
R-1 to R-3							Z.85.6	1	1
RA-2 to R-1			Z.87.41 Z.85.59	2			Z.85.127	1	3
R-1 to RT							Z.89.34	1	1
R-1 to RC	Z.86.17	1							1
RA-2 to R-LT	Z.86.33	1			Z.90.14	1			2
RA to C	Z.85.80 Z.85.74	2			Z.86.44				3
R-1 to SU-1	Z.89.44	1							1
RA-2 to SU-1	Z.89.37 Z.84.102.1	2	Z.90.30 Z.85.86	2			Z.91.26		5
R-1 to M-1			Z.90.77 Z.85.44	2					2
R-1 to C-1							Z.87.22	1	1
R-1 to SU-1 for O-1 and C-1	Z.89.99	1							1
R-2 to O-1	Z.87.90	1							1
RD to SU-1 for C-1 and SU-1 for Apts and IP	Z.82.66	1							1
RT to C-1	Z.85.94	1							1
P and R-1 to C-2	Z.85.4	1							1
C-1 and R-1 to C-1	Z.91.2	1							1
C-1, R-2 and RA-2 to C-1	Z.85.131	1							1
C-1 and RA-2 to SU-1 for C-1	Z.85.80.1								1
C-1 to SU-1 and C-1	Z.90.38	1							1
C-2 to R-1	Z.86.49	1							1
C-2 and R-2 to O-1	Z.85.3	1							1
C-3 and R-1 to SU-1	Z.84.147	1							1
C-3, SU-1 and M.1 to SU-1	Z.90.35	1							1
M-1 to SU	Z.87.16 Z.86.57	2							2
M-1 to O-1	Z.82.67.1	1							1
M-2 to SU-1 for IP	Z.84.13.3 Z.86.66	2							2

con't

APPENDIX J

ZONE CHANGE REQUESTS, CITY

January 1985-May 1991

(all sub-areas)

REQUEST	APPROVED	TOT	DENIED	TOT	WITHDRAWN	TOT	DEFFERED	TOT	TOT
Annex/County M-1 to City M-1	Z.90.11 Z.89.105 Z.87.3 Z.85.64	4			Z.86.43	1			5
County Unplatted to IP	Z.85.70	1							1
IP to SU	Z.89.40 Z.88.86 Z.88.51	3							3
SU to SU with minor changes	Z.91.4 Z.90.99 Z.88.106 Z.87.150 Z.88.83 Z.79.62.1	6			Z.70.140.1	1	Z.89.55	1	8
SU to C-1	Z.80.32	1							1
SU for IP to SU for C-2					Z.89.17	1			1
SU for C-2 to SU for R-3	Z.84.13.3.	1							1
SU for Apts. to SU for C-1					Z.86.82	1			1
SU-1/M-1 to RD and RD to SU-1/ M-1					Z.86.82	1			1
SU-1 for O-1 to RA-2	Z.88.4	1							1
TOTAL		**47**		**6**		**7**		**6**	**66**

OTHER :

Z.85.37 R-1 to C-1 Action unknown.
Z.88.74 Original zoning is unknown, request was for SU-1 for Septage Discharge Facility. (withdrawn)
Z.91.14 Original zoning is unknown, request was for SU-2 /IP. (approved)

A. Edith Corridor
Approved: 2
Denied: 0
Withdrawn: 1
Deferred: 0
Total: 3

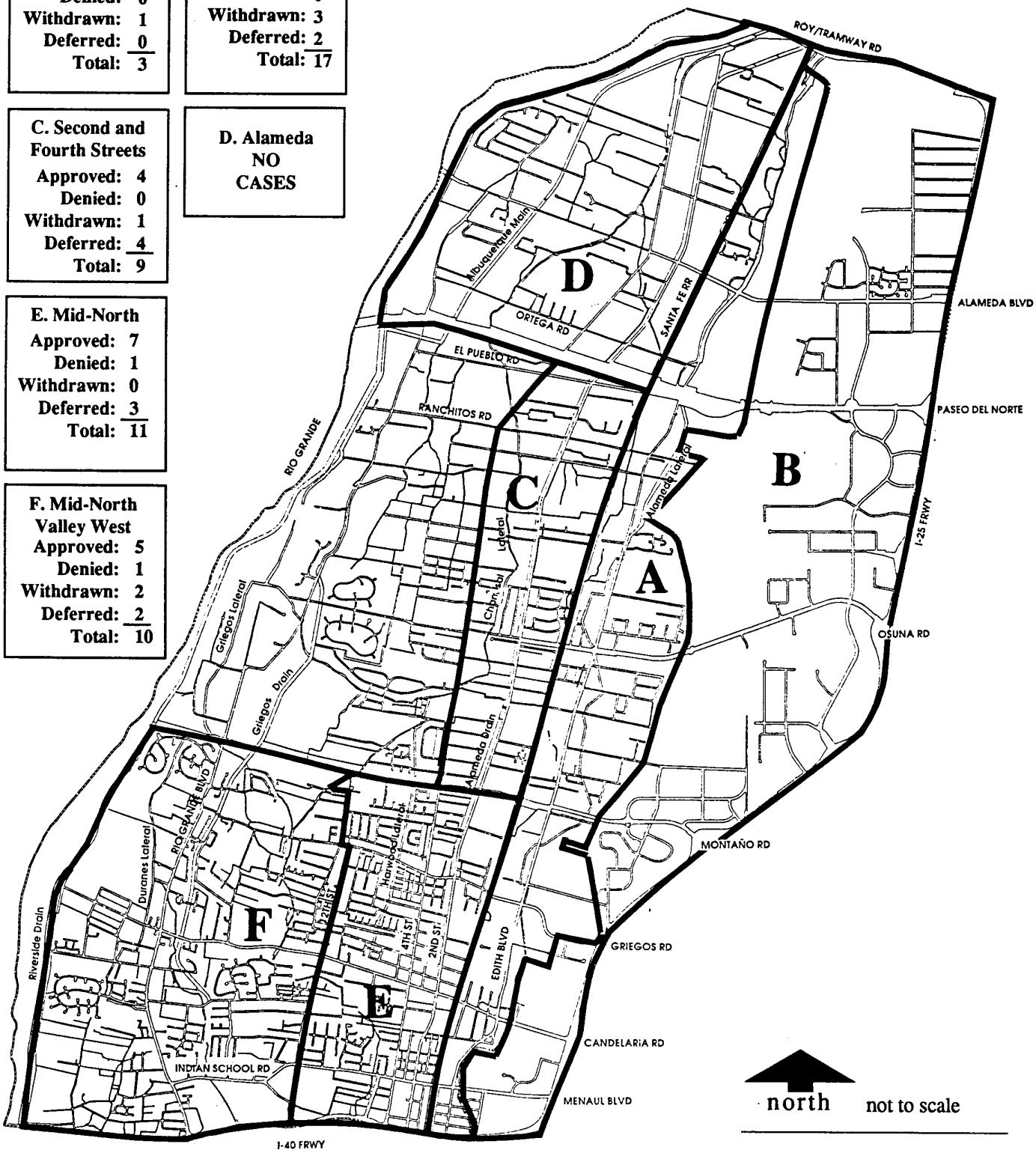
B. North I-25
Approved: 12
Denied: 0
Withdrawn: 3
Deferred: 2
Total: 17

C. Second and Fourth Streets
Approved: 4
Denied: 0
Withdrawn: 1
Deferred: 4
Total: 9

D. Alameda
NO CASES

E. Mid-North
Approved: 7
Denied: 1
Withdrawn: 0
Deferred: 3
Total: 11

F. Mid-North Valley West
Approved: 5
Denied: 1
Withdrawn: 2
Deferred: 2
Total: 10



City Zone Changes
By Sub-Area
January 1986 - December 1986
January 1988 - June 1991

APPENDIX K.

On-Site Liquid Waste Disposal & Treatment

Conventional On-Site Disposal

In the portions of Bernalillo County without sewer service, most homes use conventional septic-tank systems to dispose of liquid waste—both black water (from toilets and kitchen sinks) and grey water (everything else). The standard septic-tank system consists of a tank, which removes solids and grease, and a drain field which absorbs and further treats wastewater effluent from the septic tank. Common drain field variations, often called soil disposal systems, include:

- Sand Mounds—Septic-tank effluent is pumped to a drain field built on a sand mound in areas with shallow bedrock or ground water.
- Alternating Drain Fields—Septic-tank effluent is drained to more than 1 drain field, extending the life of the drain fields.
- Trenches—Septic-tank effluent is distributed to trenches of buried, porous media through perforated pipes; used on steep terrain.

These variations and standard drainfields provide low cost sewage disposal; however, because they do not remove nitrogen from the wastewater, the only way to prevent widespread contamination is to limit their density. This does not stop the discharge of pollutants, but allows the contaminants to be diluted to safe levels by mixing with uncontaminated ground water.

Holding tanks, which collect all household wastewater, are sometimes proposed as an alternative. These systems store untreated sewage in an underground tank. The sewage must be pumped from the tank frequently and transferred to a treatment facility. However, the high cost for the frequent pumping ($200 to $300 per month) makes this alternative inappropriate.

Alternative Systems

Appropriate alternatives include those that remove nitrogen and those that do not discharge black water (from toilets and kitchen sinks with garbage disposals) to the ground water. Table 1 lists some appropriate alternatives and summarizes their advantages, disadvantages, and relative costs. Many of these alternative technologies can also be used for small communities or clusters of homes. Alternatives requiring site-specific designs must be designed by a professional engineer. Regardless of the alternative, all systems will require certification of proper installation, and proof of adequate maintenance. The following paragraphs describe the alternative treatment methods.

Split-Flow System with a Holding Tank

Split-flow systems separate grey water from black water. The grey water goes to a conventional septic-tank system and any then be used for subsurface irrigation. Separate plumbing, assuming ultra low-flow toilets, discharges black water to a holding tank. Because the holding tank only receives black water, it requires less pumping than a holding tank for all wastewater.

Split-Flow System with Septic Tank and Evapotranspiration (ET) Beds

As above, except where the black water septic tank discharges to an ET bed eliminating pumping costs for holding tanks. The ET bed consists of a bottom layer of an impermeable liner, a sand bed as the middle layer, and surface vegetation as the top layer. This system relies on evaporation and plant uptake (evapotranspiration) of septic-tank effluent for treatment of wastewater. The septic tank retains solids and grease and helps equalize the flow to the ET bed.

Recirculating Sand Filters

These systems use a sand bed between the septic tank and the drain field. Pumps recycle the wastewater several times through the sand filter and septic tank to get the desired degree of nitrogen removal, prior to ultimate disposal in a drain field.

Evapotranspiration (ET) Beds

ET beds can also be used to treat all septic-tank effluent (both grey and black water). This method of treatment can replace the standard drain field, but it requires a lot of land where cold winter temperatures limit evapotranspiration.

Composting Toilets

Composting toilets use natural, biologic waste decomposition processes to treat human wastes and/or kitchen vegetable waste. Properly maintained units that meet National Sanitation Foundation (NSF) standards will reduce human waste to pathogen-free solids. Composting toilet systems cannot accept grey water; so a separate system (such as a conventional septic-tank system) is required to treat and dispose of other household wastewater.

Incinerating Toilets

Instead of composting human waste, in these toilets incinerate solids, venting emissions directly outdoors. The remaining ash must be removed weekly for burial or landfill disposal. As with composting toilets, NSF standards must be met and the grey water requires a separate system for treatment and disposal.

Sequencing Batch Reactors

Sequencing batch reactors, for nitrate removal, use a series of tanks—each filled with a batch of wastewater. After treating a batch in the first tank, the batch goes to the next tank in the sequence for further treatment and then discharge.

Package Treatment Plants

Package treatment plants are small, prefabricated mechanical treatment facilities. They provide reliable performance, but cluster systems require a qualified operator.

Ion Exchange

Nitrogen removal by ion exchange has potential for on-site or cluster applications. However, because its development is still experimental, these systems are not currently appropriate. The exchange media requires very expensive periodic replacement, because regeneration of media on-site is not practical.

Lagoons

Although not appropriate for on-site use, lagoons for cluster systems can treat wastewater by natural processes or by adding air to enhance the treatment process. Total containment lagoons never discharge and all wastewater evaporates. Controlled release lagoons can discharge to a receiving stream or over land. These systems tend to create odor problems. Solids collect at the bottom of the lagoon and may require periodic removal.

Constructed Wetlands

Constructed wetlands consist of either free water surface systems with shallow water depths or subsurface flow systems with water flowing through sand or gravel. These systems rely on marsh-like plant systems, which use wastewater as food for growth. This microbiotic action removes the nitrogen from septic-tank effluent.

APPENDIX L..
GLOSSARY OF TERMS

AGIS - the Albuquerque Geographic Information System. Operated by the City of Albuquerque, this computerized mapping system contains information concerning water and sewer line locations of properties which are hooked up to these systems.

AGRICULTURAL ("GREENBELT") ASSESSMENT - a provision in the state laws of New Mexico and several other states whereby lands in agricultural use are taxed at a different (and usually lower) rate than the market value of these lands.

BUILDOUT STUDY - completed in 1989 and 1990 by the Village of Los Ranchos, this study attempts to predict the maximum population of the Village and its plan area given different zoning and subdivision regulations.

CAPC- the Citizens Planning Advisory Committee. Formed in 1989, this open committee of interested citizens exists for the purpose of assisting the Village in developing its master plan and related efforts and gathering citizen input to the process.

CLUSTER HOUSING - a development style designed to preserve open space in perpetuity. Housing is concentrated on 1 part of a parcel while the remainder is left as open space use for agricultural use or active or passive agricultural use.

COMMON OPEN SPACE - open land held in common by homeowners within a cluster housing subdivision, which is visually accessible from adjacent rights-of-way, including ditches, and physically accessible to all homeowners within that subdivision.

COMPREHENSIVE MASTER PLAN - the blueprint or set of guidelines for the physical development of areas within the planning and platting jurisdiction of a municipality.

CONSERVATION EASEMENT - a tax incentive for landowners to preserve property in agricultural or open space use. In return for giving up the right to develop property, the owner is rewarded with significant deductions on his or her state and federal income taxes.

CONSTRUCTED WETLANDS - a method of liquid waste treatment which utilizes a marsh to treat effluent from a septic tank rather than a regular drainfield.

CORRIDOR - Parts of the plan area as defined by the three major north-south arterials which traverse it. These arterials are Rio Grande Boulevard, Guadalupe Trail, and Fourth Street.

COVENANTS - restrictions placed upon the use of private property by a developer or neighborhood association. Covenants may not be enforced by a public body unless they are conditions of subdivision or development approval.

DENSITY BONUS - an incentive provision usually coupled in a zoning ordinance with cluster housing. In return for preserving so much open space in a cluster development, the developer is allowed to increase density by a slight percentage.

DENSITY , NET - a figure derived by dividing the total number of housing units in an area by the number of acres. This figure excludes acreage within streets, ditches, and other lands which are not developable.

DENSITY, OVERALL - a figure derived by dividing the total number of housing units in an area by the number of acres. Streets, ditches and other lands that are not developable are included within the area's acreage.

DEVELOPMENT RIGHTS - one of the privileges that accompany ownership of land. Just like mineral or water rights, this right can be sold separately from other ownership. In practical terms, this means that a property owner can still own land while having sold the authority to develop it to another party.

GROUND WATER PROTECTION POLICY AND ACTION PLAN - a policy document which is under development by a contractor for the City of Albuquerque Public Works Department to develop and implement measures to guard threatened underground water sources in the Albuquerque area. At this writing, the document is in draft stage.

HEAVY COMMERCIAL USE - those uses listed as permission in County C-2 zones.

INVENTORY EXISTING CONDITIONS - completed in 1990 and 1991 by the Village of Los Ranchos, this document is a compilation of important data concerning the current status of the Village with regard to its physical development. Such an inventory is called for in state planning legislation.

LINEA - a historic land division pattern whose main features are long, very narrow lots. In most cases, the length of one of these lots is at least five times its width. This pattern arose in the Rio Grande Valley from the Hispanic custom of dividing land equally among descendants, while preserving property access to both an irrigation ditch and a street.

MRGCD - the Middle Rio Grande Conservancy District. Established by state law, this agency administers the irrigation and drainage system within the Rio Grande Valley. Every property owner in the Plan Area supports the MRGCD through a mill levy which is added to property tax bills.

MANUFACTURING USES - those uses listed as permissive in County M-1 and M-2 zones.

MANUFACTURED HOME - as defined within state law, a prefabricated home constructed within a factory to meet certain standards set forth by the federal government. Such a home must be at least 36 feet by 24 feet, or 864 square feet in area and may not be prohibited in any zone where standard housing is allowed.

NATURAL TREATMENT SYSTEMS - devices which utilize biological process to treat household wastewater.

NORTH VALLEY WASTEWATER OPTIONS STUDY - a proposed component of the Wastewater Master Plan which will examine alternatives to standard sewer and septic tank systems for the North Valley area. One such study already exists for the South Valley area of Bernalillo County.

OVERALL RESIDENTIAL DENSITY PLAN - The map established to guide the future of housing density within the Village of Los Ranchos.

OVERLAY ZONE - a set of mapped provisions that serve as an addition to an area's existing zoning regulations. Where the provisions of the overlay zone conflict with existing zoning, the overlay standards prevail.

PHASE I GOALS AND POLICIES - adopted by the Village of Los Ranchos in 1990, this document sets forth general objectives for the future of the plan area. This document amends and supersedes the 1975 Albuquerque/Bernalillo County Comprehensive Plan which the Village adopted 1981.

PLAN AREA - a region encompassing the incorporated territory of the Village of Los Ranchos de Albuquerque plus all the lands included within its extraterritorial planning and platting jurisdiction.

PRESSURE SEWER SYSTEM - an alternative type of wastewater collection system which utilizes grinder pump assemblies to force sewage through pipes when it will not flow properly due to the lack of natural incline in an area.

REAL ESTATE TRANSFER TAX - a provision utilized in several states whereby a small tax is assessed upon the sale of property in an area. Usually paid by the buyer, this tax is commonly utilized to help a local government acquire land for open spaces. At present, no authority exists in the New Mexico to allow a local government to assess such a tax.

RESIDENTIAL USES - all uses which are residential including mobile homes, apartments, townhomes and single family.

SANITARY SEWER - The collection and disposal of liquid waste which results from household or commercial activities through a system of underground pipes which carry the waste to a central facility for treatment.

SPECIAL ASSESSMENT DISTRICT (SAD) - an area designated for a tax levy which only applies to that area and whose revenues are earmarked for improvements only within that area.

"STRIP" ZONING - a form of zoning wherein a narrow band of property along an arterial is zoned one particular category, usually commercial. Fourth Street, within the plan, was zoned as such in the late 1960's by the Bernalillo County Commission.

SUBAREA - a section of the plan area designated as such because of common elements of platting, land use, and neighborhood character within that section.

TRIPA - see Linea.

UNIT - any residential dwelling. Each residential kitchen facility constitutes a separate unit.

VACUUM SEWER SYSTEM - a type of sewage collection system which uses differences in air pressure to move waste water through pipes when it will not flow properly due to the lack of natural incline in an area.

VILLAGE CENTER - a form of development which meets three principles of pedestrian accessibility, mixed use and appropriate scale and character to area setting.

WASTEWATER MASTER PLAN - a plan currently under development for the City of Albuquerque. When adopted, this plan will guide the future of wastewater collection and treatment in the Albuquerque area in the 21st century. This plan will replace the AWCTF plan and will, among other things, establish locations for sewer lines and other such facilities within the plan area.

APPENDIX M.
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