

Part II summarizes the existing conditions, issues and opportunities for each topic area – land use and zoning, environmental quality, economic development, utilities, transportation, parks and open space.

3.0 Land Use and Zoning

A. Existing Land Use and Zoning Conditions

Land use and zoning conditions in the Mountain View area are intertwined with environmental issues, which are addressed in the subsequent chapter. The predominance of industry in the area, with its subsequent environmental impacts on residents, is *the* major land use issue. Solutions for many of these problems are found in changes to the Zoning Code as well as other policy changes.

Land Use and Zoning Patterns

Land use in the Mountain View area is a mix of low density residential and open agricultural land combined with large amounts of industrial land. Residential areas tend to cluster to the west of 2nd Street, with the notable exception of Kinney Brick and other subdivisions that are encircled by industrial and commercial land between 2nd Street and Broadway Boulevard. Industrial land use tends to concentrate east of 2nd Street, with two large exceptions: the Southside Water Reclamation Plant along the river and the frontage along 2nd Street just north of Rio Bravo.

The pattern of land use largely follows the area’s designated zoning except for patches of industrial zoning that have been converted to commercial and residential uses and tracts of agricultural land that have converted to residential. The large amount of industrial use has resulted in serious environmental contamination and pollution, which is a major problem because of the proximity of residential neighborhoods.

B. Summary of Zoning Categories

The primary zones in the Mountain View plan area are A-1, Rural Agricultural Zone; M-1 Light Industrial Zone; and M-2, Heavy Manufacturing Zone. A-1 zoning makes up 44.9 percent of the land area, and manufacturing zoning applies to 44.0 percent of the land area. There are a few commercially zoned properties and a number of Special Use Permits, primarily on lands zoned A-1, M-1 and M-2.

Table 7. Mountain View Sector Development Plan Land Area by Zoning Category

General Zoning Type	Acres	% of Area	Acres in Special Use Permits
A-1	2,931.8	44.9%	159.0
R-1	207.2	3.2%	22.4
M-H	216.9	3.3%	4.6
C-1	15.5	0.2%	0.0
C-N	3.4	0.1%	0.0
M-1	1,281.4	19.6%	102.4
M-2	1,594.0	24.4%	144.1
Right of Way (ROW)*	493.5	7.5%	0.0
TOTAL	6,536.6	100.0%	432.5

* ROW includes AMAFCA facilities, drainage easements, railroad right of way, and other easements included in the County’s parcel coverage.



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A listing of the permitted uses and other regulations associated with the A-1, M-1 and M-2 zones is summarized below.

The types of uses are as follows:

Prohibited Uses. These uses are not allowed by zoning, and code enforcement should be able to eliminate any of these uses that exist in a zone, unless there is a Special Use Permit that allows them.

Permissive Uses. The uses are specifically permitted in the zone, and there may be special requirements imposed on the use by the Zoning Code.

Conditional Uses. These uses are allowed only under certain conditions and with input from adjoining property owners, the neighborhood and the community. These uses may be approved through a process that includes a public hearing before the County Zoning Administrator.

A-1 Zone. Agricultural and Rural Residential Zone

This zone provides for agricultural uses as well as one single family-dwelling on a minimum lot of one acre.

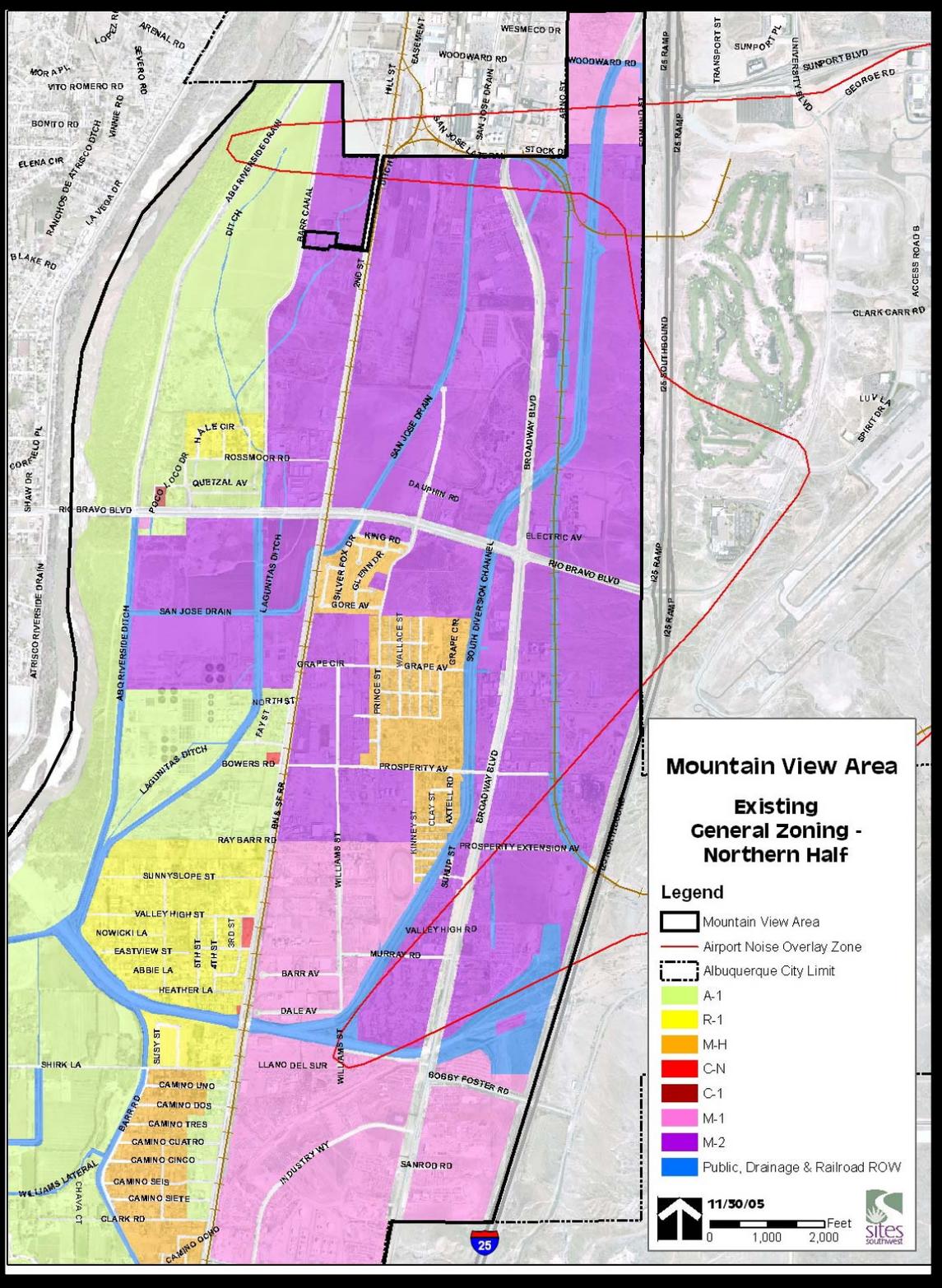
Prohibited Uses. Open storage of inoperative vehicles or auto parts, junk or trash, and large appliances is prohibited as are any uses not specifically allowed in the zone or recognized as customarily incidental to a permitted use in the zone.

Permissive Uses. Permissive uses include ranch, farm, dairy and rural residential activities, with one single-family dwelling unit or HUD Zone Code II manufactured home per lot of record. Agricultural products can be displayed and sold on the property. Other uses include accessory buildings typically incidental to the agricultural and residential uses and RVs or boats stored in the rear yard. Limited home occupations are allowed, as are telecommunications facilities with some restrictions.

Conditional Uses. A number of uses are allowed under certain conditions and with safeguards to protect adjacent properties. These uses include churches, day care centers, a family day care home, schools, temporary festivals, commercial stables and other equestrian facilities, guest ranches, camps, outdoor recreation, kennels, commercial animal establishments, an additional mobile home (with limitations), a bed and breakfast house, and a park. Many of these are related to the agricultural nature of the A-1 zone.

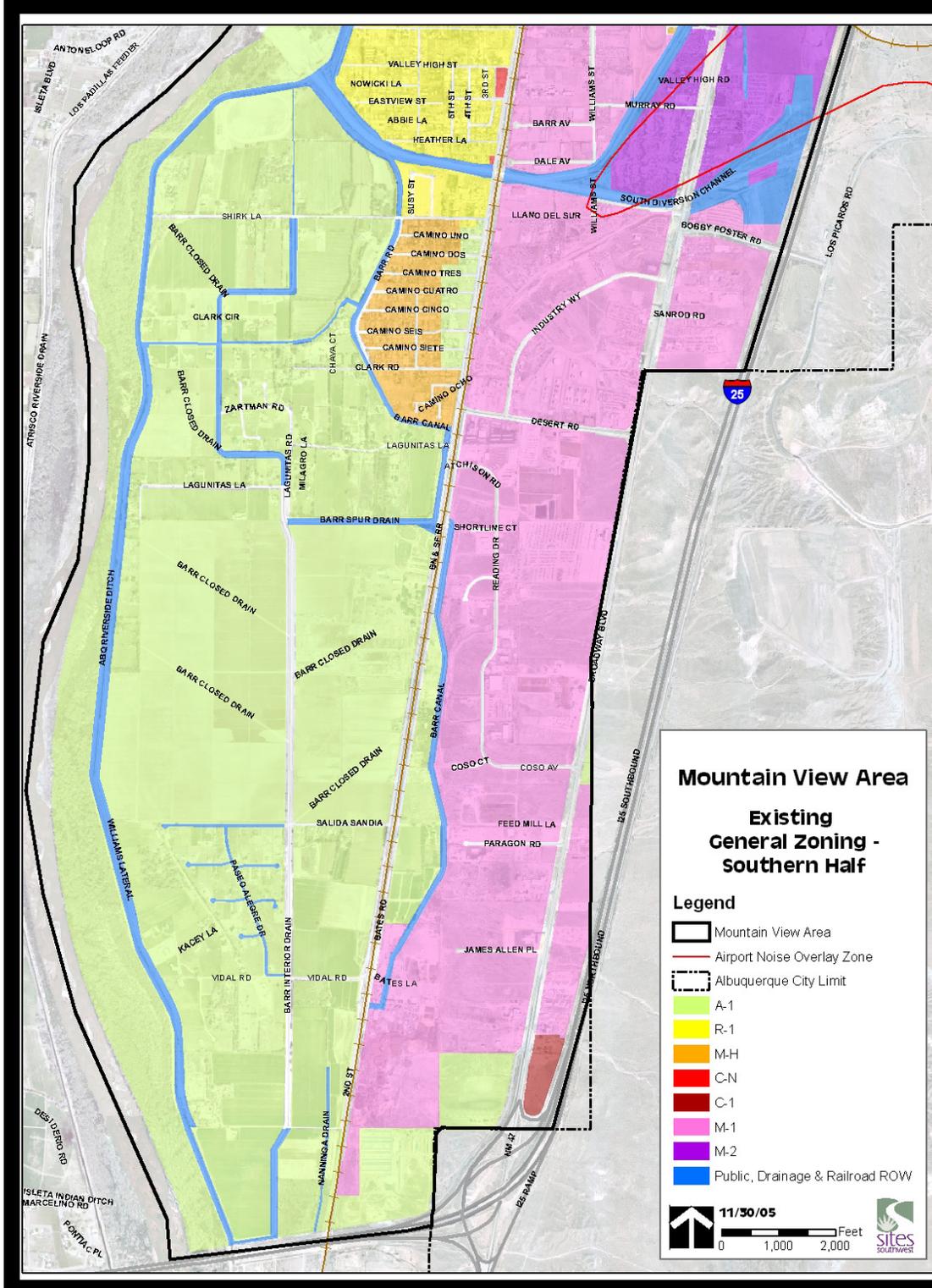


Figure 13. Existing Zoning Northern Half



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Figure 14. Existing Zoning Southern Half



Height, Lot Area, Setbacks, Landscaping and Other

- 1) Generally, buildings are limited to 26 feet, although the County Zoning Code has some exceptions across the board for towers.
- 2) The minimum lot size is one acre, with an average width of 150 feet (the lot may be an irregular shape). The Southwest Area Plan specifies lot sizes in areas designated Residential Area Two, and this designation is referenced in the Zoning Code. When municipal water and sewer services are not available, lots in this area must be 1.25 acres minimum.
- 3) Setbacks are as follows: 25 feet front and rear yards, 10 feet side yards, except that mobile homes must have a 15-foot side yard. Mobile homes cannot be located nearer than 15 feet to an accessory building.
- 4) Off street parking must be provided.

Cluster Housing: The Southwest Area Plan sets policy that cluster housing will be permitted when it meets general guidelines. This policy offers a density bonus for residential developments that set aside open space within the development. Cluster housing can be included in the zoning of the Sector Development Plan. Cluster residential development is provided for in the County Zoning Code under the Special Use Permit regulations, Planned Development Area.

Table 8. Proposed Cluster Density Guidelines for the Southwest Area Plan

Zone Type	SWAP Area	Comp Plan Area	Sewer Available	Existing Density in SWAP	Cluster	% of Open Space	Proposed Density per Acre	Lot Size Sq Ft +/-
A-1	RES-1	Dev-Urban	Yes	Minimal	Yes	50%	1 du/ac	17,220
A-1	RES-1	Dev-Urban	Yes	Minimal	No	None	Minimal	N/A*
A-1	RES-2	Rural	Yes	1 du/ac	Yes	50%	1.5 du/ac	11,616
A-1	RES-2	Rural	Yes	1 du/ac	No	None	1 du/ac	43,560
A-1	RES-2	Rural	No	1.25 du/ac	Yes	50%	1.5 du/ac	11,616
A-1	RES-2	Rural	No	1.25 du/ac	No	None	1.25 du/ac	54,450
R-1	RES-3	Semi-Urban	Yes	3 du/ac	No	None	3 du/ac	14,520
R-1	RES-3	Semi-Urban	Yes	3 du/ac	Yes	30%	3.5 du/ac	6,970

These figures assume 2% of the overall site is necessary for roads and other rights-of-way. The open space is then deducted from the net area to obtain the buildable area. The number of clustered units is based on the cluster density times the total site acreage. The lot size is estimated by dividing the number of clustered units into the buildable area.

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

M-1 Zone. Light Manufacturing, Fabricating, Warehousing and Wholesale Distribution

This zone is intended for the above uses with off-street loading and off-street parking for employees, with access to arterial highways or railroads.

Prohibited Uses. Residential and related uses are not allowed in this zone, except for caretaker housing. Other prohibited uses include churches, schools, libraries and hospitals.



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Permissive Uses.

Uses permissive or conditional in C-2, unless specifically prohibited. C-2 uses are retail commercial and office uses. A long list of manufacturing and heavy commercial uses is contained in the permissive uses in the M-1 zone. Examples include concrete or cement products manufacturing, fuel storage or wholesale sales, livestock auctions, truck terminal and food processing. Many of these uses exist in the plan area.

Conditional Uses.

Height, Lot Area, Setbacks, Landscaping and Other

Setbacks are: front yard, 30 feet; side yard, none, except five feet on the side of a lot abutting a residential zone; rear yard, 15 feet. Some exceptions, such as accessory buildings and accessory structures are listed in the Supplemental Height and Area Regulations in the Zoning Code. Landscaping must be provided as required by the Landscaping and Buffer Landscaping Regulations, summarized at the end of Section 3B of this report.

M-2 Zone. Heavy Manufacturing

This zone is intended to provide for industrial operations of all types, except certain potentially hazardous or nuisance-type industries.

Prohibited Uses. Residential and related uses are not allowed in this zone, except for caretaker housing. Other prohibited uses include churches, schools, libraries and hospitals.

Permissive Uses. All types of industrial uses, including all uses allowed in the M-1 zone plus heavy industry like steel foundries and manufacturing of chemicals, brick, paint, plastics and others.

Conditional Uses. This includes slaughterhouses, manufacture of explosives and other potentially hazardous or nuisance-type industry. The County’s regulations for conditional uses apply, and a public hearing and review is required.

Height, Lot Area, Setbacks, Landscaping and Other

Height regulations: none; Area – same as the M-1 zone; parking requirements are spelled out in the Off-street Parking, Loading and Unloading Regulations section of the Zoning Code.

Landscaping and buffering requirements are the same as listed in the M-1 description above.



C-LI Zone. Commercial/Light Industry

A new commercial-light industry mixed use zone was adopted by the County in spring 2006. It was designed as an alternative to the existing manufacturing zones to better reflect the current business climate and requirements. It provides for a mix of community commercial and light manufacturing uses, with conditional provisions for live-work development.

Prohibited Uses. Church and residential uses are not allowed, except for one security resident employed on the premises, or for residences in mixed-use developments approved as conditional uses.

Permissive Uses. This zone essentially started with existing M-1 uses and removed uses that have proven noxious to nearby residents or to have caused water contamination or other pollution, such as concrete manufacturing, asphalt batching, and fuel storage/sales.

Conditional Uses. Mixed use development that combines residential and nonresidential uses in the same building(s).

Height, Lot Area, Setback, Landscaping and Other. Height regulations follow the C-2 Zone except as modified in the Supplementary Height and Area Regulations. Setbacks are 30-foot front yard, 15-foot rear yard (unless provided in Supplementary Regulations), 5-foot side yard if abutting single family or apartment zones. Nonresidential uses facing or abutting a principal or minor arterial must follow the Landscaping and Landscaping Regulations. Off-street parking spaces, loading and unloading spaces requirements follow that section of the zoning ordinance.



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Figure 15. Existing Land Use Northern Half

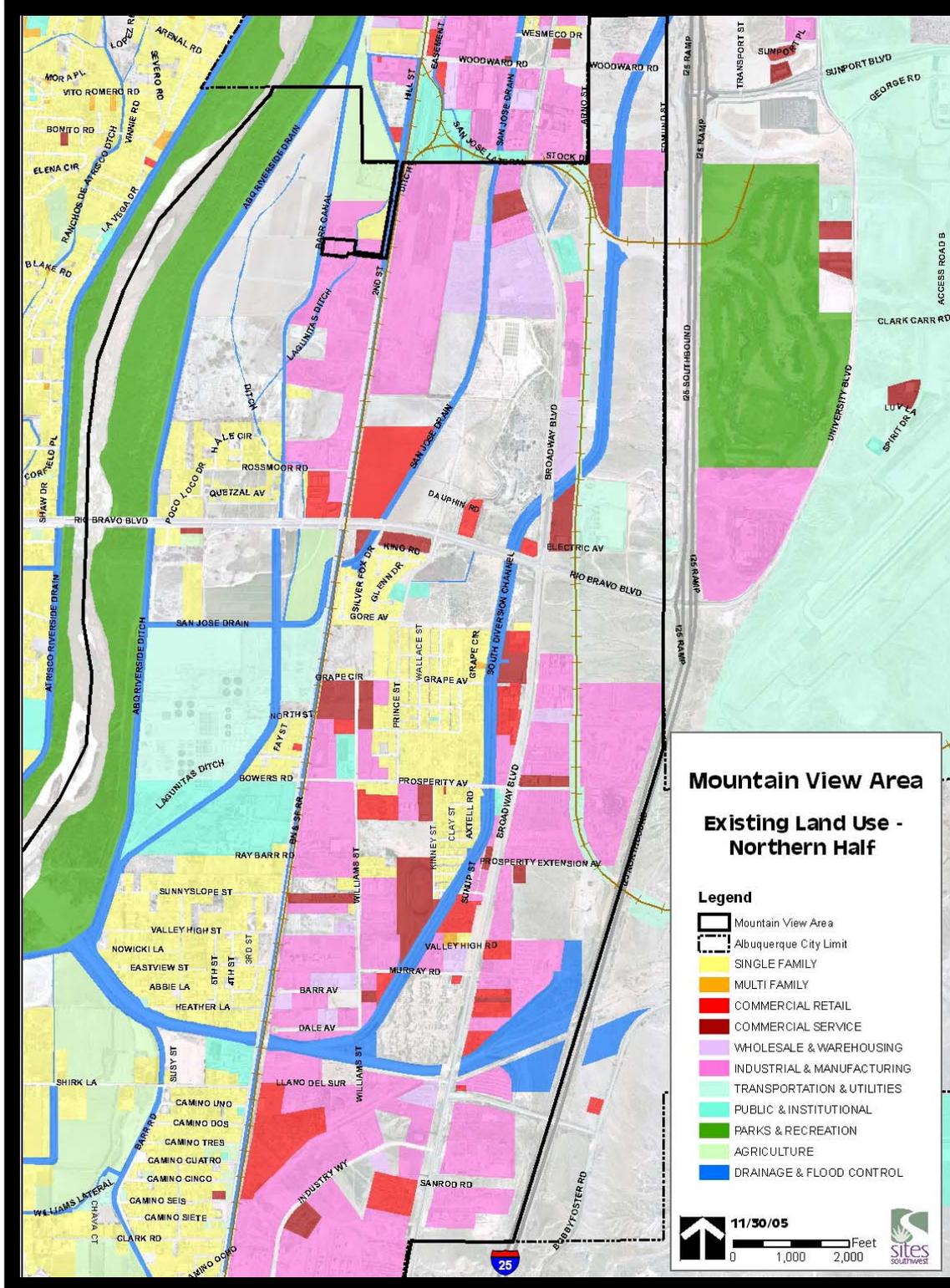
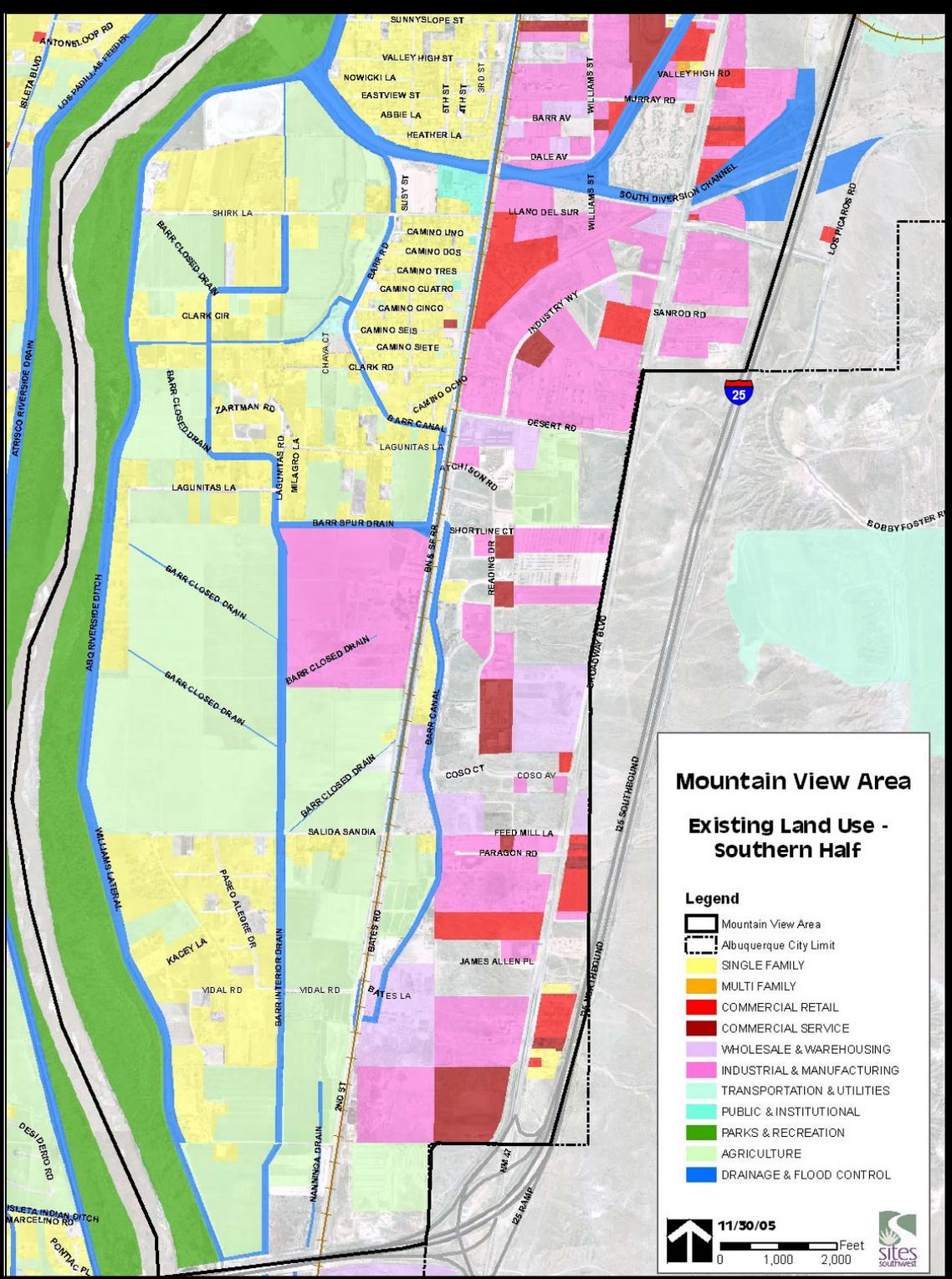


Figure 16. Existing Land Use Southern Half



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General Regulations – Landscaping and Buffer Landscaping

The landscaping and buffer landscaping requirements are described in the Landscaping and Buffer Landscaping Regulations section of the Zoning Code. Landscaping is required along all streets and in parking lots. Buffer landscaping requirements apply when a non-residential zone abuts a residential zone. Landscaping requirements vary by size of lot. These regulations apply to industrial and commercial properties in Mountain View that are adjacent to a residential property as well as to the street frontage of these properties. The code requirements are summarized below.

Table 9. Bernalillo County Zoning Code Landscaping and Buffer Landscaping Requirements

	1 acre or less	1 to 5 acres	5+ acres
Landscaped setbacks along all streets	10 feet	15 feet	20 feet
Landscaped buffer between single family residential and office, commercial, industrial or multifamily uses	6 feet	6 feet	6 feet
Parking lot/paved area landscaping	15% (includes landscaped setbacks)	15% (includes landscaped setbacks)	15% (does not include landscaped setbacks)
Fencing requirements	A 6-foot minimum solid fence is required along sides abutting a single family residential zone, except for sides abutting public right-of-way.		
Landscaping requirements	The landscaped buffer between residential and office, commercial, industrial, and multifamily residential uses shall consist primarily of trees 1 1/2-inch minimum caliper, measured at two feet above ground level, and/or shrubs, five gallon minimum size. The trees or shrubs shall form a largely opaque screen.		

C. Land Use Issues

Land Use Conflicts.

Proximity of heavy industry to residential uses and resulting environmental impacts jeopardize the health, safety and welfare of local residents. This issue is discussed more fully in the following Environmental Quality section.

Enforcement of existing codes

Landscaping and Buffering. The County Zoning Code requires that all industrial properties have landscaping in the front yard setback and solid fencing and landscape buffers between industrial properties and residential lots. A drive through the area indicates that the Zoning Code requirements for landscaping and buffer landscaping are often not met. The appearance of the area could benefit if businesses complied with this section of the Zoning Code.

Environmental Standards. Environmental standards, which are discussed in more detail in the Environmental Quality section, are not generally considered in the planning, zoning and



building process. The State Environment Department, Bernalillo County Office of Environmental Health, and the US Environmental Protection Agency have oversight and permitting authority over various types of businesses, depending upon their potential environmental impacts. There is no central point at which Bernalillo County makes sure that all environmental requirements have been met prior to issuing a building permit, unless it is part of a Special Use Permit requirement. In addition, there is no routine process for ongoing enforcement of environmental standards by the public agencies, although businesses are required to monitor themselves and report any problem, such as a chemical spill.

On-site storage. A number of the businesses in the Mountain View area store equipment or products outdoors. When outdoor storage is allowed by zoning, solid screening is required along streets and adjacent to residential properties. Some businesses do not comply with the screening requirements. Outdoor storage is not allowed on residential properties, and some homeowners have equipment and materials stored on their properties. Such unsightly storage contributes to the deteriorated appearance of the area.

Airport Noise and Land Use Compatibility

The approach to the 3-21 runway at Albuquerque International Airport is over the northern part of the Mountain View area. A portion of the sector plan area along its north boundary falls into the Ldn 65-70 noise contour, where intermittent noise levels from existing and projected aircraft operations affect the types of development that should occur. The area within this contour is regulated by the County's AP-2 Airport Protection Overlay Zone. Uses allowed in this zone include agriculture, fishing, mining, open space, parking, transportation routes, cemeteries and most commercial activity. Outdoor theaters are not allowed, and hotels and motels are permitted only if the buildings are designed with acoustical techniques to reduce noise and Airport hazard insurance is available.

Properties outside of the noise contours of the airport are not subject to special regulation, but the neighborhood has indicated that airport noise is still a nuisance.

Opportunities Created by Proximity to Rail

Local realtors have noted an increase in demand for industrial land with rail access in response to the impact of higher gasoline prices on the trucking industry. The Mountain View area has excellent existing rail infrastructure that is important to the County's economy. It will be important to preserve opportunities for industry to locate in areas with rail access.



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Opportunities Created by the Commuter Rail Station at Rio Bravo and 2nd Street

The new commuter rail station provides an opportunity for transit-oriented development (TOD) near the intersection of 2nd Street and Rio Bravo. Typically, TOD is mixed use and higher density development within walking distance of a transit stop. The commuter rail station, proximity to arterial streets and vacant land present an opportunity for mixed commercial and residential development. It offers the opportunity to attract the type of neighborhood-oriented retail requested by many residents and to establish a town center and plaza.

Agricultural Land Preservation

There are more than 600 acres in large tracts that are either currently being farmed or have been farmed in the past. In the South Valley, there is a strong public advocacy for preservation of this current and former agricultural land for agricultural use.

The families who own the large agricultural tracts in the Mountain View area are no longer farmers. The land represents a major asset for the current owners. Some of the families are actively marketing their land holdings to developers, and others will sell the land in the future. The owners have participated actively in the planning process and have noted that it is becoming increasingly difficult to farm at a large scale in Bernalillo County for the following reasons:

- There is a shortage of farm labor in New Mexico.
- The number of agricultural jobs in Bernalillo County is declining.
- Marketing of local produce is difficult. Large wholesale fruit and vegetable companies from outside of the County and New Mexico are able to provide produce year round. Because of the relatively short local growing season, it is difficult for local growers to compete.
- Demand for locally grown feed crops is declining. Agricultural uses in the Mountain View area have historically included dairies, feed lots and a slaughterhouse. In a sense, the agricultural use has been similar in intensity to the industrial uses that have grown up east of 2nd Street. Crops have been largely alfalfa, intended as feed for the dairies. As the dairy industry has declined, the demand for feed has also declined.
- Economic, environmental and financial conditions in Bernalillo County make large-scale agriculture difficult. Access to capital, water concerns, air quality regulations, and the rising cost of land combine to make farming more difficult.

One or more of the following things must happen if some of this land is to be preserved in agriculture.

1. Since current landowners are no longer interested in farming, ownership would need to be transferred. This means that someone – whether a farmer directly, or an intermediary like an agricultural land trust – must purchase any land that is to remain in agricultural use at fair market value from the current owner. Fair market



value is likely to be established based on current A-1 zoning, which allows subdivision of the property into one-acre single family lots.

2. Farming is a financially risky business. The agricultural infrastructure of the County must include financial support, equipment and labor.
3. Land may be acquired at fair market value by Bernalillo County or another public entity as public open space. The open space could be managed for crop production, wildlife habitat or public open space.
4. The existing irrigation infrastructure must be preserved so that small-scale farming can continue, even when land is subdivided. This means maintaining the system of irrigation ditches and providing for easements that enable future land owners to construct laterals to serve individual properties.
5. Specialty agriculture can be economically viable, even on small tracts of land. It will be important to maintain agricultural zoning so that agricultural activity is permissive on relatively small lots.



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4.0 Environmental Quality

A. Existing Environmental Conditions

The pattern of land use and zoning in the Mountain View area has resulted in the location of a number of industrial manufacturing and storage facilities in the area, some of whose processes have contaminated the soil, water and air. More than half the area's acreage is zoned industrial compared with the 43 percent that is zoned residential; much of this zoning is intermingled, with little buffering between industries and homes. This section summarizes existing information regarding water, soil and air pollution in the area and how it is currently being remediated or prevented by local, state or federal environmental regulations. The sector plan recommends ways to supplement or strengthen these regulations to further protect residents' health, safety, and welfare.

Water and Soil Contamination

The chief sources of groundwater contamination in the Mountain View area are septic systems, holding areas for liquid wastes (pits, ponds, lagoons), former farms, confined animal feeding operations, leaking storage tanks for gasoline and other hazardous chemicals, improper handling of hazardous materials such as fuel and chemicals, and improper hazardous waste disposal. Much of the groundwater contamination in the area is located along the railroad corridor on Broadway and 2nd Street (Southwest Research and Information Center, August 1985). Some of the more serious examples follow:

- Nitrate chemical contamination in an underground plume covering about 500-700 acres (based on monitoring wells) south of Murray Road and east of the South Diversion Channel that is slowly moving east. Concentration of nitrate is 30 times greater than allowed by National Drinking Water standards; and nitrates have reached domestic wells in the area that use groundwater. It is one of the largest known plumes in New Mexico. State investigators suspect the source is improper use of fertilizer on a vegetable farm in the 1950s and 1960s. Nitrates are formed when fertilizers, manure or other organic residue is broken down. Nitrates can cause "blue baby" syndrome in infants, leading to suffocation. The New Mexico Environment Department is tracking the plume through monitoring wells. Pilot tests are being conducted that inject native organic bacteria into the water which consume the nitrates and convert it to harmless nitrogen gas.
- Soil and water contamination from fuel spills at five major bulk terminals (large steel storage tanks known collectively as tank farms) located just south of Rio Bravo and the San Jose Drain that store motor, jet, and diesel fuel. Millions of gallons of fuel are delivered through underground pipelines to these sites. Tank trucks fill up here and deliver fuel to customers. Fuel spills have gotten into the soils and contaminated groundwater. Sites are bermed but only lined with clay and so are not impermeable. Over the past 20 years, 206,000 gallons of chemicals from several companies have contaminated the groundwater and surface water in Mountain View, for example:



- At the Valero Logistics bulk terminal 17,300 gallons of jet fuel overflowed and spilled out. The company removed 11,000 gallons, but 6,300 gallons entered the ground.
- 34,000 to 40,000 gallons of gasoline spilled in 2003.
- 20,000 gallons of diesel fuel spilled from tanks and seeped into the ground in 2001.

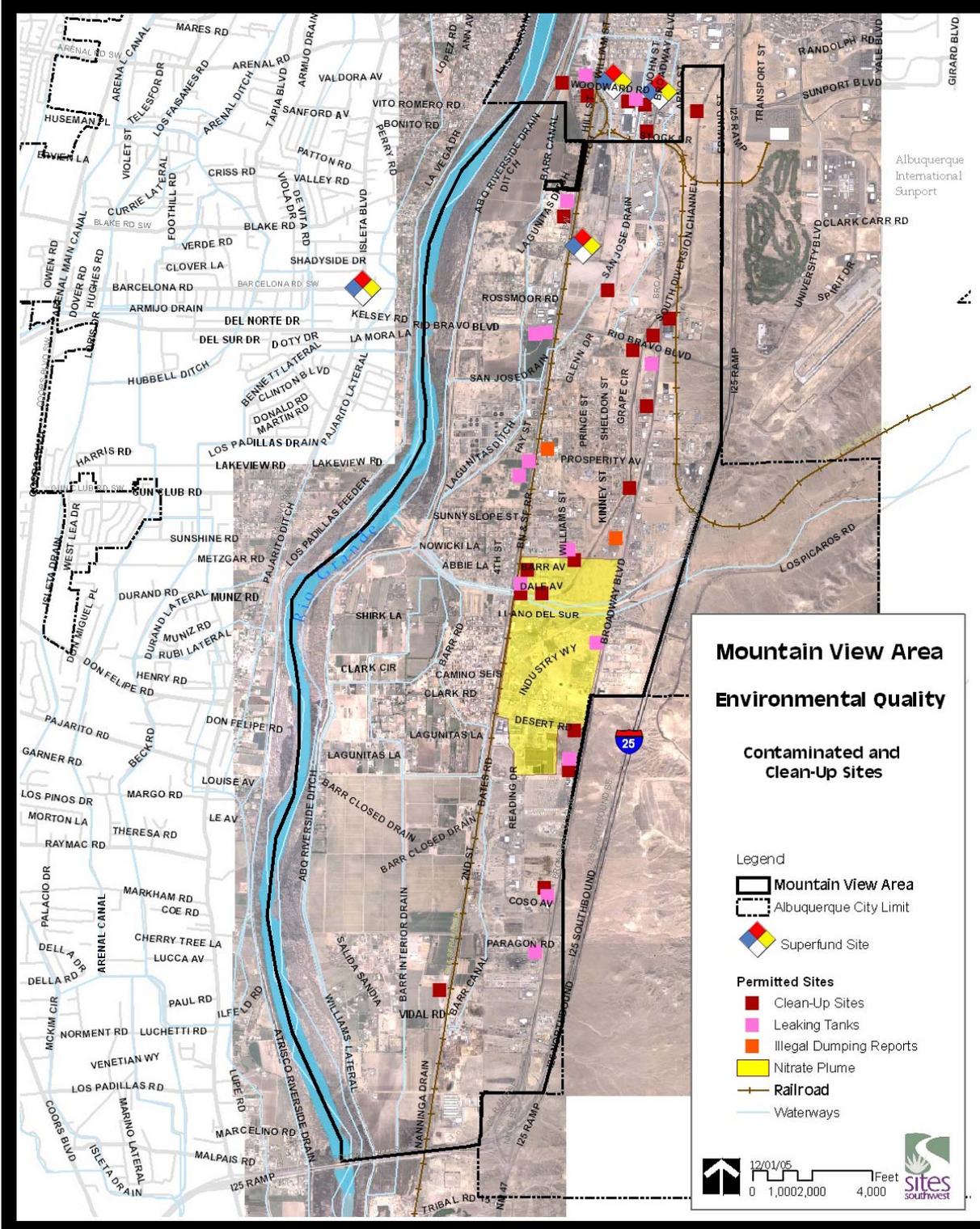
NMED issued compliance orders to Conoco Phillips and Valero Logistics. Each must now install adequate spill control and prevention measures to ensure public health and safety.

- Soil and water contamination from creosote and oil at the former Atchison, Topeka and Santa Fe (AT& SF) Railway Company (3300 2nd Street), which is one of two Superfund sites within or near the area. The company treated various wood products (railway ties, bridge timbers, fence posts) with a solution of creosote and oil from March 1908 to January 1972 when it was closed and dismantled. Depth to groundwater in the area is approximately 20 feet. Contamination occurred through use of washdown waters; spills and leakage were disposed of in an unlined surface impoundment. The sump and impoundment cover about 3.4 acres. Sludge from the site contains such hazardous substances as arsenic, lead and creosote constituents. Soil and groundwater from on-site monitoring wells indicates contamination from various chemicals. In 1996, AT&SF excavated contaminated soils from the 70 acres north of the site's northern fence to be consolidated and remediated. In 1999, 6,012 tons of sludge and contaminated soils in the old impoundment area were removed and transported to a cleaning facility in Oklahoma. Burlington Northern Santa Fe Railway Company (BNSF), which merged with AT&SF in 1996, began and will continue recovering dense non-aqueous phase liquid from contaminated groundwater. A Record of Decision was signed on June 27, 2002, between the company and the US Environmental Protection Agency. Soil and groundwater contamination at the site will be remediated by treating both the principal threat wastes and low-level threat wastes as prescribed in the decision.
- Groundwater contamination by organic solvents (PCBs) was found in two municipal wells in the San Jose neighborhood. This is known as the South Valley/San Jose Superfund site. There are also floating and dissolved hydrocarbons in groundwater on the site. The source of contamination was drum storage at the northwest corner of the former Air Force Plant 83 (General Electric) that leaked volatile, organic chlorinated (VOC) solvents into the soil. Petroleum spills also occurred on or near the Duke City, Texaco, Chevron USA, ATA Pipeline and Whitfield properties and in close proximity to other petroleum pipelines. Results of a five-year review by EPA in September 2000 indicate that remedies have been and are expected to continue to protect human health and the environment. Both municipal wells were plugged and abandoned in 1981 and replaced by Burton Well #4. Twenty private wells were also closed. Ground water at various levels at the site is being remediated and overseen by NMED and EPA.



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Figure 17. Environmental Quality (Contaminated and Clean-up Sites)



- Pollution of the shallow aquifer due to septic systems and dumping into the shallow groundwater in the South Valley. Resulting nitrates can be found in some areas, contaminating shallow domestic wells. Bernalillo County has drilled and installed a number of groundwater monitoring wells in the South Valley to determine water quality at different depths in the aquifer. Results indicate that water in the shallow zone (less than 50-foot deep) is unfit for consumption due to surface pollution sources. Water sampled from 175-275-foot depth is of better quality and more desirable for drinking and household purposes. Water from the 800-950-foot and 1,300 to 1,450-foot depths is of high quality. Private well owners are still encouraged to test once a year for nitrates, fecal coliform bacteria and total coliform bacteria, which comes from human or animal wastes. Consuming it in water can cause gastrointestinal illnesses such as diarrhea. Nitrate contamination particularly affects nursing mothers and infants. Arsenic in the water from dissolved minerals can cause cancer and other health effects. In 2005, Bernalillo County updated its Ordinance Chapter 42, Division 10 for Waste Water Systems in order to match the regulations set by the state, as the County cannot be less stringent than the state. The updated Ordinance adopted a simpler soil classification chart and a wastewater sampling schedule for new alternative treatment systems and more clearly explains graywater systems. In addition, the County adopted state requirements for maintenance service providers and installers. Most of the installation, design, and setback distance requirements remain unchanged from the previous Ordinance.
- Groundwater and soil contamination from leaking fuel storage tanks. State inspections before 2000 found at least 20 leaking petroleum storage tanks in the Mountain View area (NMED May 4, 2005). Of those, remediation, testing or monitoring was being required for about half, while the others required no further action. Several bulk terminals were included in this list. There are 40 registered petroleum storage tanks in the Mountain View area, according to a report by NMED (NMED May 4, 2005).
- Groundwater and soil contamination from unsafe auto dismantling and salvage operations. Recycling and/or salvaging parts from automobiles involve handling several known hazardous wastes and potential hazardous wastes, which are currently regulated at the Federal and State levels. Hazardous wastes can be defined as substances that are either ignitable (combustible under certain conditions), corrosive (capable of corroding metal), reactive (capable of exploding or producing toxic vapors when mixed with water), or toxic (containing dangerous amounts of metals, pesticides, herbicides, and organic chemicals that could be released into the groundwater).

Substances of concern found in most automobiles include mercury, oil, antifreeze (with traces of lead or benzene), brake fluid, a chemical used to deploy airbags, gas and/or diesel fuel, refrigerants (CFCs), battery fluid (both lead and acid), transmission fluid, tires, and window cleaner.

The process of dismantling introduces more substances of concern, including solvents for cleaning, shop towels that wipe up fluids, and wastewater. Used solvents are often the largest source of hazardous waste created by automotive recyclers. Solvent parts washers use cleaning solutions that eventually become spent and must be disposed of.



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It is unknown the extent to which these substances have been improperly disposed of in past years, but regulation and enforcement have tightened for auto recyclers and salvage businesses by the EPA and the State of New Mexico in recent years.

Currently, as part of the permitting process, every automotive recycling facility must file a Stormwater Pollution Prevention Plan (SWPPP), which requires plans to store, dispose, or recycle hazardous substances, handle wastewater, and protect against leaks and run-off. There are separate procedures for business permits for automotive dealers versus dismantlers, and the State is currently focused on ensuring that all businesses doing dismantling follow through on all requirements for the dismantlers' permit. (Compiled from a website created by the EPA for Automotive Recycling Facilities, <http://www.ecarcenter.org/>)

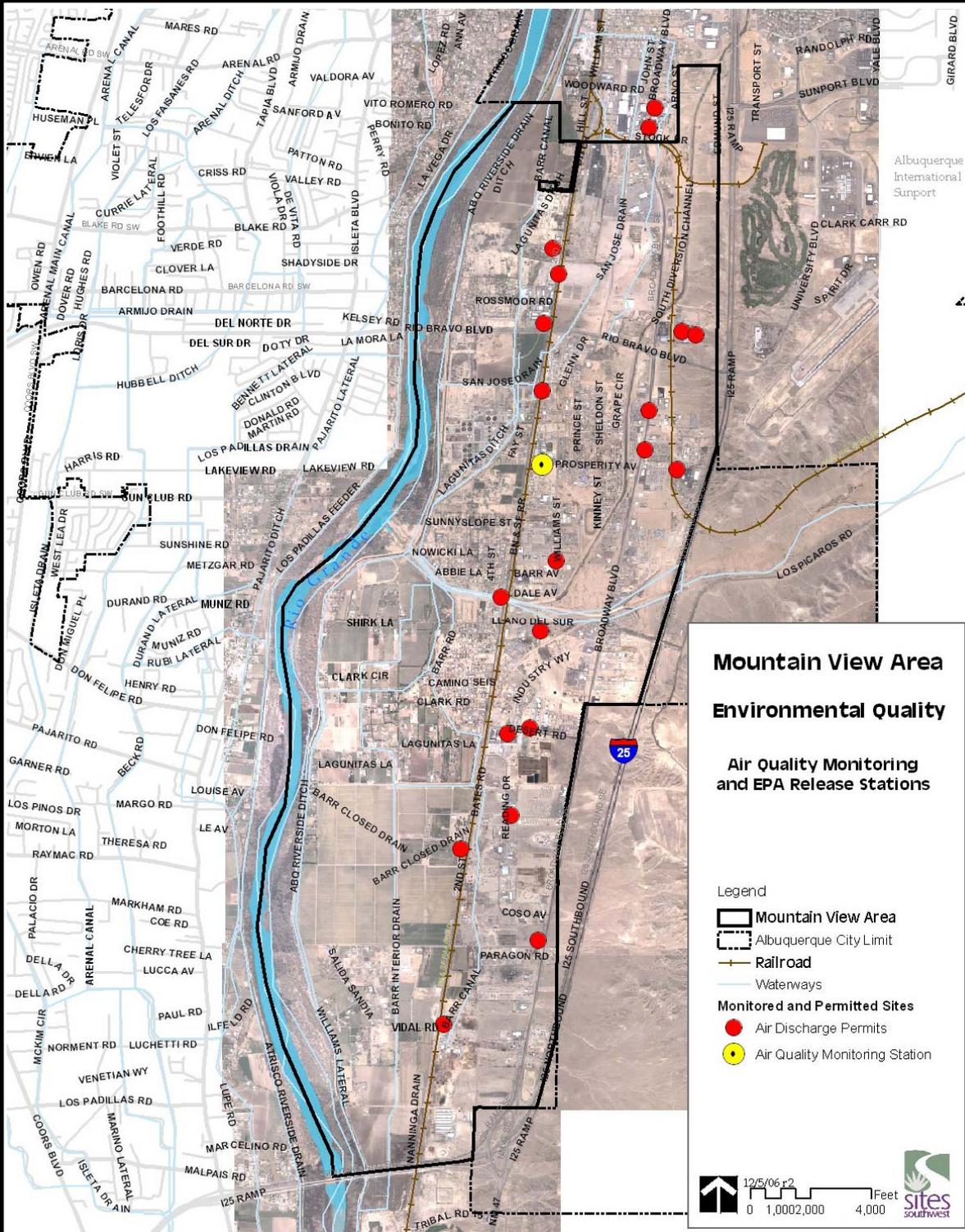
Air Pollution

The 1990 Clean Air Act allows the U.S. Environmental Protection Agency (EPA) to set limits on how much of a pollutant can be in the air. These are known as the National Ambient Air Quality Standards. Six common pollutants from these standards are referred to as "criteria pollutants": carbon monoxide, nitrogen dioxide, ozone, lead, particulate matter, and sulfur dioxide. Individual states are responsible for implementing the Clean Air Act and regulation in Bernalillo County has been delegated to the Albuquerque Air Quality Division (AQD) and the City/County Air Quality Board. They issue permits to emit pollutants, regulate compliance and enforcement, monitor air quality, and provide education and outreach.

- Most air pollution in the South Valley in general is largely caused by vehicle exhaust, fugitive dust, and industrial site emissions (Bernalillo County Office of Environmental Health, May 2003).
- There is one ambient air monitoring station in the Mountain View area at 201 Prosperity, SW. It began operating in March 2002 and monitors for ozone, carbon monoxide and P M 10 (particulate matter 10 micrometers or less). Since it began operating, the ambient air quality exceeded the PM 10 standard in 2003 using a continuous 24-hour monitoring method. This method, however, has not been approved by the EPA. The station does not monitor nitrous oxide or sulfur dioxide.
- No individual industries are monitored.
- Exposure to polluted air can cause a variety of health effects including burning eyes, nose and throat irritations, other respiratory irritations, and increased health problems for people who have a chronic lung disease such as asthma. Exposure to air pollution over time at high levels can cause cancer, birth defects, and injury to the respiratory system. Children, the elderly, those with chronic lung diseases and adults who spend large amounts of time outdoors are more sensitive to the effects of air pollution.
- The AQD also issues permits to stationary air pollution sources and ensures that facilities comply with all air quality requirements.



Figure 18. Environmental Quality (Air Quality Monitoring and EPA Release Stations)



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- There are 22 facilities in the Mountain View area that have permits to emit one or more regulated air contaminants.

Air contamination tends to result in chronic health problems, which are hard to track because the population tends to go to the emergency room rather than see a primary care physician.

Disaster Planning

There is no evacuation plan for residents or workers in case of a chemical spill or other emergency. The lack of east-west road connections to I-25, other than Rio Bravo, presents a major obstacle to evacuating people quickly. Many residents oppose construction of additional east-west roads, while some others favor them. (See Transportation Chapter for more discussions). Bernalillo County and City of Albuquerque Emergency Management contracted with URS consultants to develop a Hazard Mitigation Plan. In the final approval stages, the plan outlines a strategy for coordinating efforts across jurisdictional and departmental lines for reducing potential disasters by flooding, wildfires, drought, and releases of hazardous materials. It recommends raising public awareness of hazardous materials present in the community as well as training on how to respond to emergencies through evacuation drills, warning systems, and response exercises. Hazardous materials routes should be moved away from critical facilities, schools, and population centers. Water and waste water treatment should substitute less toxic chemicals. In addition to this, the County should develop an evacuation plan.

Environmental Protection Jurisdiction

Jurisdiction over environmental quality is split among various state, local and federal agencies, depending on the original legislation that authorized the oversight. Details are available in the Mountain View Task Force Data Report (NMED May 11, 2005). A number of agencies at various government levels have oversight over water quality:

- The **Ground Water Quality Bureau of the NM Environment Department (NMED)** is mandated to protect the environmental quality of the state's ground water resources under the Water Quality Act and its accompanying regulations (20.6.2 NMAC). It is charged to identify, investigate and clean up contaminated sites that pose a significant risk to human health and environment. It seeks to prevent pollution by requiring approval of ground water pollution prevention permits (known otherwise as Discharge Plans) for industries that discharge into the groundwater. By 2005, it had approved 17 discharge permits for facilities in Mountain View. It is also overseeing the remediation of 31 unauthorized discharges in Mountain View, dating back to the 1960s.
- **NMED's Hazardous Waste Bureau** is responsible for assuring the safe management of hazardous wastes that could ignite, corrode, react with other substances, or be toxic. It conducts site inspections and assures compliance with requirements under the Federal Resource Conservation Recovery Act (RCRA), the Federal Clean Water Act, and the Solid Waste Act. It can send a Notice of Violation to compel compliance with RCRA regulations. In summer 2004, inspectors conducted a "sweep" of inspections at 39 facilities in the Mountain View area, giving property owners six months to remedy identified problems. The bureau also provides technical assistance to businesses to

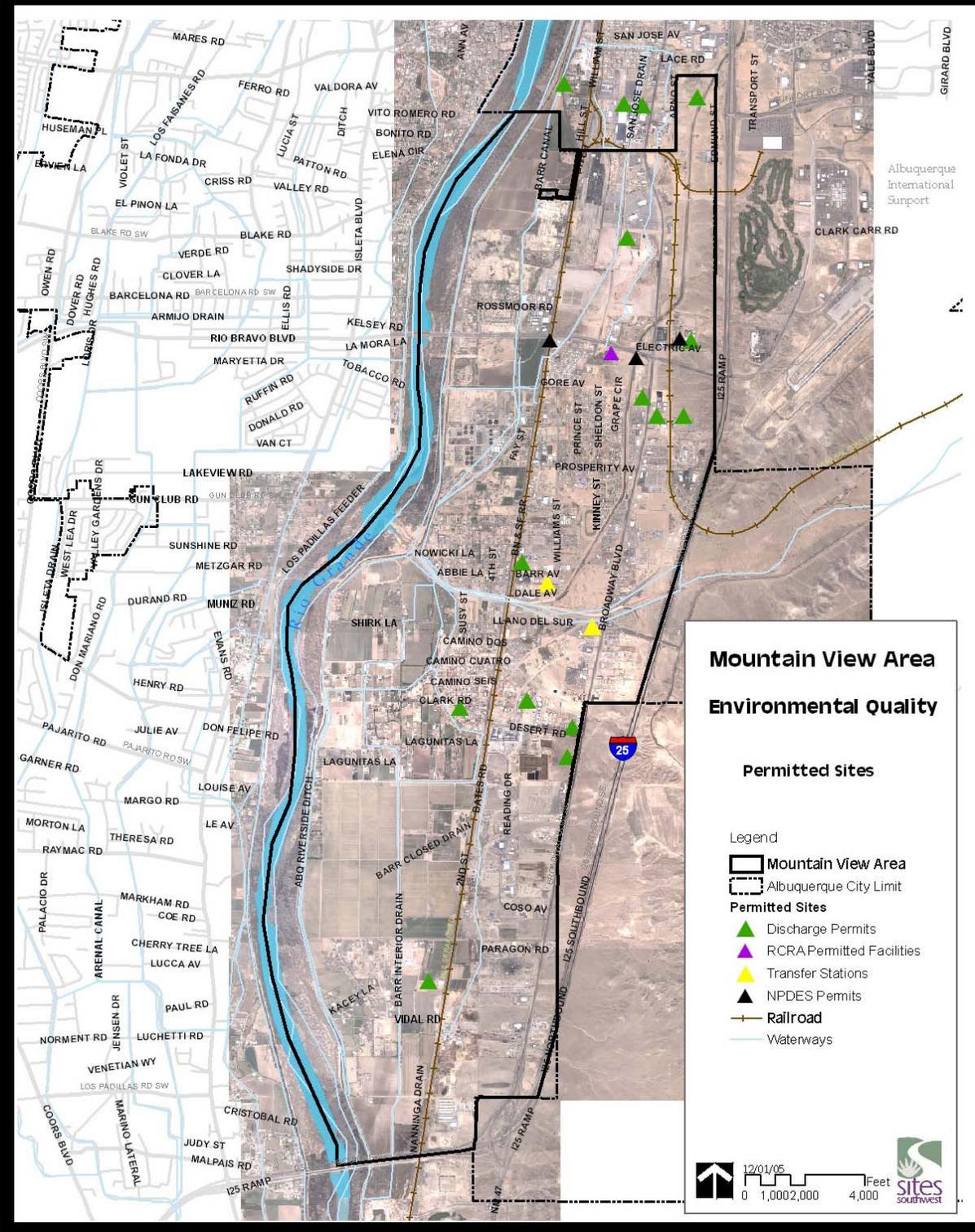


establish better ways of minimizing, reusing or recycling waste, often resulting in significant cost savings. It also approves and issues permits to treat, store and dispose of hazardous wastes. There is only one such permit in the Mountain View area, the PNM Person's Generating Station at Broadway and Rio Bravo.

- **NMED's Petroleum Storage Tank Bureau** is responsible for the detection, prevention and mitigation of petroleum product releases from petroleum storage tanks. It also certifies people to install and repair storage tank systems in the state.
- **NMED's Solid Waste Bureau** issues permits for and regularly inspects permitted and registered solid waste facilities, closed landfills, and infectious waste. It spends a good deal of time responding to incidents of illegal dumping. It sometimes offers noncompliant offenders the option to perform environmental remediation projects to reduce fines or penalties, which often serves as a meaningful deterrent to future violations. Both transfer stations and commercial waste haulers are required to register with the SWB and comply with its regulations. Chava Trucking, a commercial waste hauler in Mountain View is in violation of several regulations involving storage, transportation, and disposal of special waste, specifically material containing asbestos. NMED was pursuing enforcement action during development of this plan.
- **The Federal Environmental Protection Agency (EPA)** regulates discharges of pollutants from a specific source into surface watercourses by requiring specific industries to obtain a National Pollutant Discharge Elimination System (NPDES) permit for storm water discharges. The NMED Surface Water Quality Bureau has assisted in the administration of this program. The State bureau continuously evaluates surface water conditions in all continuously flowing rivers and streams (approximately 4,000 miles) and funds "non-point source" pollution clean-up projects.
- **NMED Drinking Water Bureau's (DWB)** mission is to preserve, protect and improve New Mexico's drinking water for present and future generations. To that end, the bureau manages public water systems throughout the state, defined as any public water system that serves 25 people or includes 15 year-round connections, whether publicly or privately owned. Depending on the type of water system, the DWB requires sampling of different contaminants (such as total coliform) and different sampling frequencies. There are four active public water systems in the Mountain View area that come under DWB's jurisdiction: Fox Manufacturing, the Soil Amendment Facility, Joy Junction and Valley Livestock Auction.
- **Bernalillo County Office of Environmental Health (OEH)** regulates septic tanks, wells, restaurants, swimming pools, and building codes and conducts trash clean-up and preventive vector control. OEH consists of three teams: the Technical Review Team; the Education, Epidemiology and Evaluation Team; and the Inspection and Compliance Team. In a combined effort, all three teams work within the unincorporated areas of the County addressing use permits, incidents of illegal dumping in conjunction with Public Works, education outreach with neighborhood associations and schools, vector control issues and restaurant inspections.
- **The State Motor Vehicle Department** enforces auto dismantling and recycling regulations.



Figure 19. Environmental Quality (Permitted Sites)



- The **City of Albuquerque/Bernalillo County Air Quality Control Board** was granted authority by the NM Air Quality Control Act to regulate air quality in Bernalillo County to “attain and maintain national ambient air quality standards and prevent or abate air pollution” including regulations that prescribe air standards. Composed of four members appointed by the City and three by the County, the Board has adopted regulations applicable to private and public sources of air pollution in Bernalillo County. The regulations, which are part of the New Mexico Administrative Code and City and County ordinances, ensure that provisions of the U.S. Clean Air Act, as amended, are implemented. The Board, through its administrative agency, the City of Albuquerque Environmental Health Department, Air Quality Division, issues air discharge permits to industries that meet its criteria.

Table 10. Water and Air Quality Jurisdictions

Agency	Authority	Jurisdiction	Preventive
NMED Groundwater Quality Bureau	NM Water Quality Act and regulations	Identify, investigate and clean up sites with contaminated ground water	Approves discharge plans for industries that discharge into groundwater
NMED Hazardous Waste Bureau	US Resource Conservation Recovery Act (RCRA), US Clean Water Act, NM Solid Waste Authority Act	Inspect sites and ensure safe management of hazardous wastes	Issues permits to treat, store and dispose of hazardous wastes; issues Notice of Violation to compel compliance
NMED Petroleum Storage Tank (PST) Bureau	NM Hazardous Waste Act	Detect, prevent and mitigate petroleum product leaks from PSTs.	Certifies PST installers/repairers
NMED Solid Waste Bureau	NM Solid Waste Act, NM Tire Recycling Act and regulations	Enforce proper solid waste management practices that affect state’s air, land, waters issue landfill permits	Registers waste handlers; issues compliance orders, fines, penalties, optional remediation projects
NMED Drinking Water Bureau	US Safe Drinking Water Act	Preserve, protect, and improve NM’s drinking water quality	Monitors and regulates contaminants, approves public water system projects, certifies operators
Federal Environmental Protection Agency/NMED Surface Water Quality Bureau	US Clean Water Act	Evaluate surface water conditions in all continuously flowing rivers and streams; fund “non-point source” pollution clean up	Issues National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharges
NM Motor Vehicle Department	NM Motor Vehicle Code	Licenses auto dealers, wholesalers, wreckers and dismantlers	Prevent from operating without licenses, fines
Bernalillo County Office of Environmental Health	Bernalillo County Code Building Permits	Inspections and permits for liquid waste systems, restaurants, wells, wastewater systems, and subdivisions in unincorporated areas; community education and outreach	Groundwater and surface water contamination, flood borne illness
Albuquerque Air Quality Division/City-County Air Quality Control Board	US Clean Air Act, NM Air Quality Control Act and regulations, City and County Air Quality Control Ordinances and regulations.	Prevent or abate air pollution in Bernalillo County	Issues air quality discharge permits

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B. Environmental Issues and Opportunities

Industrial Zoning intermixed with Residential. Over time, locating many of the permitted industrial uses close to residences has caused serious water contamination and air pollution that jeopardizes the health, safety and welfare of Mountain View residents. It also tends to increase heavy truck traffic through neighborhoods, putting children and other pedestrians at risk.

Permissive Industrial Uses. Most of the industrial uses—even those that have caused significant contamination and pollution over time—are permitted in the M-1 and M-2 zones as of right. Unless the application triggers the need for an air discharge permit, applicants may obtain a building permit if both water and wastewater systems are approved by the Bernalillo County Office of Environmental Health and start construction with no public notice or hearing. While applicants are supposed to obtain required environmental permits from State or Federal government agencies, there is no centralized checkpoint to make sure this is done. Moreover, there are no conditions set for their operation other than the environmental permits or air quality emissions permits.

Health Issues. Nine health studies in the South Valley or Mountain View area noted that exposure to the specific types of contaminants found in the area can result in such known health effects as cancer and birth defects. The studies were not designed to specifically investigate whether actual exposure to the contaminants was linked to specific health effects. The Epidemiology Division of the NM Department of Health has grants from the Federal Center for Disease Control to fund three health studies in the state to investigate the link between drinking water contaminants (particularly arsenic) and cancer rates; low-birth weights, cancer and drinking water contaminants; and asthma and heightened levels of ozone. Results specific to Mountain View will likely be available.

Through the collaboration of the South Valley Partners for Environmental Justice, the New Mexico Department of Health, and the New Mexico Tumor Registry, a study on cancer rates was conducted to determine whether Mountain View had a greater than expected number of certain types of cancers. The Mountain View neighborhood, identified through the underlying census tract, was compared with cancer rates for Bernalillo County for the time period 1998 – 2002. Mountain View had a greater-than-expected number of the following types of cancer: lung cancer, bladder cancer, brain cancer, leukemia, and thyroid cancer. It is difficult to say whether these cancers are statistically significant since there are so few cases. Researchers are reviewing the data by cancer type to answer some of the questions asked by the residents.

The County received a grant from the National Institute for Environmental Health to address environmental justice in the South Valley. The Air Quality Team monitored personal exposure to pollutants through individual badges worn by volunteers during May 2005. Air Pollutant Exposure Assessment was a community-driven study based on residents' concerns about the air quality in their area when compared to other communities.



Residents felt that their health was disproportionately impacted due to industrial emissions. The study was done to determine if the Mountain View area had higher concentrations of volatile organic compounds (VOC) in the air when compared with other communities and to determine whether the concentrations of volatile organic compounds were at levels of health concern. The substances analyzed included benzene, carbon tetrachloride, chloroform, ethyl benzene, methylene chloride, xylenes, MTBE, styrene, PERC, toluene and trichloroethylene.

Buffering. There is little buffering between industrial uses and residential uses. Zoning regulations currently require a 5-foot buffer, and the County landscape ordinance requires a 6-foot buffer between an industrial facility and a residence. A home could be right next door to a cement plant, decreasing its aesthetic appeal and lowering its property value.

Environmental Justice is the principle that everyone, regardless of income, race or other characteristic, is entitled to an equal share of clean air, water, and environment and does not bear a disproportionate share of pollution and contamination. The Mountain View area has a disproportionate amount of these polluting industries compared with the rest of the County. The number of residents in this area is equivalent to the number of employees, indicating the area serves as an economic engine for the County. Residents, however, bear more than their fair share of industrial pollution and contamination. High levels of nitrates have persisted for at least 30 years in the Mountain View neighborhood (NMED May 2005). Several groups in the area are active in this issue in the South Valley area, including South Valley Partners for Environmental Justice (SVPEJ), the Southwest Organizing Project, Kalpulli Izkali, the Rio Grande Community Development Corporation, and the Mountain View Neighborhood Association. Julio Dominguez, with SVPEJ, stated in A Report on Environmental Justice in New Mexico (NMED Nov. 2004):

Let me tell you what disproportionate risks mean in my neighborhood. Of the 36 EPA regulated sites in the South Valley, 31 of them are in my community. Mountain View has 16 air polluting industries and 66 additional polluting industries, including 25 auto salvage yards, 7 bulk petroleum terminals and one petroleum pipeline, 35 hazardous waste facilities, 5 gravel and concrete companies, the General Electric plant, which emits chlorinated solvents, and the PNM Persons station. There are EPA Superfund Sites, 21 sites, which fall under the provisions of the Resource Conservation and Recovery Act (RCRA), 9 facilities, which are considered Toxic Release Inventory (TRI) sites and 10 facilities, which are designated toxic air release sites. A number of odor emitting industries are also present in the area, including the City of Albuquerque sewage and water treatment plant. Agri-businesses producing farm-related pollution are also located there, including one dairy, one chicken farm, a fertilizer factory, and agricultural lands treated with pesticides and herbicides. The community gets noise pollution from the Albuquerque International Airport, Kirtland Air Force Base, AMTRAK passenger trains, BNSF freight trains, and Duke City Raceway.



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My community also has a large nitrate plume in the groundwater and several petroleum hydrocarbon plumes.

Air Quality permitting process. The process, staffed by the City of Albuquerque, has several flaws:

- Monitoring stations monitor for only three of six criteria pollutants.
- Decisions are based on modeling data provided by the applicant, which may or may not be correct, rather than monitored emissions.
- Cumulative effects of emissions, which may have a bearing on health, are not taken into account.
- County Environmental Health has no opportunity to routinely comment on applications for Air Quality permits as City staff makes the determination unless there is an appeal to the AQ Board, which has County representatives (but no representative from the County Planning Commission) and no input from County staff.

Fragmented Agency Jurisdiction: Various State, Federal and local agencies have responsibility for monitoring and enforcing standards for air and water quality, which derives from their respective authorizing legislation. These agencies enforce the regulations to different degrees at different times. There is little or no connection between County Zoning, County and state permitting agencies, and State or Federal enforcement agencies, as a recent NMED Task Force Report points out (NMED 2005). Because all the government agencies involved in Mountain View have jurisdictional constraints that prevent them from operating outside their stated authority, no one governmental agency has a leadership role. Communication between the agencies is often compartmentalized and limited; and there frequently is a gap between what an agency is authorized to do and what the community is seeking. No one agency is responsible for checking whether applicants have obtained all the required permits for their industry.

There are opportunities, however, for better coordination between the County and the various environmental agencies. Revisions of the Zoning Code in the Mountain View Area could take into account the environmental findings of these various agencies in setting conditions for specific industries. Moreover, County Planning, Building and Zoning is in the unique position of being the last agency to approve a particular land use before construction. Before issuing a building permit, it could ensure that applicants have acquired the necessary environmental approvals and permits before construction begins.

Enforcement. The County and other responsible State and Federal agencies lack sufficient enforcement staff to ensure various industries are complying with regulations. Periodic sweeps of the area result in numerous citations for violations. Moreover, the courts do not consistently back up local government code enforcement, which discourages enforcement staff.



5.0 Economic Development

A. Existing Economic Conditions

Mountain View is one of the few areas in the County where the number of jobs—more than 4,300—outnumbers the population. Its various industries—auto salvage and recycling, parts sales, the railroad, bulk fuel terminals, trucking, warehousing, and packing plants to name a few—form an engine that helps drive the County’s economy. Some of these industries, however, have caused significant air pollution and water contamination, which has been addressed in the Environmental Quality chapter.

While there is much economic activity in the area from industry, there are few commercial or retail opportunities for the residents living nearby. The few that exist include the Giant gas station and convenience store at 2nd and Rio Bravo, a veterinary clinic, and a few other stores along Rio Bravo. Residents in each subarea repeatedly called for local-serving businesses such as restaurants, convenience stores, specialty shops, and a community grocery store. To obtain these services now, residents have to drive into Albuquerque or across the river to the west. At the same time, residents said they wished to discourage big box retail in the area.

Residents also feel Mountain View has more than its share of heavy industry and would like to promote only “clean” industry in the future. Among suggestions were office parks and airport support services along the I-25 corridor, a mixed-use research and development complex north of Rio Bravo, and an institutional trade school south of Rio Bravo. Other suggestions included a community recycling center, industrial trade school, a small business incubator, and a sports facility.

Residents lamented the lack of a community focal point or center and called for a small shopping plaza at Rio Bravo and 2nd street which could potentially provide space for community gatherings, a farmer’s market and a park/plaza for residents to socialize and play chess or other games.

Other residents coordinated and represented by the South Valley Partners for Environmental Justice, called for the involvement of local organizations and community groups to create economic development plans. They also requested that low-income housing projects, small business incubators, local chambers of commerce and business associations be developed and nurtured.



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B. Issues and Opportunities

Rail Runner Commuter Station. An unprecedented opportunity in Mountain View is the recent location of a commuter railway station that will soon open to transport passengers from Belen to Bernalillo. It is expected to extend to Santa Fe and beyond in the not-to-distant future. At the start, trains will run in the morning from Belen north and Bernalillo south. The Mid-Region Council of Governments is acquiring several acres to accommodate parking for 170 cars and the train platform (See Figure 20).

Figure 20. Rail Runner Commuter Station Location and Site Plan



The rail station presents the opportunity to transform vacant parcels and sprawling warehouses near 2nd and Rio Bravo into a mixed-use town center for Mountain View. The center could feature a plaza, and retail and other commercial uses that commuters would frequent, such as a food market, bank branch, coffee shop, office supplies, child care, cleaners, a drug store, and space for classes. Offices and higher density residential, either in second and third-story apartments or townhouses, would bring in more employees and residents, providing the all-day bustle and activity that contribute to feelings of pedestrian and commuter safety. Walking and bicycling paths would encourage passengers to reach the station by methods other than by car.



A center at Rio Bravo and 2nd could fulfill the five principles of Town Centers as Great Places (Deans 2005):

- 1) An identifiable center and edge
- 2) A mix of land uses and building types
- 3) A variety of sizes and types of residential dwellings to own and rent
- 4) A connected, integrated network of walkable streets
- 5) The most visible, prime property set aside for parks, squares, plazas or civic buildings



Combining the town center at the location of the transit center could create the synergy needed to transform the area into a residential and retail activity center. It is typical of what is known as “transit-oriented development” or TOD, which is revitalizing communities across the country. It is the practice of creating vibrant, walkable, mixed-use communities surrounding transit stations. TOD basically occurs within a half-mile radius of rail or rapid bus stations. It encourages walking and cycling, has a mix of retail, commercial and residential uses, and a diversity of housing types suited to a mix of generations and incomes (Center for Transit-Oriented Development 2005). The most successful stations have placed the highest density right at the station, tapering down to medium density, and then to lower density to blend in with the surrounding neighborhoods. The County could potentially purchase space for a plaza or square to signal its support for the development.



For transit-oriented design to be successful, the Urban Land Institute recommends adhering to the following ten principles:

- Make it better with a vision
- Apply the power of partnerships
- Think development when thinking about transit
- Get the parking right
- Build a place, not a project
- Make retail development market-driven, not transit-driven
- Mix uses, but not necessarily in the same place
- Make buses a great idea
- Encourage every price point to live around transit
- Engage corporate attention



Potential ways to follow these principles would be to



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rezone the area surrounding the transit station for mixed use, develop a master plan, and place a bus stop, bicycle and pedestrian trails near the transit station. Rezoning the industrial property along 2nd Street, west of 2nd Street, to higher density residential would encourage a larger market for retail. A Master Plan would ensure the right mix of use and appealing design as well as allow a common drainage solution for the area, which is in the flood zone.

Other opportunities for economic development include:

Rio Bravo and Broadway. Airport support services and hotels might be attracted to the vacant land along Broadway north of Rio Bravo, particularly with the addition of a new frontage road.

Old PetCo Building at the corner of Broadway and Rio Bravo could offer a potential location for a job training center, community art center and work space, or community-serving business.

A **commercial center** might be located south of

Shoreline Court between 2nd Street and Broadway.



6.0 Utilities

The utilities chapter of Part II describes existing conditions for water and wastewater systems that serve the Mountain View area. In addition, the section describes proposed system improvements and issues identified by neighborhood residents related to water and wastewater systems. The section also describes existing and desired future drainage conditions. Utilities policies to achieve the community's desired future service and actions to carry out the policies are detailed in Part III.

A. Existing Conditions

The Mountain View area is partially served by water and wastewater systems operated by the Albuquerque/Bernalillo County Water Utility Authority. Rural portions of the area are served by on-site systems. The Albuquerque Bernalillo County Water Utility Authority is a joint agency of the City of Albuquerque and the County of Bernalillo that administers the water and wastewater utility for most all of Albuquerque and portions of Bernalillo County.

Water and wastewater infrastructure are closely linked to the health of neighborhood residents, providing a safe drinking water source and preventing groundwater contamination from septic tanks in the most densely populated neighborhoods in the plan area.

Water System

Mountain View is located within water pressure Zone 1E, which encompasses the entire east valley through Bernalillo County. The area is served by a 14-inch transmission line that extends from the Burton Reservoir in southeast Albuquerque.

The extent of the existing water system in the Mountain View area is shown in Figure 21. The water system east of 2nd Street extends to the South Diversion Channel. West of 2nd Street water lines extend as far south as the Barr Spur Drain and Lagunitas Estates.

Wastewater System

- **Wastewater Collection System.** The existing wastewater collection system extends to Murray Road east of 2nd Street. West of 2nd Street, the existing system extends south to the South Diversion Channel and to the Caminos neighborhood south of the diversion channel. Expansion is planned to the south and west to include the Shirk Lane area and Lagunitas Estates.
- **Southside Water Reclamation Plant.** The Southside Water Reclamation Plant is situated on a 100-acre site at 4201 2nd Street SW in the Mountain View area. It is the largest wastewater treatment facility in New Mexico and serves virtually all homes, schools and businesses in Albuquerque as well as the Village of Tijeras, Kirtland Air Force Base, Sandia Heights, and other residential areas of Bernalillo County. In all, the plant serves about 500,000 people, 100 major industries, and 12,000 commercial customers.



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Figure 21. Existing Water System

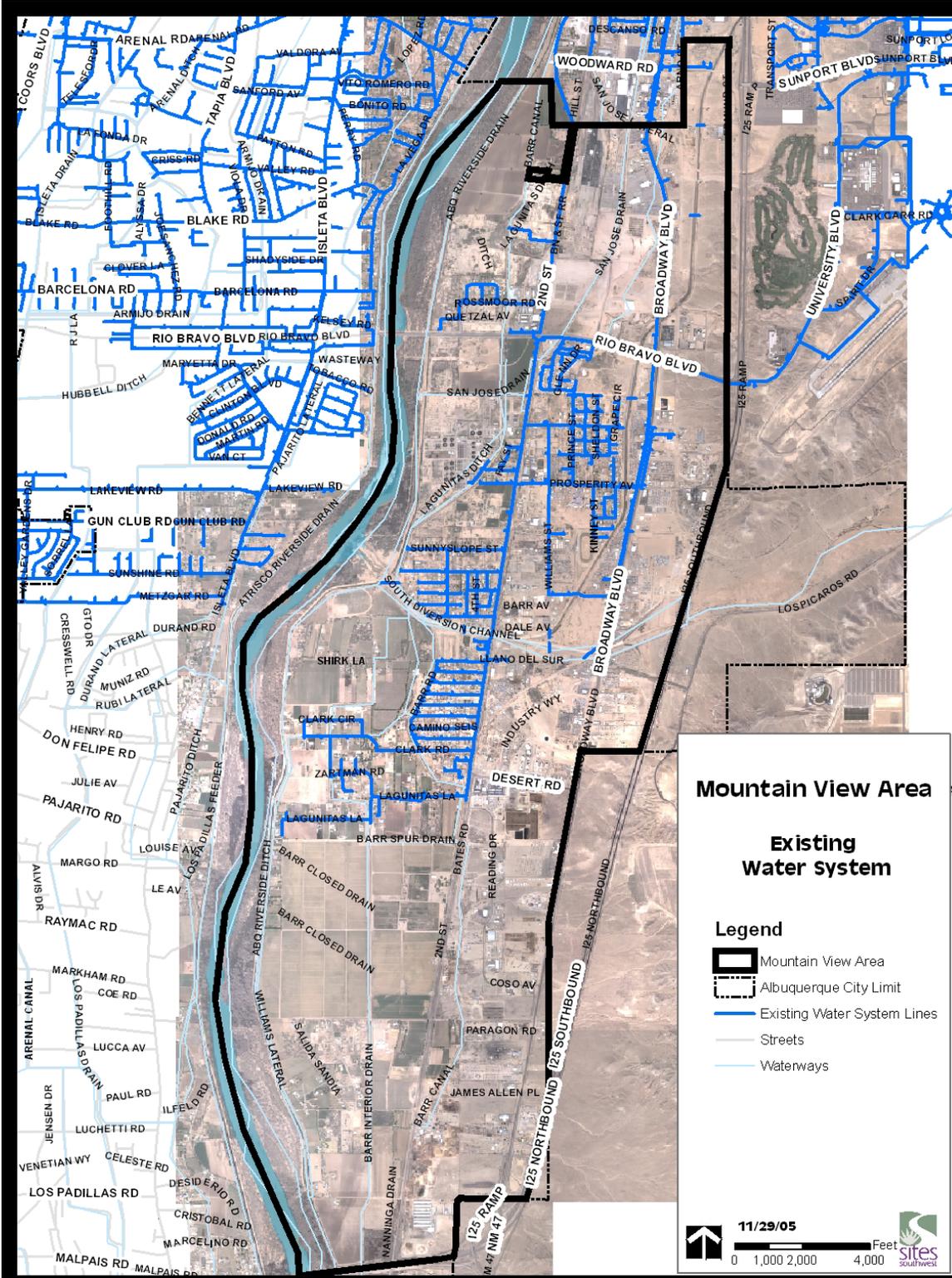
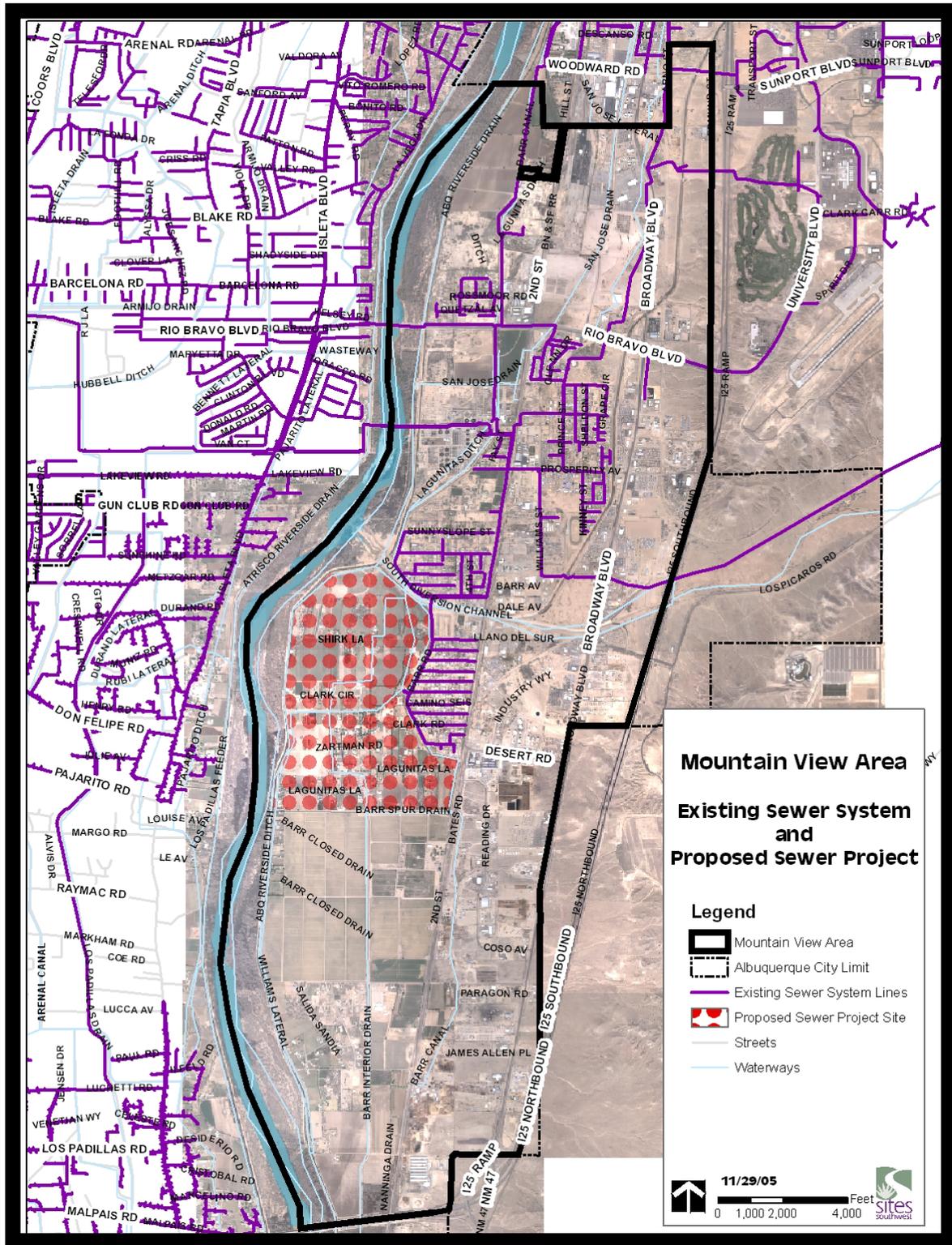


Figure 22. Existing Sewer System and Proposed Sewer Project



When originally built in 1962, the Southside Plant was designed to provide treatment to about one-third of Albuquerque residents. In the ensuing years, the facility was periodically expanded and improved to handle increased flows and to comply with increasingly stringent regulatory environmental requirements. By the late 1970s, it was determined the Southside Plant should be used to serve the entire Albuquerque community, and the older treatment plant on the site was phased out and dismantled.

In 1983, the City of Albuquerque began a major multi-phased program to upgrade the Southside Plant. The extensive six-year program provided for the expansion of the plant's capacity from 39 million gallons per day to 60 million gallons per day. Expansion of the Southside Plant was carefully designed to meet federal requirements. The plant was expanded further in 1993 to increase its capacity to 76 million gallons per day.

In 1994, work was begun to upgrade the plant to meet more stringent treatment requirements based on water quality regulations of the State of New Mexico and the Isleta Pueblo. Called the Nitrogen Removal Project, this \$60 million program was mandated by the US Environmental Protection Agency. The project enabled the City to meet the new standards for ammonia and nitrates. Completed in 1998, the improved Southside Plant is operating well within the regulatory requirements.

Because of ongoing odor control problems at the plant, the Water Utility Authority has budgeted funding to study the problem. The Wastewater Utility will complete the study of Phase II of the odor control program for the Southside Water Reclamation Plant early in FY/06, which began July 1, 2005.

On-site Systems

Wells and septic tanks serve properties south of the Barr Spur Drain and Lagunitas Estates.

On-site liquid waste disposal is regulated by the Bernalillo County Wastewater Ordinance (Bernalillo County Code, Chapter 42, Division 10).

Wells are regulated by the Bernalillo County Water Well Ordinance (Bernalillo County Code Chapter 42, Division 11).

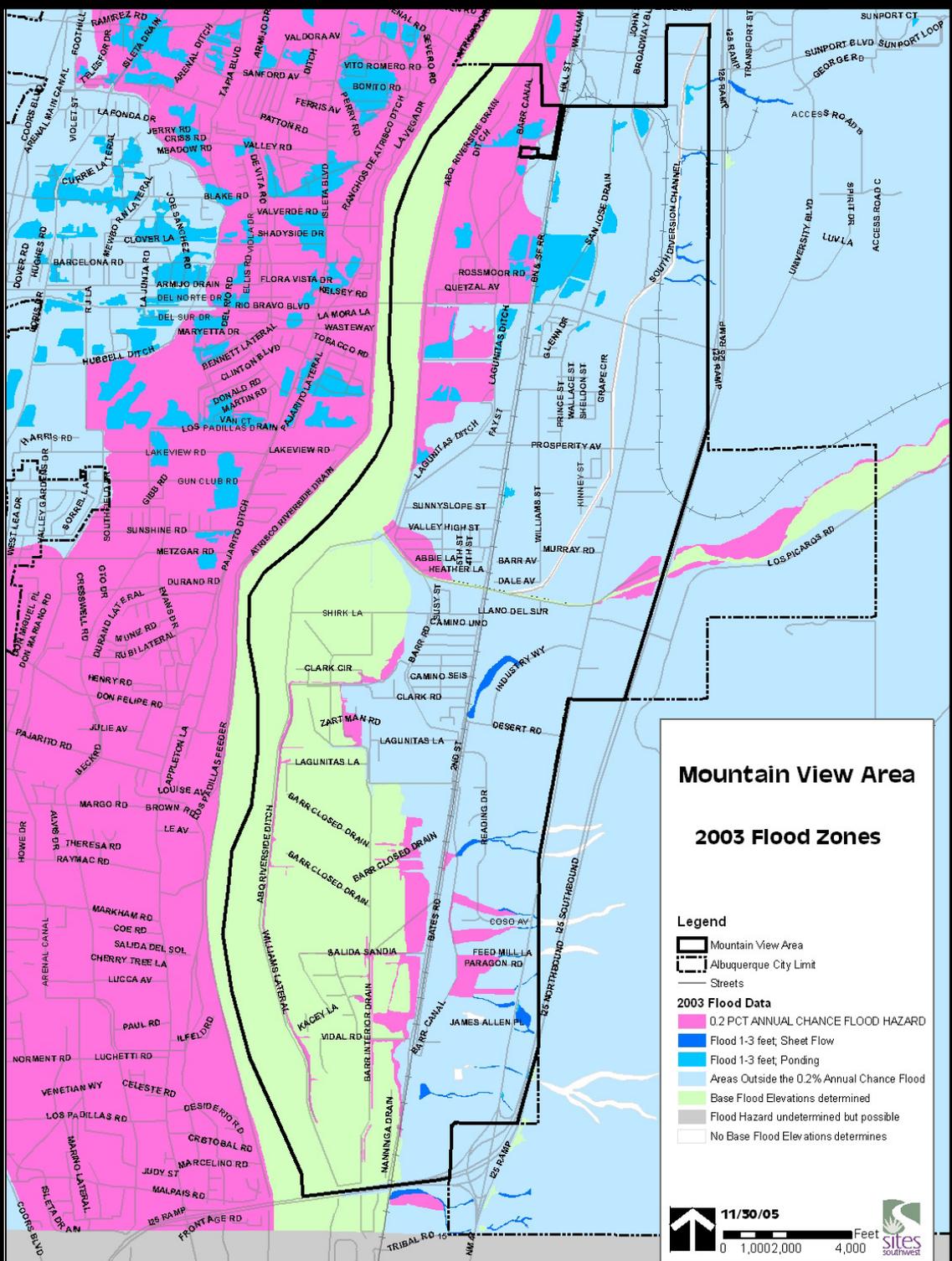
Storm Drainage

B. Utility Service Issues

- **Southside Water Reclamation Plant.** The community had a number of concerns about plant operations and also recognized that property on the north side of the plant that is owned by the City provides an opportunity for a community amenity as well as a potential threat if the plant is expanded or if the property is developed consistent with current zoning:
 - Odor from the plant is a continuing problem for the area, even with recent operational improvements that have reduced the intensity of the odor.

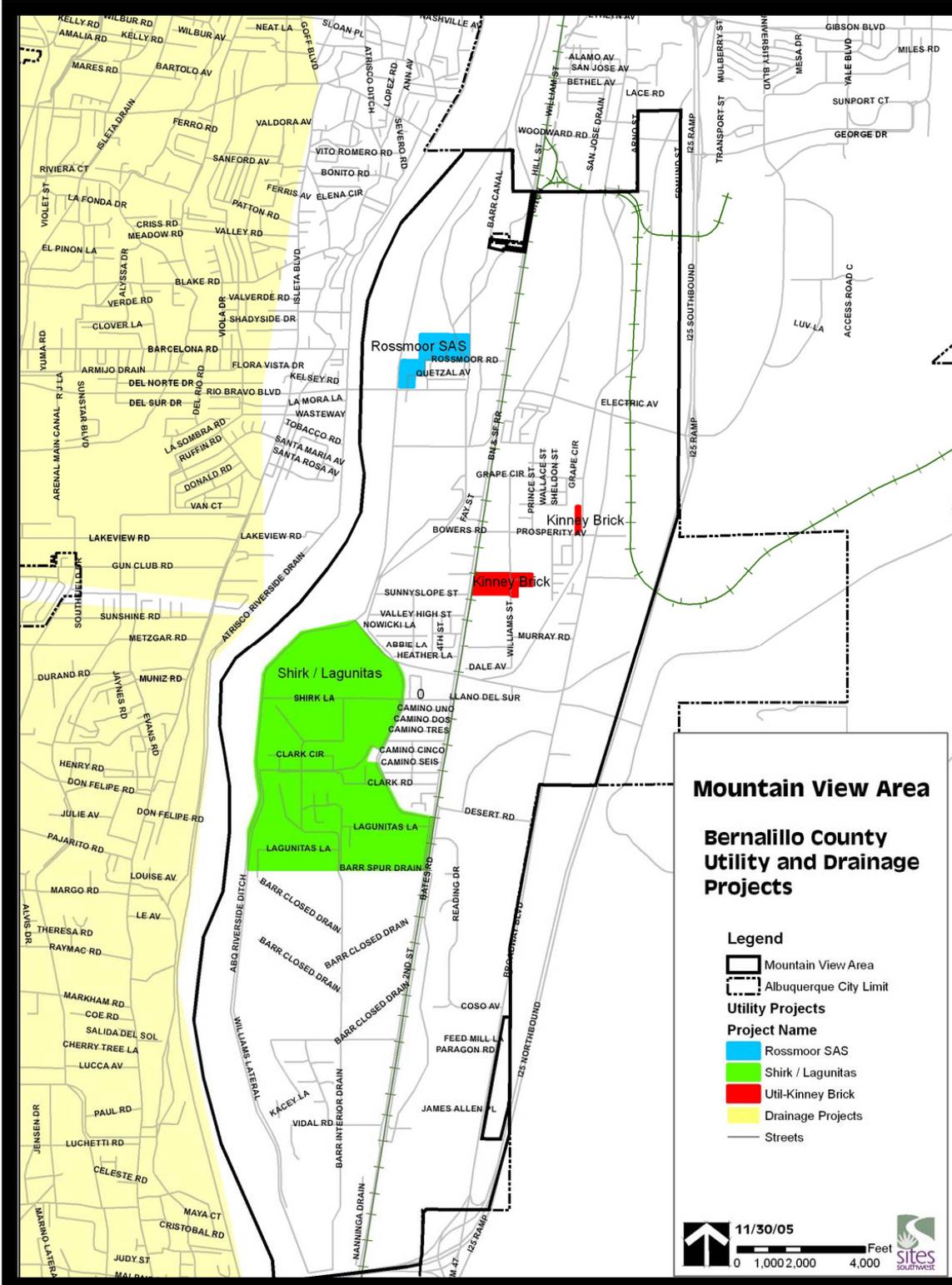


Figure 23. 2003 Flood Zones



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Figure 24. Bernalillo County Utility and Drainage Projects



- The City owns approximately 72 acres of vacant land on the north side of the plant that serves as a buffer. Maintenance of this property as open space or leased agricultural land is a desirable use of the property.
 - The current zoning of the City property, which is M-2, poses a threat to the neighborhood. Resident's desire rezoning to protect the community from future industrial development but still allow the wastewater plant to expand via a Special Use Permit, with neighborhood input, if necessary.
 - Future expansion of the plant is a concern of the neighborhood.
- **Expansion of the Wastewater Collection System.** The wastewater collection system is proposed to extend south as far as the Barr Spur Drain and the Lagunitas neighborhood.
 - Expansion of the collection system to the south to include the Price's Dairy property is desired by the property owner.
 - **Groundwater Quality and On-site Liquid Waste Disposal.** Because of the shallow groundwater in the Valley, septic tanks can contribute to the degradation of groundwater quality, particularly where residential densities are high. Residents support expansion of the municipal sewer system.
 - **Expansion of the Water System.** Expanding the water system to areas south of the Barr Spur Drain is problematic due to anticipated low density development. Future expansion will depend largely on developer financing.
 - **Utility Hookups for all Residences and Businesses.** Residents noted that water and sewer may be available, but residences and businesses in served areas are not all hooked up to the systems. Connection to the water and wastewater systems is considered to be important for groundwater protection. County Code, Section 42:10 requires residents to connect to the sewer system within one year of availability. Financial assistance is available to low income residents who cannot afford the cost.
 - **Flooding.** Flooding is a problem throughout the Mountain View area, and improved storm drainage is desired. Specific areas mentioned as having flooding problems are the Rio Bravo/Broadway intersection, residential areas north and south of the South Diversion Channel, and along Broadway. According to County Public Works, Broadway does not flood, per se, but develops puddles on the shoulders where residential driveways connect to the road.



7.0 Transportation

This transportation chapter in Part II describes existing conditions for roads, transit, trails and bikeways and the commuter rail system that will serve the Mountain View area. In addition, the section describes proposed transportation improvements and issues identified by neighborhood residents related to transportation and traffic. Transportation policies, actions, and projects that will implement the community's desired future conditions are listed in Part III.

A. Existing Conditions

Roads

Mountain View is served by a limited number of major streets, as shown in Figure 25. Rio Bravo and Broadway are principal arterial streets. 2nd Street north of Rio Bravo is classified as a minor arterial, and south of Rio Bravo 2nd is classified as a collector street. Desert Road, which links 2nd Street to Broadway, is also classified as a collector street.

The functional roadway classifications used in planning for the Albuquerque region include three categories. **Arterial streets** consist of continuous or long-distance travel routes. These roads provide regional connections among urban and rural communities and move traffic through the region. **Collector streets** provide a linkage or conduit between local roads and arterial highways. **Local streets** provide direct access to all abutting lands and to conduct traffic to the higher capacity collectors and arterials. Functional classification is used to define how specific routes serve the community, both currently and in the future, and also implies design standards necessary to provide adequate traffic-carrying capacity on the street network.

Transit

SunTran provides bus service from the Mountain View Community Center and from 2nd and Rio Bravo to the West Side along the Atrisco-Rio Bravo Route (51). The route extends west on Rio Bravo to Isleta and makes its way to Atrisco going north to Central. Route 51 connects to other routes along Isleta, Bridge and Central Avenue.

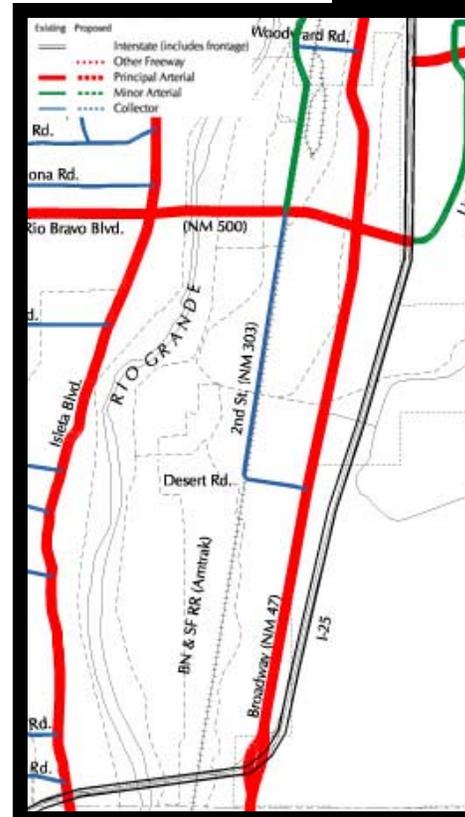


Figure 25. Mountain View Road Network



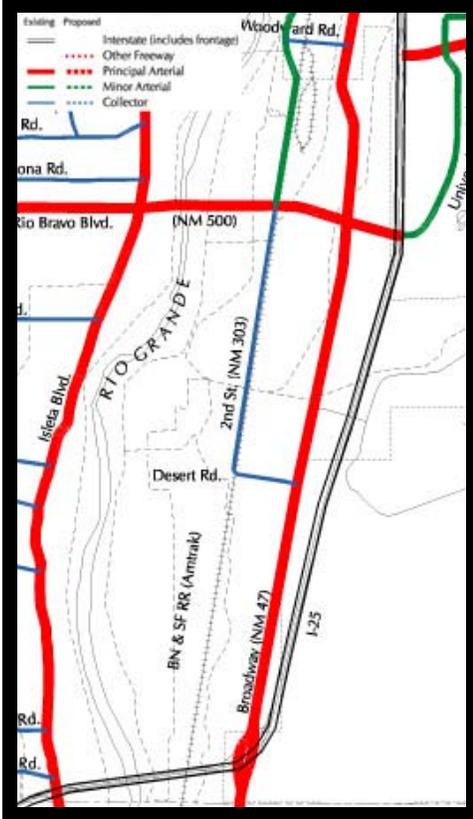


Figure 26. Long Range Bikeway System

Trails and Bikeways

The urban area Long Range Bikeway system map (Figure 26) shows an existing trail along the South Diversion Channel connecting to a trail along the Riverside Drain on the east side of the Rio Grande. The trail is proposed to extend east along the Tijeras Arroyo to Mesa del Sol. Bike lanes are proposed along Rio Bravo, and bike routes are proposed along 2nd Street and Broadway.

Existing Trails

There are several paved trails throughout Mountain View. These include:

- A paved bike path along the south side of Rio Bravo from Broadway to the Bosque
- A paved path along the Riverside Drain from Central, leading to the South Diversion Channel and then northeast to Rio Bravo Boulevard



B. Transportation

System Planning

The Mid-Region Council of Governments (MRCOG) operates as the metropolitan planning organization (MPO) for the four counties of Bernalillo, Sandoval, Valencia, and Torrance.

As a coalition of county, municipal, and township governments, MRCOG can coordinate regional transportation planning and resource management.

MRCOG is responsible for generating a long-term transportation plan, usually referred to as the Metropolitan Transportation Plan (MTP), as well as short-term plans, known as Transportation Improvement Plans (TIPs) that prioritize and fund specific transportation projects.



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Roads

Looking at both the MTP and the TIPs can give a future picture of the kind of growth expected to affect the Albuquerque metropolitan area in general and Mountain View in particular. According to the **2025 Metropolitan Transportation Plan**, population growth is not expected immediately, so increased traffic will not be generated in Mountain View. Mountain View also has not been identified as a major destination for economic activity, so traffic coming into Mountain View also is not expected to increase.

Major growth *is* expected for Albuquerque's Southwest Mesa, which includes the area west of Coors from I-40 to the north extending south to the Isleta Pueblo boundary. This growth will primarily be residential, and because there is no matching economic growth, new residents will need to commute to other areas of the city for employment. This means traffic will significantly increase during rush hours to and from the Southwest Mesa.

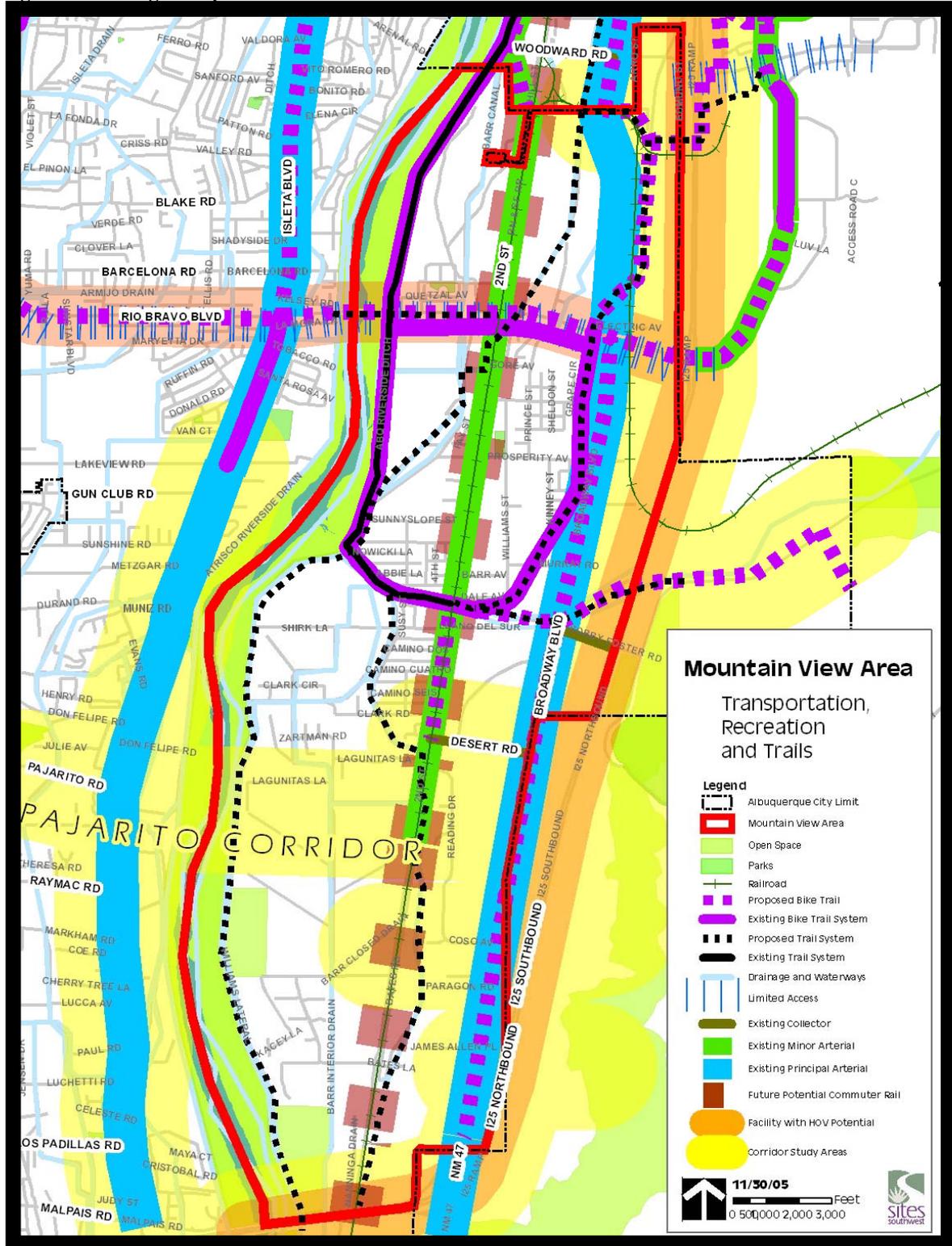
In order to accommodate this growth, MRCOG has proposed a Southwest Transportation Corridor, which includes extensions of existing roads, such as Gibson West, Pajarito, Gun Club, and Unser. The corridor will link them to Paseo del Volcan West, which will become a major north-south corridor that extends from I-25 at Albuquerque's southernmost edge all the way north to Bernalillo's US 550 in Sandoval County. Funding has been set aside for a Southwest Mesa Park-and-Ride facility near Central Avenue/Unser Boulevard to help minimize traffic demand in this corridor.

Because Rio Bravo extends all the way to Paseo del Volcan (past Coors, Rio Bravo is called Sen. Dennis Chavez Boulevard), the addition of the Southwest Transportation Corridor can be expected to increase growth and traffic on Rio Bravo through Mountain View. While the Albuquerque/Bernalillo County Comprehensive Plan calls for access-controlled, principal arterials to have a standard right-of-way of 156 feet, Rio Bravo Boulevard will have an exceptional right-of-way of 200 feet between Paseo del Volcan and I-25, with full interchange, at-grade street intersections at no less than one-half mile intervals. Rio Bravo will be expanded from two to four lanes between 98th and Coors and has been designated as a potential high occupancy vehicle corridor between Coors and I-25.

Plans for other Southwest Mesa arterials indicate that the regional transportation plan favors routing Southwest traffic growth east to I-25 versus north to I-40. The east/west Pajarito Corridor from Paseo del Volcan to I-25 is anticipated as a principal arterial, while 118th Street Corridor from Pajarito to I-40 will remain a minor arterial.



Figure 27. Existing Transportation and Trails



As part of the preparation for this growth, the Rio Bravo/I-25 Intersection is scheduled for a major renovation through MRCOG's Transportation Improvement Plan for 2006-2011. I-25 will also be expanded by one lane northbound and one lane southbound (two total lanes added to expand from four to six lanes) between Rio Bravo and Gibson.

Rio Bravo will also be extended east of I-25 to San Mateo, as part of the Mesa del Sol addition. Albuquerque is also preparing for the addition of Mesa del Sol by improving the connections between Broadway and I-25 by making Gibson a principal arterial (156 feet wide).

Funding has been set aside for a two-lane frontage road along I-25 between Sunport Boulevard and Gibson Boulevard. Sunport Boulevard will be extended west from I-25 to Broadway (NM-47) as a four-lane limited-access principal arterial.

There is growing awareness in transportation planning that additional road capacity actually increases the demand for roads and helps to fuel surrounding growth. The Southwest Transportation Corridor represents a major shift of attention for growth to the west side of the river. Mountain View, among other South Valley neighborhoods, can be expected to feel significant impacts from both the growth and the construction and extension of roads.

The public process surrounding the 2025 Metropolitan Transportation Plan identified the Southwest Transportation Corridor as needing more attention in terms of studying whether it is truly needed and what the community impacts will be.

There are projects included in the MTP that by their nature, scope, and location will need to look into environmental justice issues especially closely. One such project is the Southwest Corridor, which was selected as one of the out-year projects for the 2016-2025 timeframe. The public involvement process showed citizens were very concerned about this project's impact on the neighboring community (see letter from the South Valley Coalition of Neighborhood Associations in *Development and Review Process Supplement to the 2025 MTP*). The fact that some of the alternatives being considered for this facility are located in an area with a high concentration of low-income and high minority population groups makes public participation even more pertinent from an Environmental Justice perspective. It is imperative that neighborhood concerns be addressed by the project (VI-26).

Commuter Rail

Commuter rail service will connect Belen, Los Lunas, Albuquerque, and the town of Bernalillo in 2006. The project was fast-tracked by an initiative from Governor Richardson that provided funds and secured agreements to use the BNSF rail for commuter service. Albuquerque will eventually have three stations: one in the South Valley at the northeast corner of 2nd Street and Rio Bravo, one downtown at the Alvarado Transportation Center, and one in the North Valley at 2nd and El Pueblo. As currently planned, the South Valley station offers limited accessibility for pedestrians and bicycles, no access by public transit,



and complicated access for drivers. Accessibility could be improved by the addition of bicycle/walking paths to the station, north/south bus service or paratransit for local residents, as well as access for vehicles from 2nd Street.

While there is a bike lane proposed for 2nd Street from Downtown, it stops short of the proposed commuter rail station. There is an existing bike trail that circles the Mountain View neighborhoods along the River and Broadway and runs along Rio Bravo near the 2nd Street intersection, but it only extends as far south as the Tijeras Arroyo. There is also a proposed bike path along Broadway north of the commuter rail station, but it is unclear what this path would serve.

Because neither 2nd Street nor Rio Bravo has sidewalks, pedestrians would be discouraged from walking to the station. Even though almost 1,200 people live within a half-mile of the station, few of them will be able to walk to the station. Albuquerque bus service does not extend this far south.

At this point in time, there is no planned vehicle access to the station from 2nd Street because of the difficulty of crossing the railroad tracks. Drivers from Mountain View neighborhoods will have to turn east onto Rio Bravo and immediately fight commuter traffic to make a left-hand turn onto Prince, which will wind its way to the parking lot. Drivers in the westbound Rio Bravo lane will be able to veer to the right onto the railroad access road.

Air Service

Albuquerque International Sunport and Kirtland Air Force Base are located just to the east of Mountain View. Proximity to the airport presents an opportunity for non-residential landowners to develop commercial and industrial projects that take advantage of this proximity.

Airport noise is a concern of area residents, and the Sunport staff has established a noise abatement program to monitor airport noise and work with airlines, air freight companies and the military to mitigate noise impacts. Mitigation might include limiting hours of flight operations or using quieter aircraft, for example. Noise monitoring stations are located at Mountain View Elementary School and Mountain View Community Center. The airport has a noise complaint form on line http://www.cabq.gov/airport/noise_complaintform.html and a noise hotline (842-2007).

C. Transportation Issues

2nd Street

The community had a number of concerns and desired improvements along 2nd Street:

- 2nd Street is a two-lane road that lacks sidewalks, traffic signals or street lights. The road is heavily used by area residents, motorists, bicycles and pedestrians, who must share the roadway with industrial trucks. The community wants significant



improvements to 2nd street so that it serves the mix of users. The preference is to make 2nd street serve local traffic, shifting industrial traffic to Broadway.

- Heavy truck traffic adjacent to residential areas is a problem. This issue was discussed at a meeting with MRCOG representatives. Posting weight limits is a possibility, but would require enforcement to change current truck traffic patterns. Another option is to analyze truck traffic to determine if better access can be provided that would draw trucks away from 2nd Street.
- Heavy traffic at the Rio Bravo intersection is an existing problem that residents believe will get worse as traffic on Rio Bravo increases. Improvements to the intersection, such as turn lanes, are desirable from the community's point of view.
- The community also asked for paths and landscaping along 2nd Street to make it safer to walk along the street and to buffer the view of industrial land to the east from the residential communities to the east. When commuter rail service begins, it will be even more important for pedestrians to get from 2nd Street and Rio Bravo to the rail station.

Broadway

This principal arterial carries extensive truck traffic and is one of the main routes to Albuquerque from Los Lunas. It serves as an access alternative to I-25. Broadway has excess capacity according to representatives from MRCOG. Although it is not designated as a limited access arterial, Broadway's role as a major north-south roadway impacts its accessibility.

- The intersection where NM-47 connects to Broadway at I-25 is considered to be a problem intersection by the community. Frequent curb cuts serve the businesses that are located along the roadway. The combination of industrial truck traffic, commuter traffic, and local traffic to businesses creates a congested and dangerous street, especially at peak hours.
- As a state road, Broadway is under the jurisdiction of the New Mexico Department of Transportation. Therefore, solutions to traffic issues must be coordinated with the appropriate agencies.
- The community suggested in public meetings for the Sector Development Plan that the design of Broadway be reviewed and that improvements be implemented that solve the traffic problems identified. Improvements that make Broadway a desirable truck route could also alleviate problems elsewhere in the neighborhood.
- The Long Range Bikeways System plan for the Albuquerque Urban Area proposes a bike route along Broadway. The community is concerned about bicycle safety if this road is designed to carry industrial traffic. 2nd Street is a potential alternative.

Rio Bravo

Rio Bravo is a high-speed, high-capacity limited access principal arterial from I-25 west. Through the plan area, full interchange at grade intersections are located at Poco Loco Drive, 2nd Street, Prince Street and Broadway Boulevard. Current access policy limits full access on Rio Bravo to one-half mile intervals. Traffic signalization is as warranted.

Right-in/right-out access may be permitted without median openings approximately ¼ mile from the nearest permitted intersection if special conditions are demonstrated and the



location of such access points is approved by the Metropolitan Transportation Board. Access to eastbound Rio Bravo has been approved just east of the San Jose drain between 2nd and Prince Street. A right turn only is permitted on the north side of the street approximately 250 feet east of Broadway.

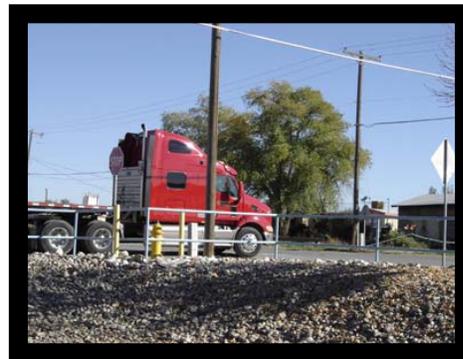
Congestion on Rio Bravo is a problem during the day. The community anticipates that this problem will get worse as the growing west side and Mesa del Sol generate more east-west traffic.

- Residents propose creating a separate lane for I-25 traffic, and adding service roads and turn lanes south onto both 2nd Street and Broadway.
- They also suggested adding an alternative lane under or over Broadway that connects to Mesa del Sol and the airport.

Prosperity and Mountain View Community Center

Prosperity Avenue provides direct access to the Kinney Brick neighborhood and the Mountain View Community Center. It is also currently functions as a major access for trucks from the industrial developments along Prince and Prosperity. The conflict between these uses is a concern of the neighborhood residents.

- The community desires truck traffic to be kept to a minimum on Prosperity and that speeds be appropriate to the residential use of the street.
- The community is concerned that sidewalks would encourage pedestrians along the roadway, but Prosperity is a direct access for children walking to the community center. The lack of sidewalks or paths along Prosperity and Williams leaves children vulnerable to traffic if they attempt to walk to the community center.
- There are many tractor-trailers and other trucks on both Williams and Prosperity, posing a danger for children at the community center. Semis head south from a trucking company on Williams north of the community center to reach Prosperity and then to 2nd or Broadway. Blocked by the railroad on the west and a residential area to the east, they have no other exit.
- Semis also head west on Prosperity from Broadway and turn south onto Williams to access industrial sites as there is no other ingress or egress. Murray toward the south is blocked from through traffic, and Dale Avenue to 2nd ends in a dead-end cul-de-sac.
- Trucks on Prosperity mingle with school bus traffic.
- 2nd and Prosperity is one of only four at-grade RR crossings. There is a stop sign there where traffic turns into Prosperity.



Planned Roads

Several roadways and interchanges already planned or proposed will have an impact on Mountain View.

- The community opposes a new river crossing and extension of Pajarito to I-25 as shown on the Long Range Roadway System Map. The community is concerned that a new bridge crossing and road that connects directly to I-25 would have a negative impact on Mountain View neighborhoods.
- An interchange at I-25 that provides access to Mesa del Sol and the extension of Sunport Boulevard west to Broadway could improve access for industries in the Mountain View area.
- Continuation of planned I-25 frontage roads south of Sunport Boulevard to Rio Bravo and new interchanges to the south could improve access for industrial properties along I-25 and help alleviate traffic congestion associated with industries and other businesses.

Transit

Current transit routes connect Mountain View to the west side of the river, but connections to downtown and the airport are lacking.

- Additional transit routes that provide more convenient access to downtown and the airport area are desirable.
- In the future, transit connections to the airport and Mesa del Sol could be provided by extending the Rio Bravo route to the east.
- Connectors to the new Railrunner station are also needed.
- The community would appreciate benches and shelters at transit stops.

Trails and Bikeways

Proximity to the bosque, acequias and existing trails is one of the positive aspects of the Mountain View neighborhood.

- The community identified several areas where trails or bikeways are desired. These include a paved trail along the South Diversion Channel to connect to the commuter rail station, a bikeway along 2nd Street and trails along the area's ditches.
- Recreationists in the area also called for trail connections in the southern part of Mountain View to link the Bosque trail systems near I-25 to create loops.
- If acequias are closed or relocated when agricultural land is developed, public trail easements should be preserved through the new subdivisions. Bicyclists strongly favored an unpaved, hard-packed trail system along the irrigation ditches. The Bernalillo County subdivision ordinance requires depiction of ditches and private ancillary facilities on plats as recorded easements to preserve the irrigation system network. The proposed trail along the San Jose Drain south to the South Diversion Channel appears to pass near but stops short of the proposed commuter rail station. This could be extended to the rail station.
- In addition to existing trails, there is a bike lane proposed for 2nd Street from Downtown, but it stops short of the proposed commuter rail station. The City/County



Trails and Bikeways Facility Plan and amendments proposed a bike trail that would run from north of Woodward along the San Jose Drain to the South Diversion Channel, then south along the Riverside Drain and the Barr Canal. Presumably these two trails could link at the southern end to form a loop.



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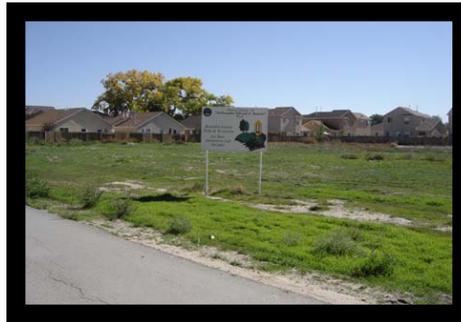
8.0 Parks, Open Space, and Recreation

A. Existing Conditions

The Mountain View community lies in a picturesque valley, bordered on the west by the Rio Grande and a bosque of cottonwoods and other riparian vegetation. Open fields crisscrossed by irrigation ditches and drains testify to its agricultural heritage. With available water and forage, the valley is an important bird flyway. Residents have access to the paved bike trail along the river and diversion channel as well as several parks, trails, and community facilities within its boundaries. It is also fairly close to the South Valley pool at 3912 Isleta Boulevard.

Public Parks and Facilities:

- **Mountain View Community Center Complex:** Five acres in size, the community center houses meeting rooms, space for after-school and summer programs, and a combination gymnasium/performing arts area. Its playground features a climbing structure, two swingsets, two metal shade structures with picnic tables, four basketball hoops on a cement surface, a baseball backstop, and a large open field, surrounded by a chain link fence along back and side perimeters. Near the front of the building this fence changes to blue metal piping.
- **Ambassador Ed Romero Park** is a designated neighborhood park of 4.7 acres in the Poco Loco subdivision near the Bosque. Park design is being planned with a \$100,000 Legislative appropriation from 2003.
- The Rio Grande Valley State Park has a **picnic area** not far from Romero Park north of the Rio Bravo bridge in the Bosque. There is an access to the paved Riverside bike path here (both north and south) along the clear ditch (Riverside Drain) from the Rio Bravo underpass.



- **Mountain View Elementary School:** Just south of where the South Diversion Channel (SDC) crosses 2nd Street, the school has a playground featuring three areas with swings, climbing structures, and other activities. There are also three paved areas with basketball hoops, but the pavement is cracking here and needs repair. There is one shade structure and table. The paved asphalt path around the west side of the school is cracked and needs repair or replacement. The site has access to the paved SDC bike path.



Existing Open Space

As described in the Land Use chapter, there are more than 600 acres of farmland in the Mountain View Area which is no longer in agriculture or is being farmed at an economic loss. The landowners of these properties envision future land uses here to be rural residential in the southern areas and mixed use and rural residential in the northern areas. The only land currently preserved as open space is the Bosque along the Rio Grande.

Bosque Access

Access to the Bosque is available to the Mountain View Area from Rio Bravo, and Sunnyslope or Ray Barr Road. There is no access south of these roads.

Current Parks, Open Space and Trails Plans

The Bernalillo County Parks, Open Space, and Trails Facility Plan (POST Plan) calls for only modest park and trails improvements in the Mountain View area due to lack of funds for operations and maintenance. Even capital funds were diminished by a reduction in the amount collected for impact fees.

Beginning the design and development of Romero Park is a high priority for the County. The project plans to use the future reuse water line on 2nd Street from the Southside Water Reclamation Plant as its irrigation source.

County Parks and Recreation Department also plans to secure funds to implement the site master plan for Mountain View Community Center, including parking on Williams Street, an on-site perimeter walking trail, and fencing around the basketball court. This was ranked medium priority in the POST Plan.



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B. Issues and Opportunities

Public Parks and Facilities

Parks and Playing Fields

There is a lack of parks and sports fields in the Mountain View area. Residents wish to expand the area around the Mountain View Community Center for recreation. Opportunities exist to purchase acres of vacant farmland for parks and open space. There may be an opportunity to locate sports fields on the vacant City land to the north of the Southside Water Reclamation Plant. Residents also called for establishing larger parks for neighborhood gatherings and social functions that featured covered patio seating and benches.

Open Space/Agriculture:

There is abundant opportunity, if not funds, to purchase some of the available former farmland in the Mountain View Area to preserve as open space, community gardens, wildlife preserves, and other related uses.

The Bernalillo County Open Space Advisory Committee had previously recommended purchase of approximately 60 acres of open space land that was part of the former Price's Dairy adjacent to the Rio Grande along Salida Sandia. The purchase was never formally considered by the Bernalillo County Commission.



Bosque Access

There are few accesses across the Riverside Drain to the Bosque and Rio Grande beyond those mentioned previously. Residents frequently noted the difficulty in crossing the clear ditch to reach the Bosque. Additional access could be developed south of the South Diversion Channel, particularly if open space is purchased from landowners in this area along Salida Sandia, which is already mostly paved, or another east-west road. There may be an opportunity to create a pedestrian/bicycle bridge over the Rio Grande to link to County-owned open space properties on the west side of the river. Fishing access to the Bosque was also requested.

Other Recreation

Residents suggested that the former racetrack near Broadway be used for supervised, non-motorized activities such as a BMX arena or skate park. Some also suggested redeveloping it for residential use. Recent purchase of the land by a private owner, however, rendered these suggestions moot. Residents also requested a future swimming pool in the area.

