

East Route 66 Sector Development Plan

2020 Update



Adopted by the Bernalillo County Board of County Commissioners
June 9, 2020
Resolution No. #####

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The planning team is especially grateful to the guidance and contributions of Commissioner Charlene Pyskoty, County Planning Commissioner Joelle Hertel, and former County Planning Commissioner Linda Barbour.

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1. Executive Summary



1.1 Executive Summary

The East Route 66 Sector Development Plan (SD-ER66) is a Rank Three Sector Plan, as defined by the County's Plan Ranking Ordinance (#82-26), and provides zoning and design standards for land bordering an approximately 7.5-mile section of "Old Route 66" (NM 333), between the eastern limits of the Village of Tijeras and the Bernalillo County line. In the Plan area, NM 333 serves as a frontage road for Interstate 40 and is partially developed with a mix of residential, commercial and light industrial land uses.

Ongoing requests and approvals for Special Use Permits to allow various commercial and light-industrial land uses in this area indicated to Bernalillo County officials and staff that the existing residential zoning may no longer be appropriate and should be reconsidered through the sector development planning process, as provided in Section 20.5 of the County Zoning Code.

Bernalillo County undertook this planning effort because: 1) the requirements of other available zones did not promote the conservation of special neighborhood characteristics, which the County and property owners, business owners and residents desired to preserve and, 2) property owners, business owners and residents desired a mix of land uses with control and coordination of development in order to insure the desired mix of uses.

The original plan, adopted in June 2018, focused on a two mile stretch of NM 333, between Dressage Road and the County line. The document created a special zoning category unique to the plan area – SD-E66-CC – to allow certain commercial and light industrial activities that community members deemed to be compatible with the rural and scenic characteristics of the area.

Since the adoption of the original document, the County has seen moderate success; two property owners have surrendered their Special Use Permits after adopting the new zoning, and no property owners have sought new Special Use Permits. The County, prompted by members of the public, has updated the plan and expanded its boundaries west to the limits of the Village of Tijeras to include more existing and potential commercial and industrial development and to more closely reflect the East Route 66 corridor as it is recognized and functions for area residents and businesses.

The multi-year and multi-phase planning process, which involved property owners, business owners, area residents, elected officials and County staff culminated in a document that contains the following elements:

- land use regulations
- height and area regulations
- landscaping and buffer landscaping regulations
- off-street parking regulations

In addition, the Plan:

- Adds further planning detail to an important East Mountain Area corridor, as recommended in the East Mountain Area Plan.
- Provides property owners additional land use options.
- Allows for needed services in this area of the County while protecting the rural character and natural environment.
- Provides an optional zone category for land within the Plan area that mirrors and expands on County C-1 zoning and addresses specific area characteristics and needs.
- Contains design standards to help preserve the rural and scenic character while promoting Old Route 66 and local businesses.
- Balances the need to visit commercial sites with safe and efficient traffic flow.

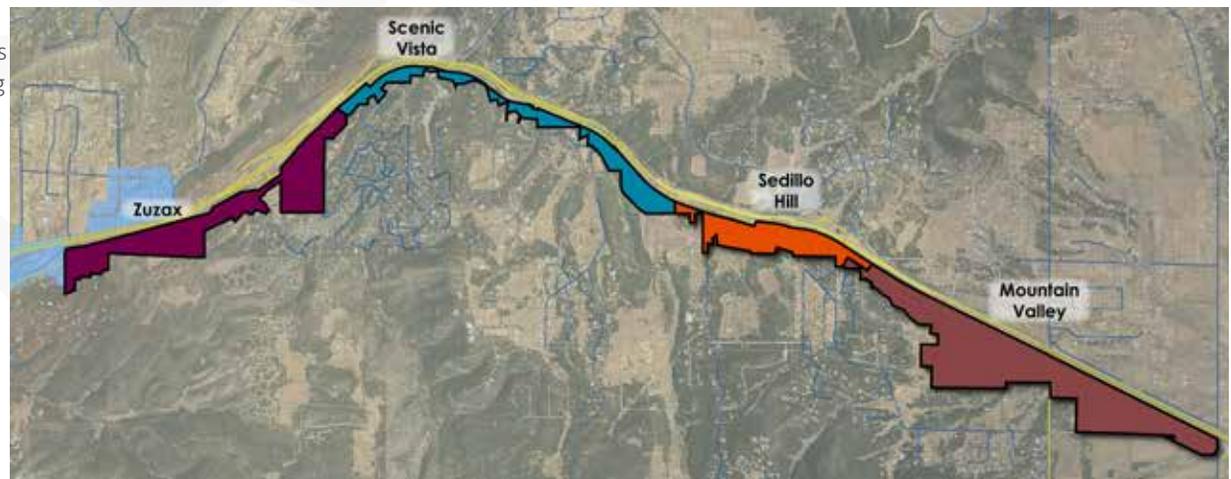
- Encourages improvements that increase safety for all transportation modes (vehicles, bicycles, pedestrians, transit) in the Plan area.

The plan update includes:

- An expanded plan area with four segments (see Figure 1)
- Revised land use regulations to reflect the varied character of the expanded corridor and community input
- Updated data and planning guidance to reflect changes in the past two years
- Expanded and clarified development review considerations
- Updated language for drainage and hydrology
- New information on economic development on economic development and wildlife management

Figure 1. Plan Segments

For more information about the characteristics of each segment, refer to the chapter “Existing Conditions” on page 47





2. Introduction



2.1 Project Background

Old Route 66, decommissioned in 1985, has been experiencing a revival as local communities along the route respond to the nostalgia of the past and the potential for tourism in the future. This particular portion of Old Route 66 is the gateway to Bernalillo County from the east, and local residents have stated a desire to take advantage of its commercial potential while still retaining its rural flavor. Ongoing requests and approvals for Special Use Permits to allow various commercial and light-industrial land uses in this area indicated to Bernalillo County officials and staff that the existing residential zoning may no longer be appropriate. The County determined the sector development planning process to be the means by which to support commercial development while preserving the scenic rural character of the area.

2.2 Project History

The process for creating the East Route 66 Sector Development Plan began in April 2013 at a public meeting of property owners, business owners, community residents, Bernalillo County elected officials and staff and a land use consultant.

The impetus for the meeting was a need to align the zoning with the land uses that the community needed and wanted in the area. In addition, the creation of design standards for new



Figure 2. Mural outside Shelby's Auto Service
Local businesses are capitalizing on Route 66 nostalgia

development was considered essential to protect the natural beauty and rural character of the area, protect its status as a National Scenic Byway and to promote tourism along the route.

A driving factor in the plan was the prevalence of Special Use Permits in the area. This Special Use Permit process allows property owners to develop their land in a way that deviates from uses allowed in the underlying zoning, albeit with greater input from the surrounding community members and greater opportunity for enforcement from Bernalillo County staff where



Figure 3. Map of original plan boundaries showing special use permits

specific site plans and conditions of approval govern the site. However, this process can be cumbersome and lengthy, and requires substantial County resources to execute and enforce. Residents also recognize the trend away from residential toward commercial uses along most portions of the corridor.

In response to this issue, County staff sought to establish a unique, optional, sector-specific zoning for East Route 66 that would allow many of the existing uses permissively, encouraging property owners to relinquish their Special Use Permits.

The scope of the original East Route 66 plan was narrower than

that of this document. It identified a strip of parcels two miles long, on both the north and south sides of NM 333, running from the Bernalillo County line on the east to Dressage Road on the west. The Bernalillo County Commission adopted the plan in June of 2018.

In late 2019, East Mountain residents approached Bernalillo County staff about updating the plan and extending it to include more land. At a public kickoff in December 2019, community members made the case for extending the plan boundaries west to the Village of Tijeras. This total expanded area featured more diversity in terms of development patterns, zoning, and topography, and it also included an additional 11 parcels with Special Use Permits.

This document has a slightly different structure than the original plan. A summary of all changes appears in the Appendix.

2.3 Regulatory Framework

The County's Plan Ranking Ordinance (#84-26) identifies three levels of planning documents. The first, and most general, is the County's Comprehensive Plan, which is classified as a Rank One Plan and provides general, County-wide goals and policies. The second type of plan, which provides a greater level of detail for a specific yet large geographic area, is defined as a Rank Two Plan. In addition to furthering the goals and policies of a Rank

One Plan, Rank Two plans provide methods of goal and policy implementation. The third and most detailed type of plan is a Rank Three Plan. Examples of a Rank Three Plan are a Sector Development Plan, Corridor Plan or Facility Plan. These types of plans provide the most detailed information about a small geographic area or narrowly focused topic. Therefore, this Plan is a Rank Three Plan.

The purpose of a Sector Development Plan is further described in Section 20.5 of the County's Zoning Code. According to Section 20.5, a Sector Development Plan is a plan covering a specific portion of the unincorporated area of Bernalillo County that specifies standards for that area's development. A sector development plan usually establishes zoning regulations for an area that differ from those normally allowed, based on unique neighborhood conditions, including allowable uses, densities, building heights, landscaping requirements, signs, parking or design elements. A sector development plan must be consistent with the policies of the Albuquerque/Bernalillo County Comprehensive Plan and any applicable area plan adopted for the portion of the County affected by the sector development plan.

The East Route 66 Sector Development Plan (SD-ER66) is a Rank Three Sector Plan, as defined by the County's Plan Ranking Ordinance (#82-26), and provides zoning and design standards for land bordering a section of "Old Route 66" (NM 333), from

the eastern limits of the Village of Tijeras to the County line. NM 333 serves as a frontage road for Interstate 40 in this area and is partially developed with a mix of residential, commercial and light industrial land uses.

The process for plan preparation and adoption, as well as the required elements, of a Sector Development Plan is also outlined in Section 20.5. At a minimum, a Sector Development Plan is required to address the following:

1. land use regulations
2. height and area regulations
3. landscaping and buffer landscaping regulations
4. off-street parking regulations

According to Section 20.5, the Sector Development or "SD" zone is appropriate where it is applied to an entire neighborhood, a major segment of a neighborhood, or a corridor, and if it is determined that the area proposed for the sector development plan meets at least one of the following criteria:

1. The area is developed such that the requirements of other available zones do not promote the conservation of special neighbored characteristics, which the County desires to preserve; or
2. The area has developed or should develop with a pattern of mixed land uses, which will need careful control and coordination of development at a sub-area scale in order to insure a desirable mixture of uses; or

3. There are factors that substantially impair or arrest the sound growth and economic health and well-being of the area, or the area constitutes an economic or social burden and is a menace to the public health, safety, or welfare in its present condition and use.

Accordingly, the purpose of the East Route 66 Sector Development Plan has been to:

1. add further planning detail to an important East Mountain Area corridor, as recommended in the East Mountain Area Plan; and
2. provide property owners additional land use options; and
3. allow for needed services in this area of the County while protecting the rural character and natural environment; and
4. develop an optional zone category for land within the Plan area; and
5. identify requirements from other departments and agencies that will apply as the Plan area develops (such as transportation, drainage and/or open space).

2.4 The Planning Process

Planning is a participatory and iterative process that requires, among other activities, consideration of the history, geography and cultural context of a place.

Generally, planning involves the analysis of land uses, economics, infrastructure and social, cultural and historic elements that impact a specified geographical area.

At the beginning of a planning process, planners, residents, landowners, and others identify and discuss broad goals and a vision for the area. This exercise informs all future discussions of a wide range of factors such as preferred land uses and development density, natural resources, property ownership, traffic and roadway design, local history, community amenities and infrastructure needs and capacity.

Planners synthesize all this information and convert it to a planning document for use by local officials, agencies, business owners, landowners and residents to further the community's goals.

A significant amount of planning has been done, and is continually ongoing, within Bernalillo County and, in particular, within the East Mountain Area. The East Route 66 Sector Development Plan builds on previous plans including the East Mountain Area Plan and the North Highway 14 Sector

Development Plan and further details the residents' and property owners' desires and needs for this area of the East Mountains.

2.5 Community Contributions

2.5.1 Community Contributions in the Original Plan

The process for creating the East Route 66 Sector Development Plan began in April 2013 at a public meeting of property owners, business owners, community residents, Bernalillo County elected officials and staff and a land use consultant.

A second public meeting was held in May 2013 where residents and property owners discussed the types of desired uses. In general, the need was for smaller-scale commercial uses and light industrial (employment) uses. Meeting participants agreed that preserving the rural character and natural beauty of the area was a priority that new development should respect and enhance. There was support for minimum design standards that were reasonable for new development and would not overburden property and business owners.

By mid-2013, a rough document draft that included land uses and some design standards was posted on the County website for public comment. However, due to transitions in County staff, the document remained in draft form until August 2017 when County staff revisited the draft with renewed interest.



Figure 4. Public meetings from the original plan

East Mountain residents gather at the Masonic Lodge to discuss the East Route 66 Sector Development Plan

In October 2017, a public meeting was convened, which included over 22 area residents, property owners, business owners and County staff. The meeting revived the planning process and excitement for the work to be completed.

At the meeting, desired land uses were discussed and, based on the mix of commercial and light industrial uses that the community wanted in the area, a new zoning category that

allowed for uses from both categories was determined to be the best option. As a result, the new optional East Route 66 Commercial Corridor Zone (SD-E66-CC) was developed.

In December 2017, another well-attended public meeting was held, this time to finalize land use preferences and discuss design standards for new development that would preserve and enhance the rural character and natural beauty of the area without being too costly for developers.

In February 2018, staff distributed a “final” draft to meeting participants, County staff, business owners, property owners and others for review and comment prior to County Planning Commission and Board of County Commission consideration.

In April 2018, the Plan was reviewed by the Bernalillo County Planning Commission and was adopted by the Bernalillo County Board of Commissioners at a public hearing on June 12, 2018 (AR-2018-42).

2.5.2 Community Contributions to the 2020 Update

In October 2019, Bernalillo County staff met with East Mountain residents to discuss their desire to expand the plan boundaries. County staff held an internal technical kickoff meeting in November to bring together representatives from Planning & Development Services, Public Works, the New Mexico Department of Transportation, and others.



Figure 5. County staff speak at the public kickoff on December 12, 2019

Planning & Development Services Department staff held a public kickoff at the Los Vecinos Cultural Center in Tijeras in December 2019, at which about 25 people attended. This meeting apprised the community of the update and sought to ascertain whether the land uses allowed in the original SD-E66-CC were appropriate for the expanded corridor. Participants also discussed how they characterize portions of the corridor and expressed concerns about future development as it related to water use, parking, and economic development.

County staff hosted a work session in mid-January to draft ideas for characterizing the corridor. Some community members attended. This meeting established the four main corridor segments: Zuzax, Scenic Vista, Sedillo Hill, and Mountain Valley. The activities at this workshop informed a public workshop

held in late January 2020, at which community members weighed in on specific zoning language. At this meeting, they determined that the central portion of the planning area, from approximately the Zuzax exit to the Sedillo Hill exit, should remain primarily residential and should not be permitted to adopt the new zoning. Around this same time the county distributed an online survey regarding potential changes to SD-E66-CC zoning. Results of that survey appear in the Appendix.

In late February, County staff held a final public workshop to review the draft language of the plan with community members. Over a subsequent two week period the community submitted changes, revisions, and suggestions, which County staff incorporated into the final document.

Planning & Development Services Department staff submitted a final draft to the County Planning Commission (CPC) in late March. The CPC approved the plan at a hearing on May 6, 2020 and submitted it to the Board of County Commissioners (BCC) for approval. The BCC adopted the plan on June 9, 2020.

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3. Plan Context





3.1 Route 66 and the Nation

(Excerpts from the National Park Service’s Route 66 Project website and the Historic Route 66 National Scenic Byway Corridor Plan)

The history of Route 66 as a national highway provides important context to this Sector Development Plan. The federal government constructed US Highway 66, popularly known as “Route 66,” from the mid 1920’s to the early 1930’s. It was and continues to be significant as the nation’s first all-weather highway linking Chicago to Los Angeles.

When contrasted with transcontinental corridors such as the Lincoln Highway and US Highway 40, Route 66 does not stand out as America’s oldest or longest road. Nevertheless, what sets this segment of national highway apart from its contemporaries is that it was the most direct, year-round route between the Midwest and the Pacific Coast. Route 66 reduced the distance between Chicago and Los Angeles by more than 200 miles, which made Route 66 popular among thousands of motorists who drove west in subsequent decades.

Like other highways of its day, Route 66 reflects the origin and evolution of road transportation in the United States. The often romanticized highway represents an outstanding example of the transition from dirt track to superhighway. Not only does Route 66 underscore the importance of the automobile as a technological achievement, but, perhaps equally important to the American psyche, it symbolized unprecedented freedom

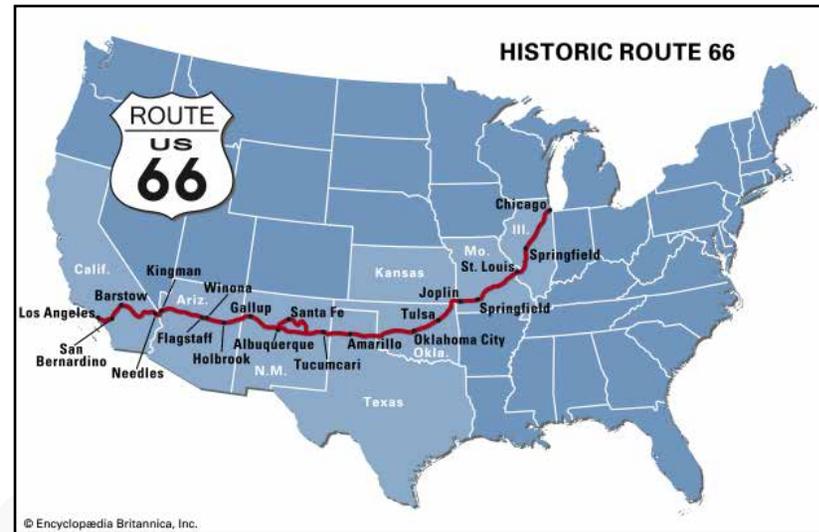


Figure 6. Route 66 from Chicago to Los Angeles

Source: Historic Route 66 National Scenic Byway Corridor Plan

and mobility for every citizen who could afford to own and operate a car. Increasing numbers of motor vehicles and the rise of the trucking industry created the need for improved highways. In response, the federal government pledged to link small town USA with all of the metropolitan capitals.

The period of historical significance for Route 66 is 1926 to 1985. The national system of public highways brought geographic cohesion and economic prosperity to the disparate regions of the country. As a component of the federal network, Route 66 linked the isolated and predominantly rural West to the densely populated urban Midwest and Northeast.

Chicago, the starting point of Route 66, had long served as a transshipment point for goods that were transported to the West. The creation of Route 66 ensured the continuation of this vital socioeconomic link. The construction of Route 66 came at a time of unparalleled social, economic, and political disruption and global conflict. It also enabled one of the most comprehensive movements of people in the history of the United States. One result was the irreversible transformation of the American west (primarily New Mexico, Arizona and California) from rural frontier to modernized, pace-setting, metropolitan regions.

Perhaps more than any other American highway, Route 66 symbolized the new optimism that pervaded the nation's postwar economic recovery. For thousands of returning American servicemen and their families, Route 66 represented more than just another highway. "It became," according to one contemporary admirer, "an icon of free-spirited independence linking the United States across the Rocky Mountain divide to the Pacific Ocean." In recent years Route 66, imaginatively documented in prose, song, film, and television, has come to represent the essence of the American highway culture to countless motorists who traversed its course during the more than fifty years of its lifetime.

After the road was decommissioned in 1985, federal and state agencies, private organizations, and numerous members of

the public realized that remnants of the road were quickly disappearing, and that the remaining significant structures, features, and artifacts associated with the road should be preserved. In 1990, the US Congress passed [Public Law 101-400, the Route 66 Study Act of 1990](#). The act recognized that Route 66 "has become a symbol of the American people's heritage of travel and their legacy of seeking a better life." The legislation resulted in the National Park Service conducting the [Route 66 Special Resource Study](#) to evaluate the significance of Route 66 in American history, and to identify options for its preservation, interpretation, and use. The document provides an in-depth account of significance and history of Route 66. This study led to enactment of [Public Law 106-45](#), and the creation of the Route 66 Corridor Preservation Program.

3.2 3.2 Route 66 in New Mexico

(Excerpt from the Historic Route 66 National Scenic Byway Corridor Management Plan, Pg. 17)

In New Mexico, Route 66 also has an extensive history. When Route 66 was authorized by Congress in 1924, New Mexico had been a state for a mere twelve years. Construction of a federal highway commenced, with the opening of the original alignment in 1927 marking the beginning of a new era for this vast, rural region. However, there were already nascent tourism efforts underway by the 1920's, luring East Coast adventurers to the awesome landscape and exotic Native Americans of the

West. When the First World War broke out in Europe, driving out American expatriates, Santa Fe and Taos attracted artists and writers who formed communities and brought attention to the Southwest.

There were some 23 million automobiles in the United States in 1930. From 1921 to 1930, the number of miles of paved roads doubled and then doubled again from 1930 to 1940. Between 1933 and 1942 federal relief agencies poured some \$4 billion (roughly 60 billion in 2017 dollars, according to the US Bureau of Labor Statistics Inflation Rate Calculator, www.bls.gov) into road and street construction projects. It was a huge investment at that time, and it would be an enormous infrastructure project today.

In 1934, the Public Works Administration embarked on roadside beautification projects and put up road signs and markers. By 1937, the state tourism bureau designated New Mexico as the “Land of Enchantment” on official highway maps.

There were several different ways the highway was constructed through the eight states that can claim its history. In New Mexico there were camps of workers that constructed and moved westward as they completed segment after segment. The camps included families and schools that were set up to educate the children. These camps were like a living creature, crawling steadily along, with hundreds of workers and families

living in them for months or years at a time.

3.3 Route 66 in the East Mountain Corridor

The Sandia and Manzano mountain ranges collectively stretch nearly fifty miles from north to south. The Tijeras Canyon, one of the few navigable passes through these mountains, has been a natural and obvious corridor since well before humans first traversed it for mule deer, mountain lions, and other wildlife. Over the course of at least a millennium of human history the East Mountains have been a source of food, natural resources, habitation, and wonder.

When first envisioned in the twentieth century, Route 66 bypassed these mountains altogether, running south from Santa Fe through what is now downtown Albuquerque to the Village of Los Lunas before veering west towards Gallup. This era saw substantial migration westward through New Mexico as travelers sought relief from the Dust Bowl and the Great Depression.

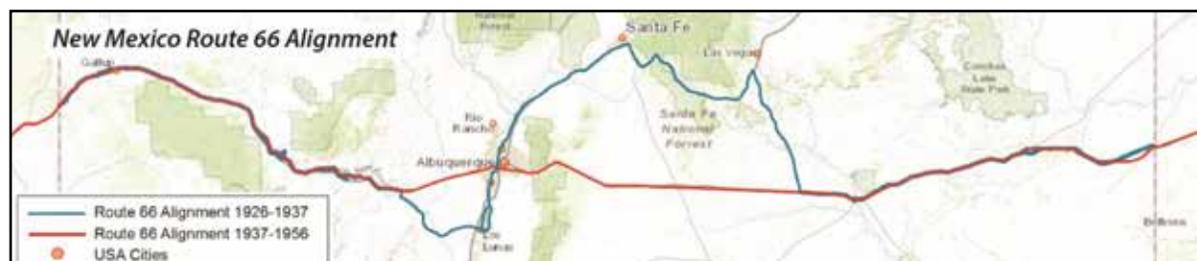


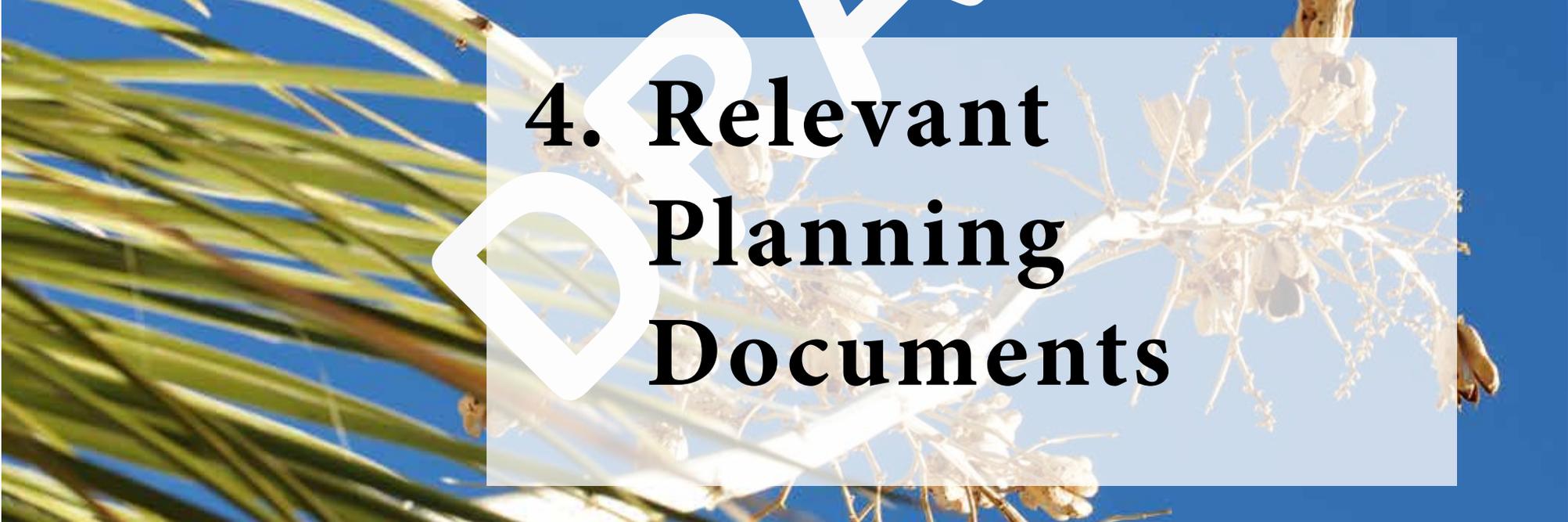
Figure 7. Route 66 alignment over time
 In 1937 Route 66 straightened to resemble the present day I-40 alignment.

Source: Los Lunas Route 66 Scenic Byway Corridor Management Plan (Parsons Brinckerhoff, 2015)

In 1937, the alignment of Route 66 in the state shifted to its present configuration, a straight connection east-west through New Mexico – and directly through Tijeras Canyon and the East Mountains. This connection brought greater visibility to the East Mountain area just as the greater Albuquerque region was set to grow during a post-war boom, with an emphasis on automobile travel, longer commutes, interstate travel, and development patterns that evolved to serve this paradigm shift

The introduction of the interstate highway system further cemented this corridor as key to the regional transportation system. With the introduction of Interstate 40 parallel to Route 66, the Mother Road diminished slightly in importance, as motorists were able to bypass the towns and businesses that grew to thrive on patrons passing through. While the freeway served as the death knell for many tourist-oriented businesses – such as the curio shop from which Zuzax derives its name – it allowed for an expansion of residential development. The interstate allowed people the freedom to work in Albuquerque during the day and flee to the scenic, rural quietude of the mountains for the evening.

Route 66 – or, officially NM 333 – still serves as a vital corridor for East Mountain residents, and it serves as a backup route if I-40 closes due to weather or traffic wrecks, but of late it has experienced a resurgence in global awareness. The past few decades have demonstrated an increased nostalgia for Route 66 and the mid-century car culture that made it famous. Tourists from all over the world drive along the Mother Road to relive the magic and nostalgia of a bygone era. The corridor through the East Mountains offers drivers a window into the past, but also stunning natural beauty and a unique local flair.



**4. Relevant
Planning
Documents**



4.1 Land Use Plans

Local, state and federal agencies have completed or conducted a number of plans and studies for the East Mountain Area or along the Historic Route 66 Corridor. Some of these plans have been adopted by Bernalillo County Board of Commissioners and are regulatory in nature and serve to direct the process of plan-making or plan content. Other plans provide information about the area, plan for various facilities or amenities, or help to promote the attributes (historic, economic, scenic, etc.) of the area. These documents serve to inform elements of this Plan.

As previously alluded to, planning cannot take place in a vacuum. A good plan relies on those that have come before it. Since 1973, when Bernalillo County adopted its first Zoning Code, it has undergone extensive planning efforts, not only related to land uses but also related to transportation, parks, open space, trails and bicycle planning.

4.1.1 Albuquerque/Bernalillo County Comprehensive Plan (Updated 2013)

The Albuquerque/Bernalillo County Comprehensive Plan is a Rank One Plan and divides the county into “Development Areas” that reflect existing land use densities and guide future development. The East Route 66 Sector Development Plan area is located within the designated “Rural Area”.

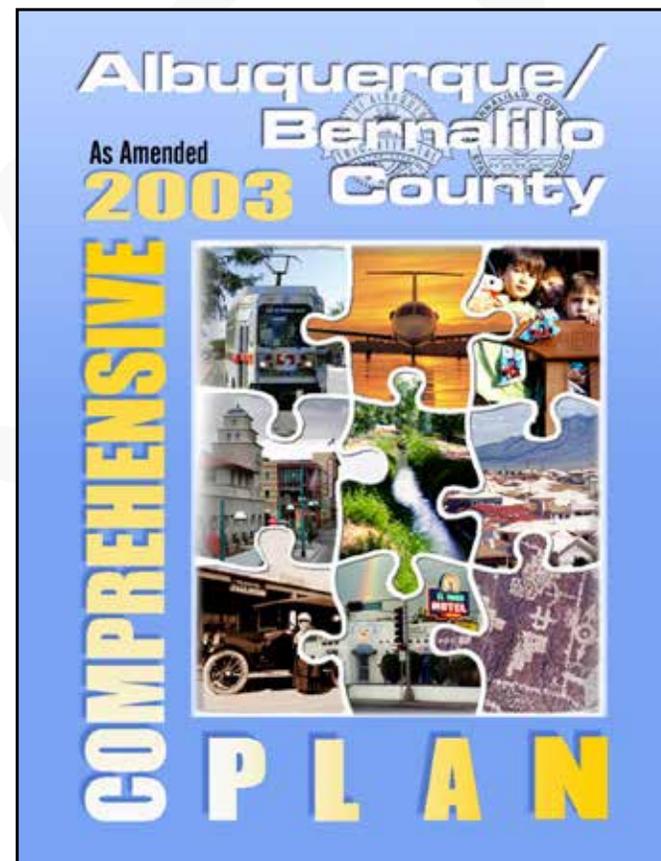


Figure 8. Albuquerque/Bernalillo County Comprehensive Plan (updated 2013)

The Comprehensive Plan goal for Rural Areas is to “maintain the separate identity of Rural Areas as alternatives to urbanization by guiding development compatible with their open character, natural resources, and traditional settlement patterns.” The following policies were adopted as part of the Comprehensive Plan in order to guide development in Rural Areas:

- Rural Areas as shown by the Plan map shall generally retain their rural character with development consisting primarily of ranches, farms and single-family homes on large lots; higher density development may occur at appropriate locations – within rural villages or planned communities. Overall gross densities shall not exceed one dwelling unit per acre. (Policy a)
- Development in rural areas shall be compatible with natural resource capacities, including water availability and soil capacity, community and regional goals, and shall include trail corridors where appropriate. (Policy b)
- Development shall be carefully controlled in floodplains and valley areas where flood danger, high water table, soils and air inversions inhibit extensive urbanization. (Policy c)
- Land which is suitable for agriculture shall be maintained to the extent feasible in agricultural production and discouraged from non-agricultural development. (Policy d)
- The following shall guide development of inhabited

rural settlements of a distinctive historic and cultural character:

- Existing buildings and spaces determined to be of significant local, State, and/or national interest should be maintained and integrated as viable elements of the community.
- New rural development shall be sensitive to existing historic, cultural and economic patterns. (Policy e)
- Development shall be carefully controlled in the East Mountain Area to prevent environmental deterioration, and to be compatible with the resource base and natural recreational and scenic assets. (Policy f)
- The following shall guide industrial and commercial development in the Rural Areas.
 - Small-scale, local industries, which employ few people and may sell products on the same premises, are the most desirable industrial use.
 - Neighborhood and/or community-scale rather than regional scale commercial centers are appropriate for rural areas. Strip commercial development should be discouraged and, instead, commercial development should be clustered at major intersections and within designated mountain and valley villages. (Policy g)

In summary, within Rural Areas, density should remain low and development should be compatible with the landscape, water supply and other natural, historic or cultural resources and

development patterns. Trails for hiking, biking and equestrians should be incorporated into new roadway design as well as into new or re-development. New uses should be small-scale, have a minimal impact on the surrounding area, employ few people and be clustered near roadway intersections or village centers. Mineral extraction, industrial uses and strip commercial development should be discouraged.

The Comprehensive Plan also includes the Centers and Corridors Plan that encourages future growth along designated corridors and in village centers. The goal is to “develop corridors, both street and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient capacity to meet mobility and access needs.”

In 2017, the City of Albuquerque adopted an updated version of the Comprehensive Plan, but the updated plan is still under review for consideration for adoption by Bernalillo County.

4.1.2 East Mountain Area Plan (2006)

The East Mountain Area Plan is a Rank Two Plan. The key land use goal of the East Mountain Area Plan is “to promote appropriate development that retains the unique rural character of the East Mountain Area.” Elements of this rural character include wide-open spaces, scenic views, farms and houses spaced far apart from one another. This rural character is very important to residents and gives the area its unique identity and sense of place. The plan states that historical and cultural character shall be used to guide development of inhabited rural settlements. At the same time, residents respect and seek to protect the rights of property owners while also ensuring the health, safety and welfare of all inhabitants.

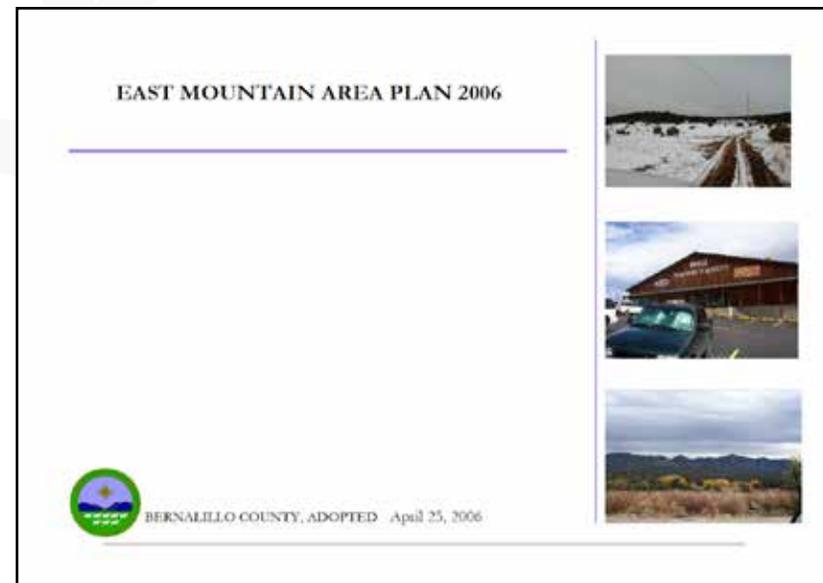


Figure 9. East Mountain Area Plan

The East Mountain Area Plan divides the region into five “Character Areas,” denoted A through E. The East Route 66 Sector Development Plan area transects three of these.

- Character Area B, listed as “Tijeras/North 14,” is per the plan “the most densely populated part of the East Mountain Area and serves as the main node of commercial activity in the East Mountain Area.”
- A small portion of Character Area E, “South Central,” crosses over Route 66 at the Zuzax exit. The plan states that “This area is made up of large lots, green-belts, open space, pastoral and scenic views, traditional dry land farming and small-scale livestock production.”
- From the Zuzax exit to the county line, the corridor falls within Character Area C, “Northeast Area.” The plan notes the “commercial enterprises concentrated along I-40.”

Historically, the East Route 66 corridor has been a hub of commercial activity in the East Mountain area. During the development of the East Mountain Area Plan, one of the public’s highest priorities was to limit the amount and intensity of commercial development in this area. The East Mountain Area Plan’s Economic Development goal is “to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals”. In support of this goal, several policies were adopted that are relevant to, and furthered by, the East Route 66 Sector Development Plan:

- Commercial development shall occur in commercial

corridors and nodes identified through an economic development study, sector plan or master plan approved by Bernalillo County. (Policy 9.1)

- Prohibit new Special Use Permits for commercial and manufacturing that would be equivalent to M-2 zoning. (Policy 9.2)
- New commercial development shall be of an appropriate scale to meet the needs of the area residents and not degrade the environment. (Policy 9.3)
- Encourage small-scale businesses to develop with the potential for providing local employment. (Policy 9.4)

The Plan recommends various techniques to carry out these policies such as:

- Establish commercial corridors and nodes to allow for the location of neighborhood-scale businesses that generate jobs and provide needed goods and services to East Mountain residents while maintaining the rural character of the area.
- Focus light industrial and commercial development in selected areas with adequate utilities and transportation access and set apart from any existing or future residential neighborhoods or other incompatible land uses.
- Reserve portions of the area strictly for commercial activity to accommodate a variety of wholesale, retail, service and office uses where the highest traffic volumes and greatest utility demands can be served

and more extensive signage and outdoor display of materials will be expected and permitted.

In furtherance of these goals and recommended techniques, the East Mountain Area Plan designates a commercial corridor in a portion of the East Route 66 Sector Development Plan area. The function of such a designation is to prioritize this area as a location for commercial activity and thereby encourage land owners and business owners to locate commercial uses within this area.

In addition to existing infrastructure and water limitations in the East Mountain area, there are two regulatory impediments to locating commercial uses in the Sector Plan area. The first is land use predictability and the second is the length of the development process.

Many current commercial uses within the Plan area are not carried out on commercially zoned property, but rather on land zoned for agricultural and residential uses by way of Special Use Permits. This adds an element of unpredictability not only for land and business owners but also for area residents. In addition to allowing uses that are oftentimes not anticipated, Special Use Permits can take several months to be processed and reviewed by County staff and other agencies. Also, Special Use Permits may be subject to strict terms and conditions, which may discourage business owners from locating needed services to the area.

In the East Mountain area, other than in the few village centers along Highway North 14 and NM 337, there are only a few isolated areas with commercial zoning where commercial activity is allowed to occur. This negatively impacts community residents who want and need goods and services in a timely manner.

4.1.3 East Mountain Trails and Bikeways Master Plan (2004)

The East Mountain Trails and Bikeways Master Plan (2004) identifies a trail and bikeway system for the area that was designed to link to existing and planned systems in Albuquerque, Santa Fe County and on nearby US Forest Service land.

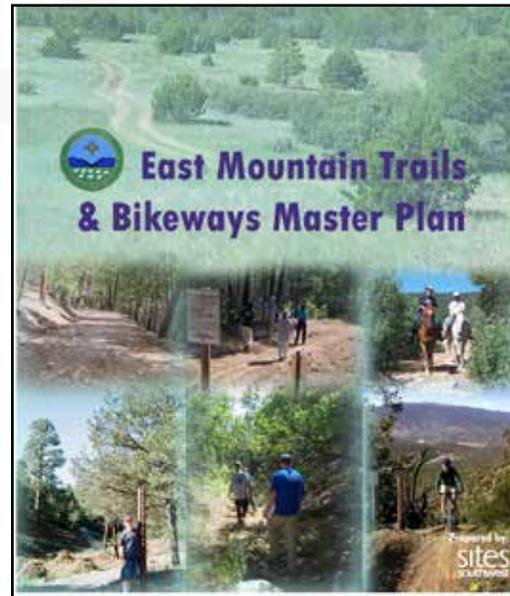


Figure 10. East Mountain Trails & Bikeways Master Plan

Guided by a steering committee of local residents, hiking and bicycling enthusiasts and a technical team of government and public agency representatives, the planning team mapped existing and future trails and bikeways in the East Mountain area. The planned trails and bikeways are intended to enhance the experience of users at various skill levels.

This plan was meant to fulfill a recommendation set forth in the East Mountain Area Plan for more detailed and complete trail planning throughout the entire East Mountain area, which encompasses over 120,000 acres.

Consistent with other East Mountain area planning efforts, the Plan takes into account the desire of East Mountain residents to preserve what they consider a rural lifestyle and atmosphere, open spaces and dark skies.

Specifically, within the East Route 66 Sector Development Plan area, the following trail and bikeway improvements are recommended:

- On East NM 333/Old Route 66, the six-foot shoulders and paved multi-use trail should continue from Tijeras past the Santa Fe County Line to connect with the City of Edgewood system. A soft surface multi-use trail is recommended in limited areas from Kennedy Road to the Zuzax underpass and to the beginning of Sedillo Road.

- Mountain Valley Road (NM 217) north of NM 333, is an important north-south connection between Frost Road and NM 333/Old Route 66. Six-foot shoulders are recommended for the entire length of this segment.
-
- Mountain Valley Road (NM 217) south of NM 333, provides an important connection to many East Mountain Open Space areas, including the Cedro Peak area of the National Forest, Sedillo Ridge Open Space and Juan Tomas Open Space. Six-foot shoulders are recommended for this segment to the Bernalillo County Line.

The plan also contains several examples of multi-use roadway cross-sections suitable for rural roadways, including soft surface equestrian trails.

4.1.4 Parks, Recreation & Open Space Facilities Master Plan 2015-2030

The Parks, Recreation & Open Space Facilities Master Plan 2015-2030 (PROS Plan), is a Rank 2 Facility Plan that was adopted by the Bernalillo County Commission in October 2015 (AR No. 2015-64).

The PROS Plan is an update to the Parks, Open Space and Trail (POST) Plan adopted by the County in 2003. The purpose of the PROS Plan is to “expand upon the work done in the POST Plan, to further integrate a network of parks, open spaces and trails that are managed by the County as well as other facilities owned and managed by other local, state and federal agencies”.

The East Route 66 Sector Development Plan area is located in the overlapping “North 14 Neighborhood Community Area” and the “Los Vecinos-Carnuel Neighborhood Community Area”, as designated in the Master Plan.

While there are no County Open Space properties within the East Route 66 Sector Development Plan area, NM 333 and NM 217 provide easy access to the County’s Sedillo Ridge Open Space and the Sabino Canyon Open Space, both located west of NM 217 off Juan Tomas Road. In addition, the City of Albuquerque’s Juan Tomas Open Space is located west of NM 217 and south of Juan Tomas Road. The amount of

undeveloped area contributes to the rural character of the area and future development along NM 333, within the Sector Plan area, could be designed to utilize and promote the nearby open space areas and recreational opportunities.

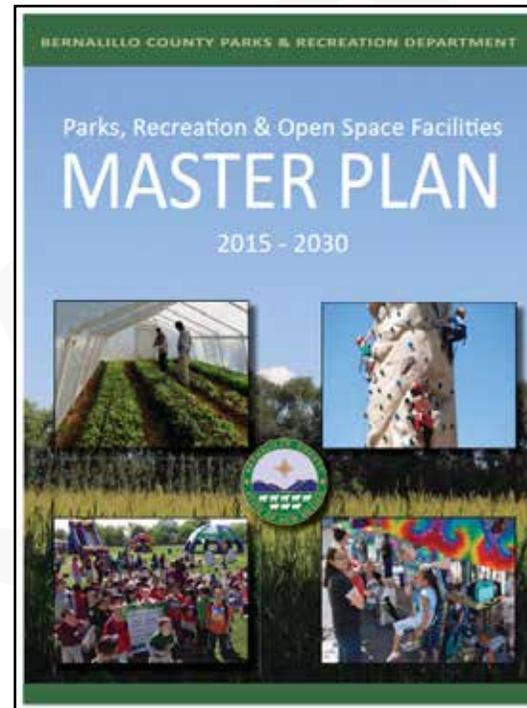


Figure 11. PROS Plan 2015-2030

4.2 Other Plans and Studies

A number of studies and plans have been completed by state and federal agencies that include the East Mountains, the East Route 66 Sector Development Plan area or Historic Route 66, in particular. These provide historical and contextual background for this Sector Plan.

4.2.1 Historic Route 66 National Scenic Byway Corridor Management Plan (2009)

In 2009, with funding provided by the Federal Highway Administration’s Scenic Byway Program, the Historic Route 66 National Scenic Byway Corridor Management Plan (Historic Route 66 Plan) was prepared by the New Mexico Tourism Department in conjunction with the New Mexico Route 66 Association. This plan updated an earlier version that was prepared in 2000 by the Indian Pueblo Cultural Center.

The Plan summarizes the history and efforts to preserve and promote Route 66 in New Mexico. It breaks down Route 66 into sections that have individual characteristics and provides goals and objectives for each section. The objectives are actionable items that communities can do to help preserve the original character of Route 66 while enhancing it with new uses and amenities.

Since the East Route 66 Sector Development Plan area lies between the “Moriarty and Edgewood” and the “Albuquerque

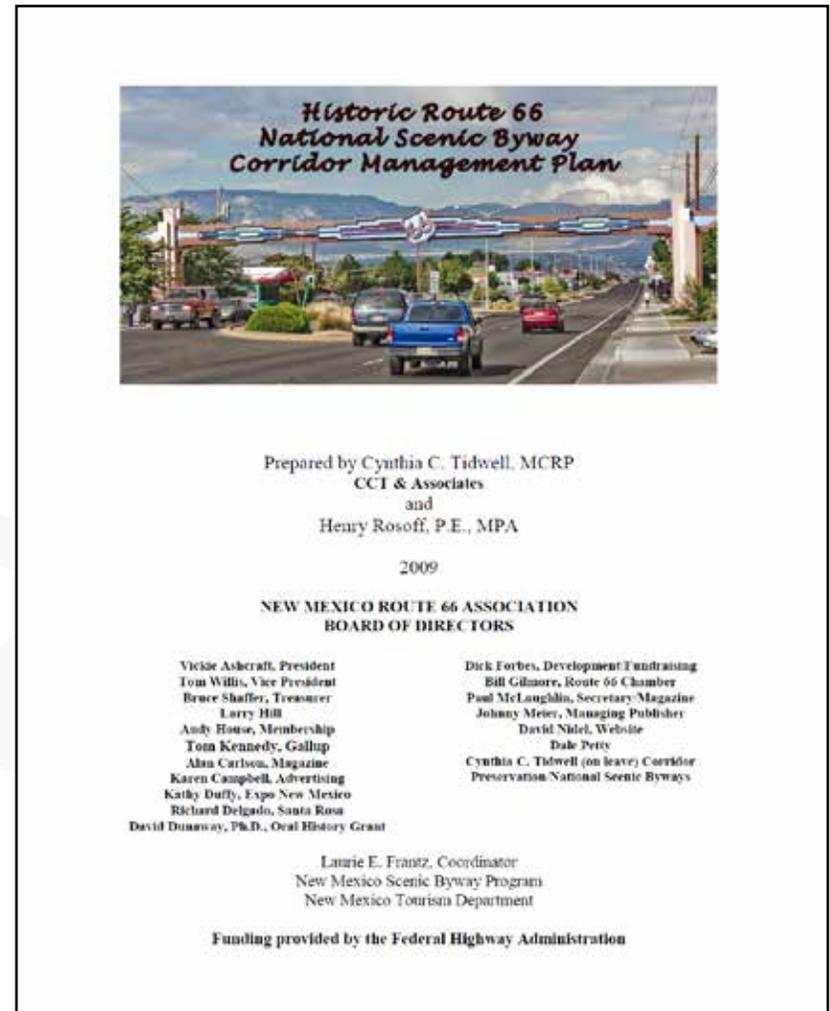


Figure 12. Historic Route 66 National Scenic Byway Corridor Management Plan

and Bernalillo County” sections of the corridor management plan, the goals and objectives of both sections can be effectively applied. In fact, existing development in the East Route 66 Sector Development Plan area already reflects the architectural styles and signage elements of both sections.

One significant topic that the Historic Route 66 National Scenic Byway Corridor Management Plan addresses is outdoor advertising, specifically billboards. New billboards are discouraged and may be prohibited in certain areas along Route 66, as regulated by the State of New Mexico. The Historic Route 66 Plan encourages communities to develop sign regulations that serve to enhance the route and the natural beauty along it.

The plan acknowledges that, in some stretches of the corridor, “private property owners are largely unaware that they abut a national scenic byway, or, if they do know that Route 66 is a national scenic byway, they do not understand what their opportunities are for helping maintain and preserve the intrinsic qualities of the road” (Pg. 136). Fortunately, the Historic Route 66 Plan provides some idea of what these opportunities are and encourages local communities to adopt design standards that serve to preserve these intrinsic qualities.

4.2.2 4.2 Salt Missions Trail Scenic Byway Corridor Management Plan (Update 2012)

According to the Salt Missions Trail Scenic Byway Corridor Management Plan, “the 150-mile Salt Missions Trail Scenic Byway lies within three counties in the east central part of New Mexico. The Byway runs along an historic, winding wagon road from the Village of Tijeras in the mountain pass to Albuquerque, through the Spanish land grant towns of the Manzanita and Manzano Mountains, follows the prehistoric trade route of the Salinas Pueblo Missions, and skirts the abandoned railroad right-of-way along the edge of the Estancia Basin’s salt lakes and prairie. It closes the loop by following a 24-mile segment of the major transcontinental highway, Historic Route 66, back to the Village of Tijeras. A 25½ mile extension on the southern end connects the Gran Quivera National Park site to the loop portion of the Byway.” (Pg.1)



Figure 13. Sign identifying Salt Mission Trail on NM 333 in the East Route 66 Sector Development Plan Area

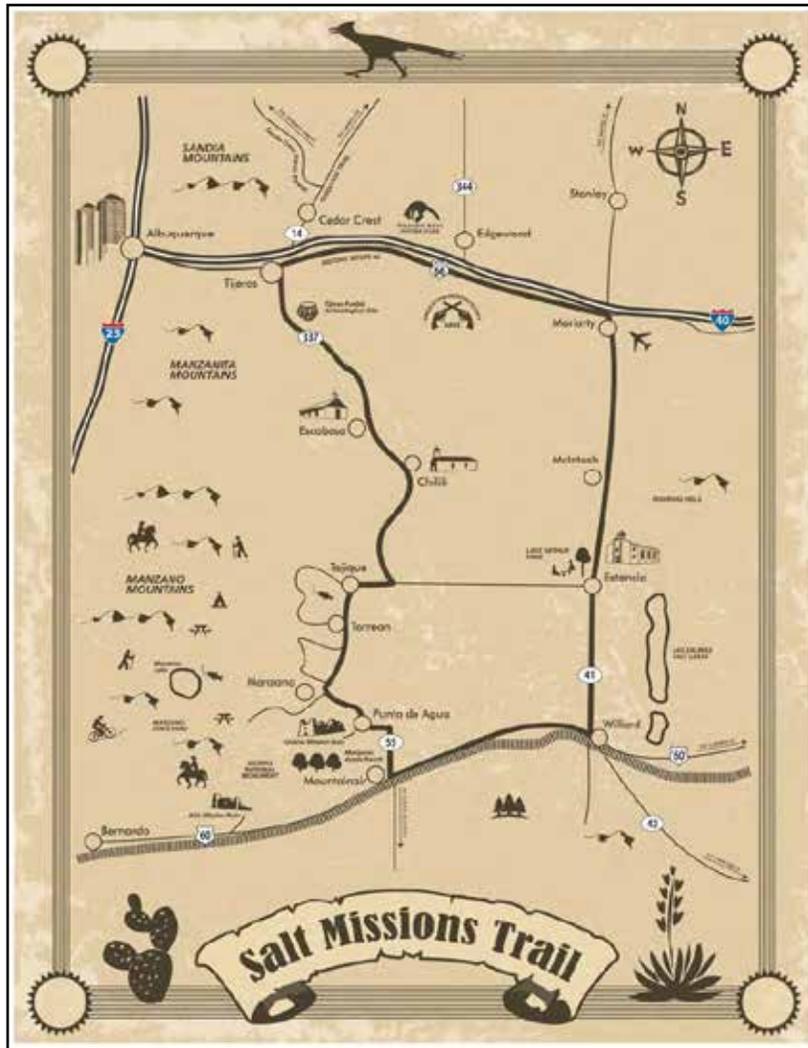


Figure 14. Trail map from the Salt Missions Trail Scenic Byway Corridor Management Plan

Furthermore, “the route of the Byway offers a variety of visual, educational, and recreational experiences as it loops through the open and expansive agricultural landscapes of the Estancia basin, passes by the remnant dunes that mark the edges of the Salt Lakes (Las Salinas); winds along the eastern slopes of the Manzano and Manzanita Mountains through the traditional mountain communities and the Cibola National Forest; provides access to the three Salt Missions as well as the Tijeras Pueblo Archaeological Site; and traverses one of the original Route 66 communities as well as a scenic mountainous portion of Old Route 66.” (Pg. 2)

Culturally, “traveling the Byway offers a unique opportunity to explore the relationships that diverse cultures have forged over hundreds of years with each other and the surrounding landscape. An interconnected web of visible artifacts, recorded histories, and living traditions reveal how people have adapted and worked together to meet the challenges of life in an environment where resources are limited. Current cultural events and educational opportunities provide an opportunity to participate in the protection and enhancement of authentic community histories and cultures.” (Pg. 3)

4.2.3 4.3 Interstate 40 Location Study - Sedillo to Moriarty [NMDOT Project Number IM-040-3(191)181, CN CF834] (April 2010)

In 2010, the New Mexico Department of Transportation (NMDOT) completed a study that documented, reviewed and evaluated potential improvements to the I-40 corridor between Sedillo and Moriarty. The study recognized the national, regional and local importance of this corridor and identified NM 333 as a key component to its functionality. The key factors that were considered in this study included safety, travel demand/congestion, physical deficiencies, system connectivity and economic development.

The primary purpose for the I-40 Location Study was to improve the overall inter-connectivity between the Interstate,

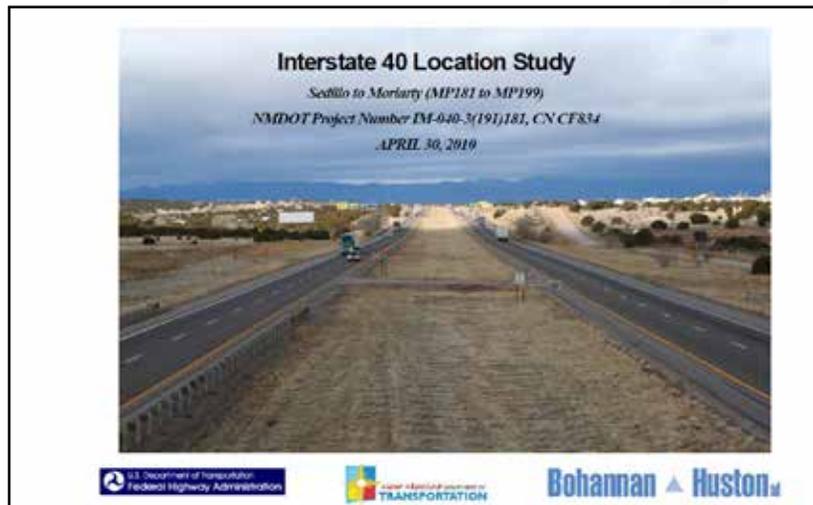


Figure 15. Interstate 40 Location Study

NM 333 and the intermittent frontage road on the north side of I-40. The belief was that these improvements would facilitate economic development and planned growth along the corridor.

The East Route 66 Sector Development Plan area was included in this study and there were several roadway and intersection improvements recommended for the Plan area. For instance, the study analyzed the I-40 and NM 217 (Mountain Valley Road) interchange and the NM 333/NM217 intersection. It was determined that any corridor or intersection improvements in this area should facilitate economic growth, mitigate existing roadway deficiencies and be compatible with long-range local and regional planning goals. According to the study, consideration should be given to maintaining the agrarian heritage and rural setting of the corridor, including multi-modal opportunities that support community priorities, regional planning and corridor preservation.

The study identified needed improvements to the discontinuous pedestrian/bicycle/equestrian path that exists along the south side of NM 333. The study proposed a continuous multi-use trail along NM 333 based on the typical trail section identified in the East Mountain Trails & Bikeways Master Plan.

As with most, if not all, planning processes and plan development, there was public participation in the I-40

Location Study. The participants recommended improvements to the NM 217 and NM 333 intersection. While local residents favored a controlled intersection with a traffic light, the amount of traffic did not meet the warrants for that level of improvement. However, this intersection was improved in 2013 with dedicated turn lanes and new striping and, as a result, now functions at a higher level of service.

4.2.4 Determining Wildlife-Vehicle Collision Mitigation Effectiveness Quarterly Report (September 2019)

The Arizona Game and Fish Department Wildlife Contracts Branch drafted this report, which includes preliminary findings, for the benefit of the New Mexico Department of Transportation.

Per the report:

“New Mexico wildlife-vehicle collisions (WVC) can cause property loss, injury, and occasionally death to the travelling public. Animals involved in WVC typically die upon impact or as the result of injuries. Vehicular traffic also indirectly has a negative impact on animals and animal populations by reducing an animal’s ability to cross a roadway and fulfill daily, seasonal, and evolutionary (genetic interchange) needs.”

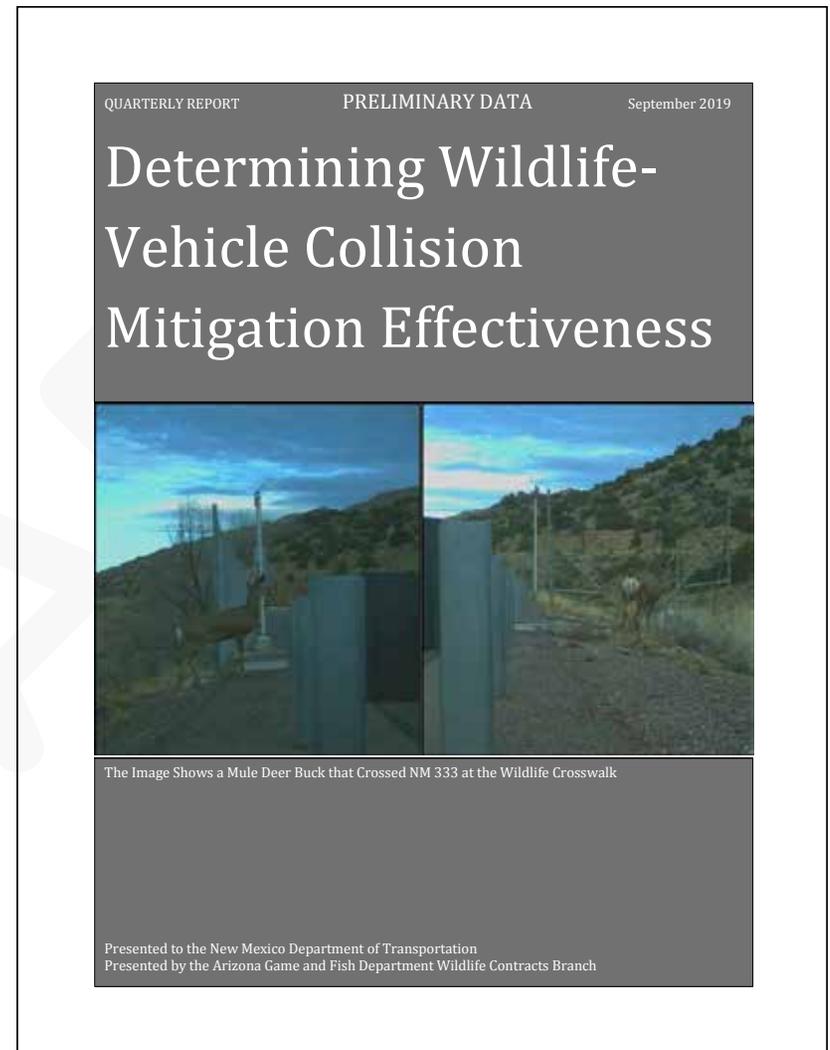


Figure 16. Determining Wildlife-Vehicle Collision Mitigation Effectiveness

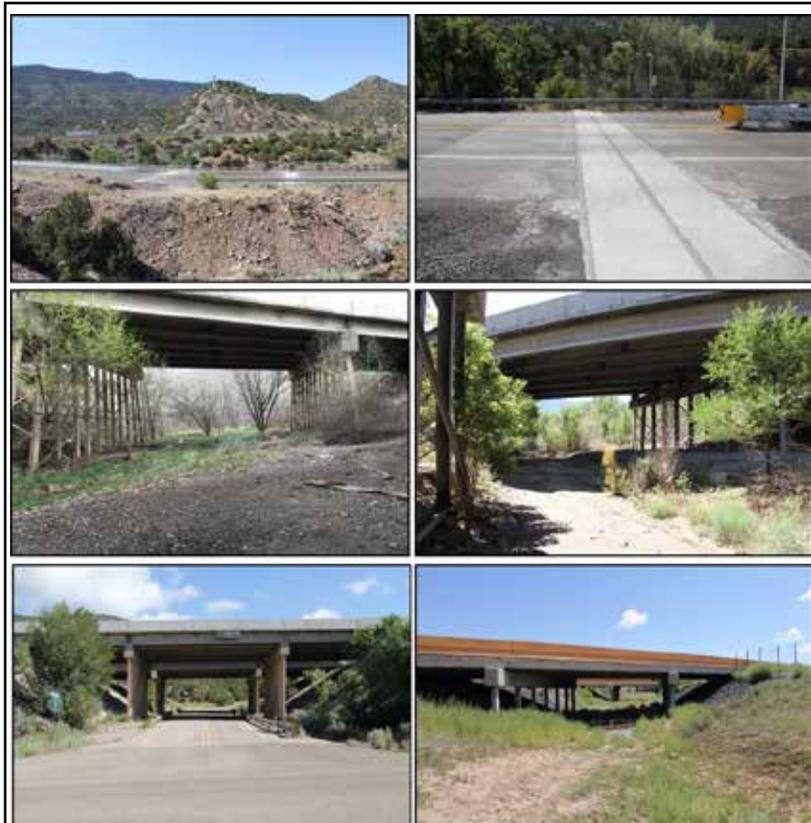


Figure 17. Wildlife crossings and infrastructure in Tijeras Canyon
 Source: Determining Wildlife-Vehicle Collision Mitigation Effectiveness
 (September 2019)

The New Mexico Game and Fish Department has erected barriers and specialized crossings intended to reduce wildlife collisions on Route 66 and I-40. This report documents the effectiveness of those facilities. While these exist to the east and west of the study area, the data is relevant to efforts to mitigate wildlife collisions along this corridor.

In some areas, the department constructed culverts under the roadways or monitored travel under bridges. Along Route 66, the agency erected fencing along the roadways, and directed wildlife through specialized crossings, with electrified plates embedded in the pavement to prevent animals from wandering down the road. This essentially creates a “crosswalk” for mule deer, mountain lions, and other wild animals to move from one side of the roadway to another in a more predictable fashion.

Erecting wildlife cameras, the department was able to quantify the number of animals who approached and safely crossed the roadways. Activity at the five crossings totaled nearly 2,500 animals. More than three out of four were mule deer, with coyotes accounting for the second greatest number of animal crossings.

Any plans to modify the roadway or to establish any major development in the area should consider the impact of those changes on wildlife travel through the area, and whether those plans could or should accommodate infrastructure to facilitate wildlife crossings or mitigate the risks of vehicle collisions with animals.

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DRAFT

An aerial photograph of a baseball field. The infield is a light-colored dirt, and the outfield is a darker brown dirt. Several players are visible on the field, their shadows cast long and dark. A semi-transparent white rectangular box is overlaid on the center of the field, containing the text '5. Existing Conditions'. A large, light gray watermark reading 'DRAFT' is oriented diagonally across the entire image.

5. Existing Conditions



5.1 Current Characteristics of NM 333 in Plan Area

NM 333, known as “Old Route 66” within the East Mountain Area, is a two-lane, undivided highway classified by the Mid Region Council of Governments (MRCOG) as a Rural Major Collector. This portion of the highway is the “Gateway” from the east to Bernalillo County and the Albuquerque Metropolitan Region.

This portion of NM 333 was formerly part of US Highway 66, which spanned the distance from Chicago to Los Angeles, prior to construction of the interstate highway system. In New Mexico, Route 66 dips southward from the Bernalillo/Santa Fe County line on the east and moves northward again as it heads west. Route 66 in the Sector Plan area possesses the following characteristics:

- It is designated by the Federal Highway Administration (FHWA) as a National Scenic Byway.
- Portions of it are designated as part of the Salt Missions Trail Scenic Byway.
- A typical roadway cross-section is two, 12-foot lanes with narrow shoulders.
- The posted speed limit is 55 mph.
- NM 217 (Mountain Valley Road) runs north and south bisecting the eastern portion of the Plan area. The right-of-way of NM 333 is approximately 200 feet (200') wide at most locations in the Plan area.

- Two interstate freeway exits provide access to and from Interstate 40: Zuzax and Sedillo.
- There is no traffic signal at the intersection of NM 333 and NM 217. A traffic study conducted by NMDOT in 2004 indicated that a traffic signal was not warranted.
- NM 333 is a proposed Bike Route.
- According to MRCOG:
 - In 2015, average weekday traffic (AWDT) was 7,282 vehicles west of NM 217 and 3,917 vehicles east of NM 217.
 - Approximately 3,365 vehicles navigate the intersection of NM 333 and NM 217 each weekday.
 - The Average Weekday Traffic (AWDT) in the Plan had decreased slightly each year from 2013 – 2016 but increased slightly in 2017.



Figure 18. NM 333 Looking West toward the Sandia Mountains

5.2 Current Land Uses in the Plan Area

Land uses along East Route 66 in the East Mountains vary along the corridor. Commercial activity clusters around freeway exits and the denser development patterns of the Village of Tijeras to the west and the Town of Edgewood to the east, but this activity tends to be one parcel deep; removed from I-40 and Route 66, the land use reverts to low-density residential land and vacant property dominated by grasses, rocky outcroppings, and spruce and piñon forest. Many parcels that abut the highway are residential in nature, and while some have driveways onto Route 66 most face inward toward residential roads.

Commercial and light industrial uses, when necessary, have historically been accommodated through Special Use Permits issued by the County. Since 1976, approved Special Use Permits in the Plan area have been for a variety of commercial and light industrial uses. This suggests that property owners are more interested in developing their property for commercial or light industrial uses rather than residential uses. This is logical given the area’s close proximity to the two major roadways.

Zoning in the area is primarily A-2 (residential and agricultural), accounting for nearly three quarters of the acreage in the planning area. C-1 (commercial) accounts for barely ten percent of the land area, and M-H (mobile home residential) occupies slightly more than 8 percent. Various non-residential zoning makes up the remainder.

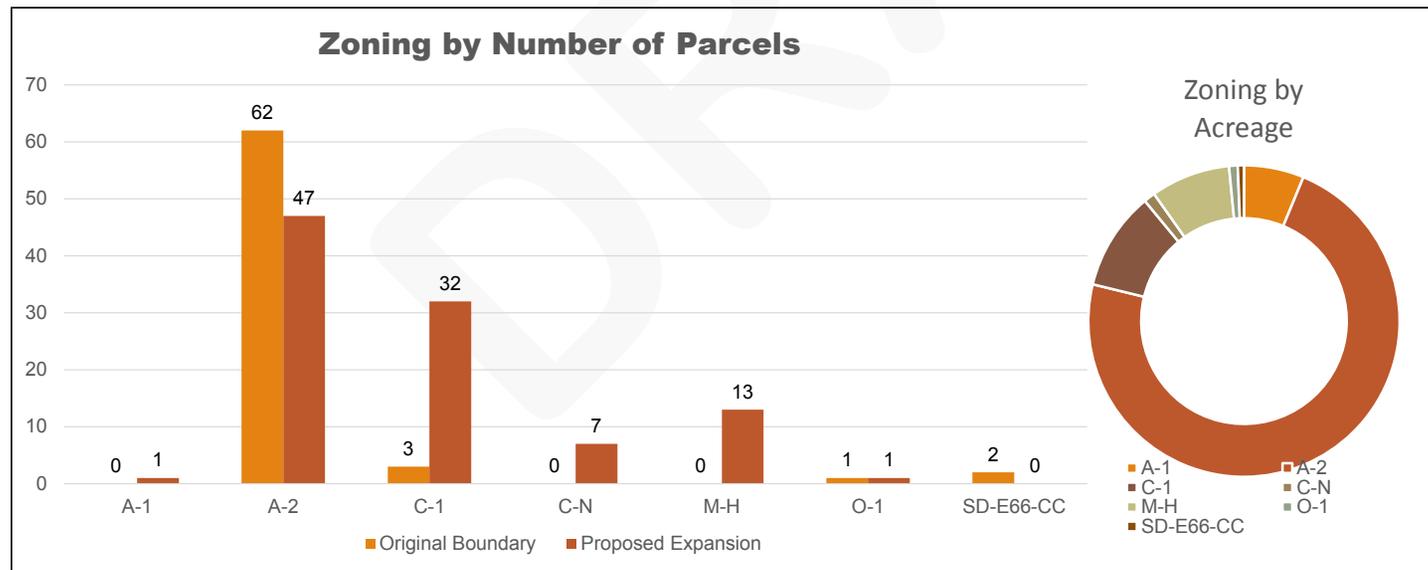


Figure 19. Zoning analysis in plan area
 The bar chart at far left shows the number of parcels in each zone. The pie chart illustrates the acreage devoted to each zoning category.

The County Assessor assigns land use to each parcel. The Assessor maintains a separate parcel database than the platted parcels to which the County assigns zoning, resulting in some slight inconsistency in parcel size, county, and configuration. Per assessor data, residential and non-residential land use each comprises only about one quarter of the acreage in the plan area. Vacant land accounts for more than half. This is likely due in part to the steep topography that exists in much of the plan area; steep hills and valleys spread from the foothills of the Sandia and Manzano mountains and complicate development efforts.

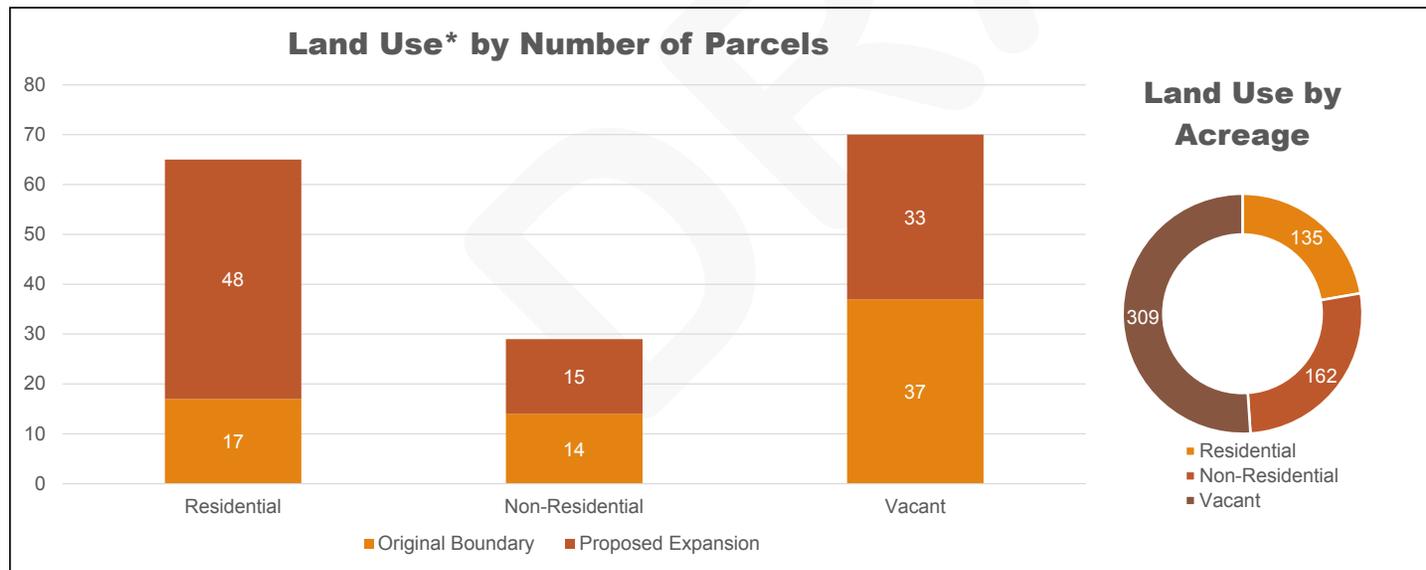


Figure 20. Land use analysis in plan area
The bar chart at far left shows the number of parcels in each land use category. The pie chart illustrates the acreage devoted to each land use category.

5.3 Corridor Segments

This plan update expands the planning boundary for the East Route 66 Sector Development Plan, but also characterizes the corridor into four unique corridor segments: Zuzax, Scenic Vista, Sedillo Hill, and Mountain Valley. Each of these segments has specific characteristics that have impacted land development in the area.

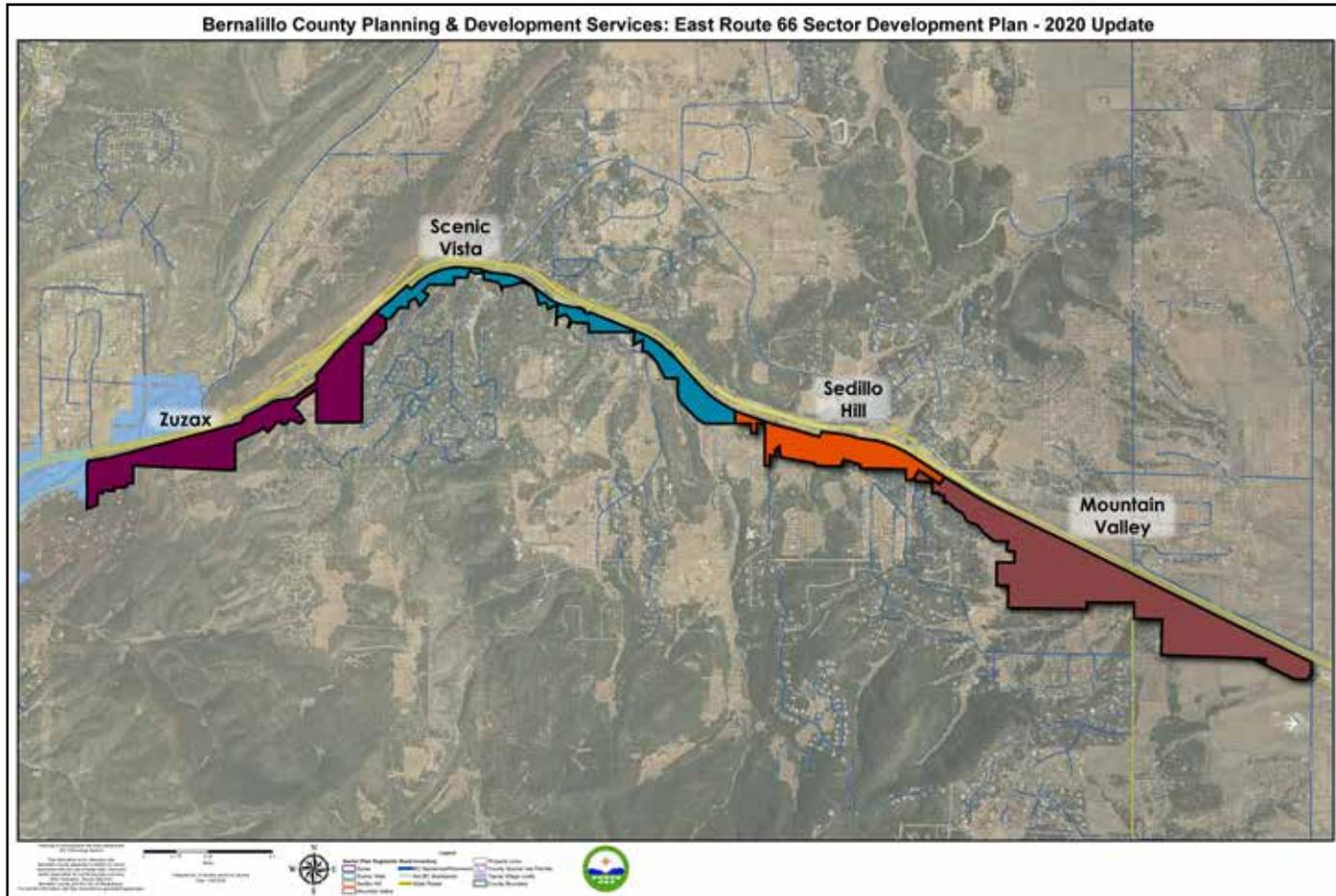


Figure 21. Map of corridor segments

The planning boundary extends from the limits of the Village of Tijeras (light blue, far left) to the county line between Bernalillo and Santa Fe Counties. The four segments represent different development patterns in the area.

5.3.1 Zuzax

The Zuzax area, taking its name from the I-40 freeway exit, extends from the eastern limits of the Village of Tijeras to Tablazon Road. This segment is a hub of commercial activity, including many parcels zoned C-1 (commercial) and O-1 (office), and it includes a number of non-residential special use permits. These parcels tend to be larger and flatter than many of those in the area, though they also tend to have peculiar shapes; the segment features many long, narrow, triangular parcels.

This segment features areas of right of way between I-40 and Route 66. NMDOT uses this land as a storage and maintenance yard and for reserve right of way. This land is not platted into parcels, but may present opportunities for future development.

Commercial activity in the area includes mobile home parks and RV campgrounds, furniture and fiber manufacturing, and aerospace research and manufacturing.

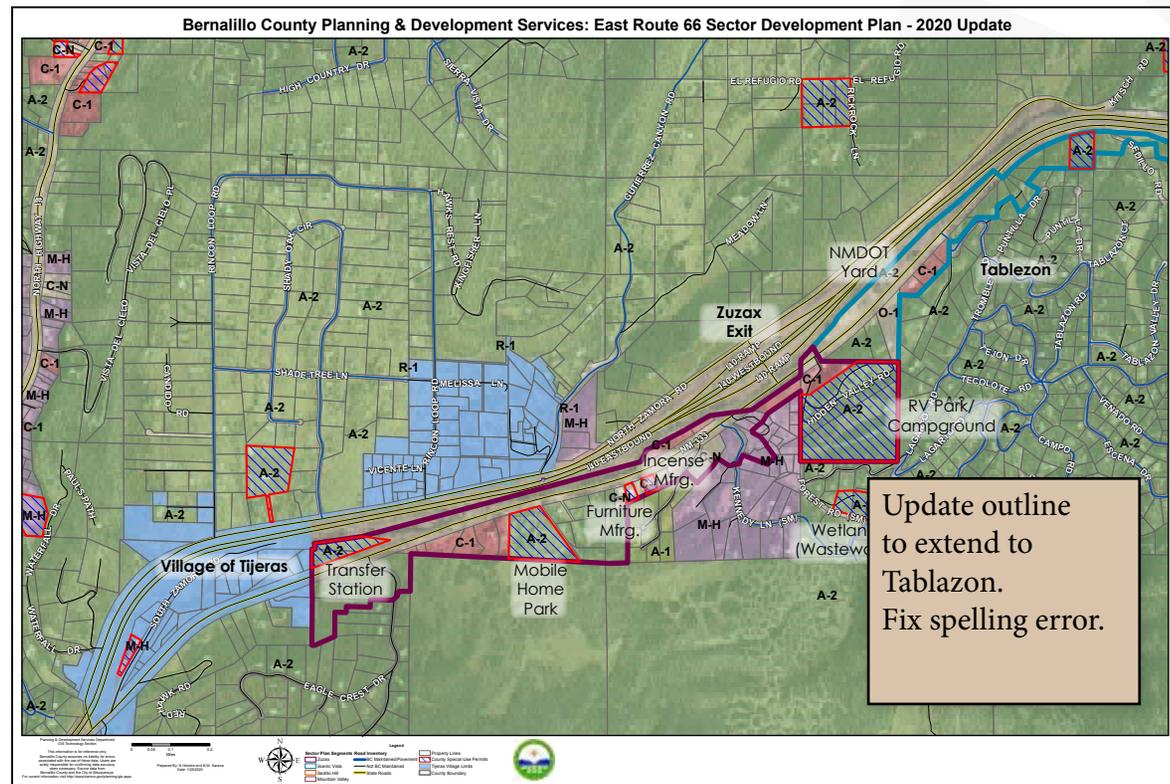


Figure 22. Zuzax corridor segment

5.3.2 Scenic Vista

This segment, so named because of the views it affords of the natural landscape of the mountain foothills, extends from Tablazon Road to the eastern end of the large gravel pit just west of the Sedillo Hill exit. This segment features small, irregularly shaped parcels. While many of these parcels abut Route 66, few parcels have vehicular access to the highway; most are residential parcels with addresses along internal, residential roads.

This area also features some of the steepest terrain changes within the plan boundary. Hills rise above the highway and valleys and cliffs drop sharply from it. This challenging topography naturally restricts development, but provides breathtaking scenery. Piñon and juniper trees cover much of the area.

Residential land uses dominate the area. All parcels are zoned A-2 with the exception of a small portion of C-1, which appears to be a residential use.

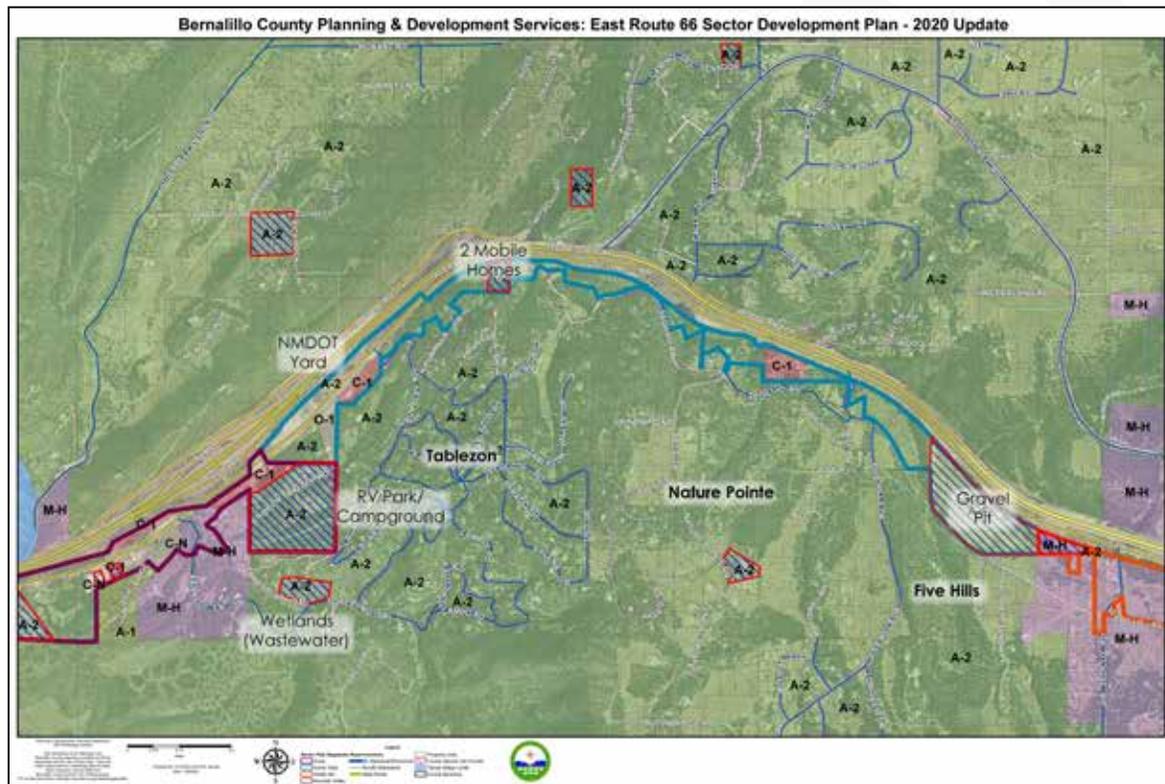


Figure 23. Scenic Vista corridor segment

Update outline.
Fix spelling error.

Based on input from public meetings, parcels in the Scenic Vista segment will not be eligible to apply for SD-E66-CC zoning. While this segment's residential and scenic characters differentiate it from the other three, it serves as a vital link between all segments. The rustic and rural character preserved in this segment adds value and character for nearby businesses.

5.3.3 Sedillo Hill

This segment, taking its name from the I-40 freeway exit, extends from the eastern edge of the gravel pit to Dressage

Road. This segment has potential to serve as a commercial hub in part due to the Sedillo exit granting access to and from Interstate 40. The area has several properties already zoned C-1 and has the benefit of an existing NMDOT Park and Ride facility which may draw users of that facility to nearby businesses. Most of the parcels in that area have non-residential uses, such as a service station and natural gas utility infrastructure. Many undeveloped parcels are large and relatively flat, facilitating future commercial development, though access would need to be coordinated with NMDOT.

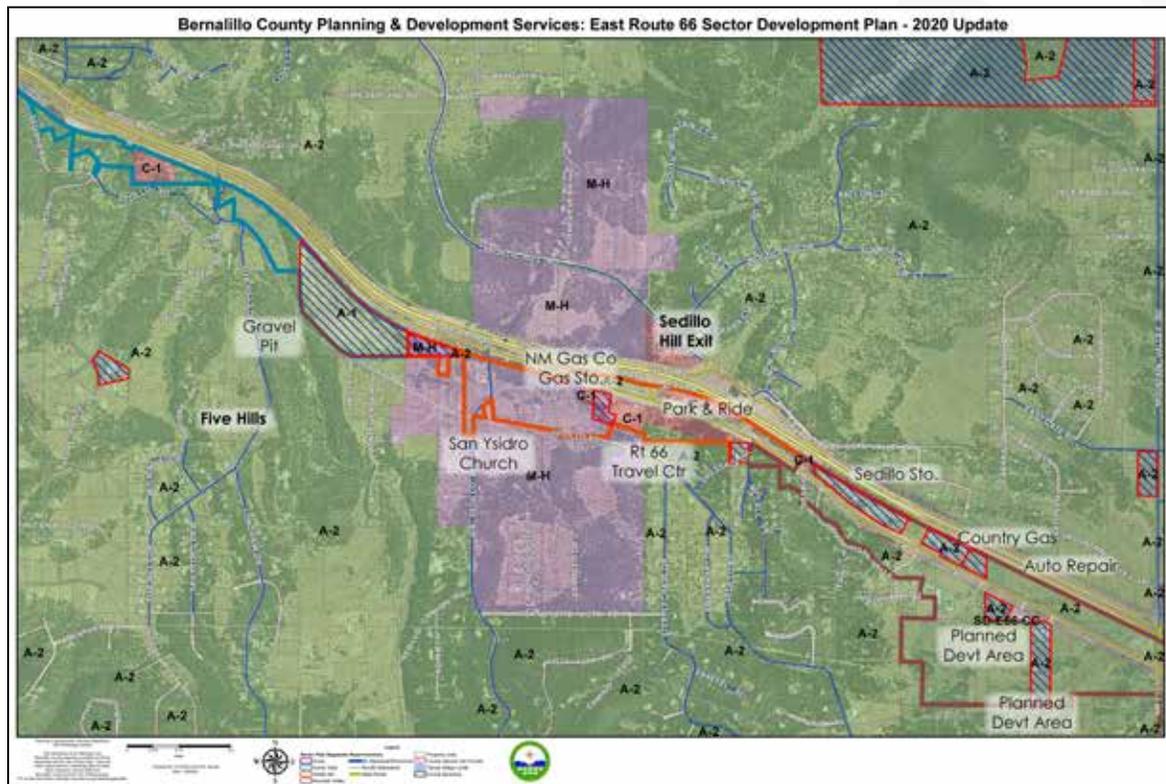


Figure 24. Sedillo Hill corridor segment

5.3.4 Mountain Valley

This segment, taking its name from that of Highway 217, falls within the original plan area from 2018. It extends from Dressage Road east to the county line. The parcels in this area tend to be large, flat, and regularly shaped. This segment is unique in that Route 66 separates from Interstate 40, resulting in several parcels that lie between the two roadways. These are not conducive to residential development, a contributing factor in the determination to establish the area as appropriate for a sector development plan.

North of Route 66

Where development exists, it is intermittent with freestanding buildings that house commercial and light industrial uses such as contractor yards, trailer storage and sales, mini-storage units, instructional studios, propane storage and sales and a few residences. Buildings are generally simple frame or metal construction, set back from the road and fenced. The area has good access to I-40 from existing interchanges.

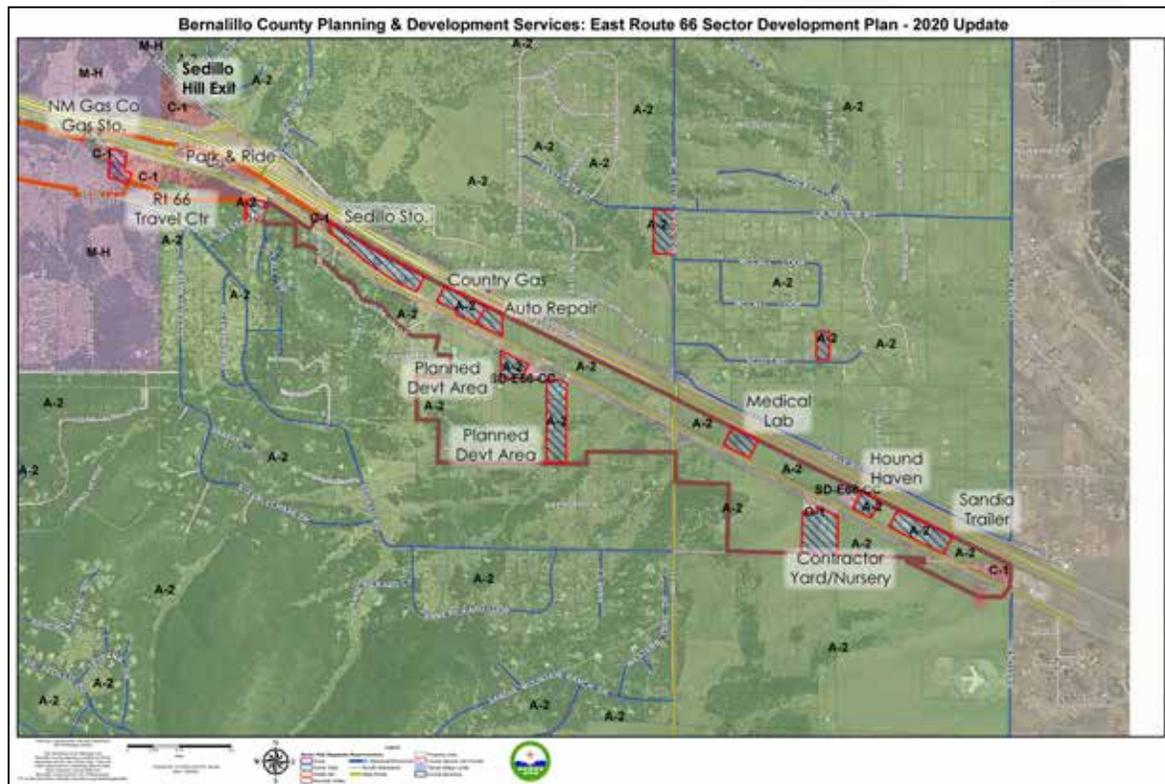


Figure 25. Mountain Valley corridor segment

South of Route 66

The portion of this segment south of Route 66 has a rural residential character with residences widely spaced and partially screened by trees and fences. Residences often include accessory uses such as stables and horse arenas. Some neighborhood-scale commercial uses exist but they are generally set far back from the roadway and located on individual lots or within small commercial strip centers. Currently, there is a feed store, a garage for auto repair, a local water service company, a private club lodge and a mini-warehouse and storage facility. All of these uses are operating under Special Use Permits.

5.3.5 Characteristics of property Land Characteristics and Zoning

Zoning by Segment

The Mountain Valley segment is the largest of the four by acreage, though the vast majority of the property is zoned A-2. The Sedillo Hill and Zuzax segments have the greatest share of non-residential zoned acreage. The only property in the Scenic Vista segment zoned for non-commercial uses is currently being used for residential.

	A-1	A-2	C-1	C-N	M-H	O-1	SD-E66-CC	Total
Zuzax		94.9	25.7	8.4	6.7	4.3		139.9
Scenic Vista	35.0	68.9	11.7					115.6
Sedillo Hill		17.0	24.6		74.7			116.3
Mountain Valley		248.1	3.6			0.8	3.6	256.1
Total	35.0	428.9	65.6	8.4	81.4	5.0	3.6	627.9

Figure 26. Zoning acreage by segment

Topography by segment

The East Mountains have challenging topography. A minor, dormant fault line runs approximately under Route 66 and Interstate 40, manifested in severe, steep slopes. More than half of the parcels in the plan area contain slopes in excess of eleven percent, with most of those found in the Zuzax and Scenic Vista area. This terrain can present challenges to developing and providing access to property, especially for commercial or public-facing land uses.

	Slope over 11%?		% of Total
	Yes	No	
Zuzax	45	8	50.6%
Scenic Vista	28	1	31.5%
Sedillo Hill	10	16	11.2%
Mountain Valley	6	62	6.7%
Total	89	87	627.9

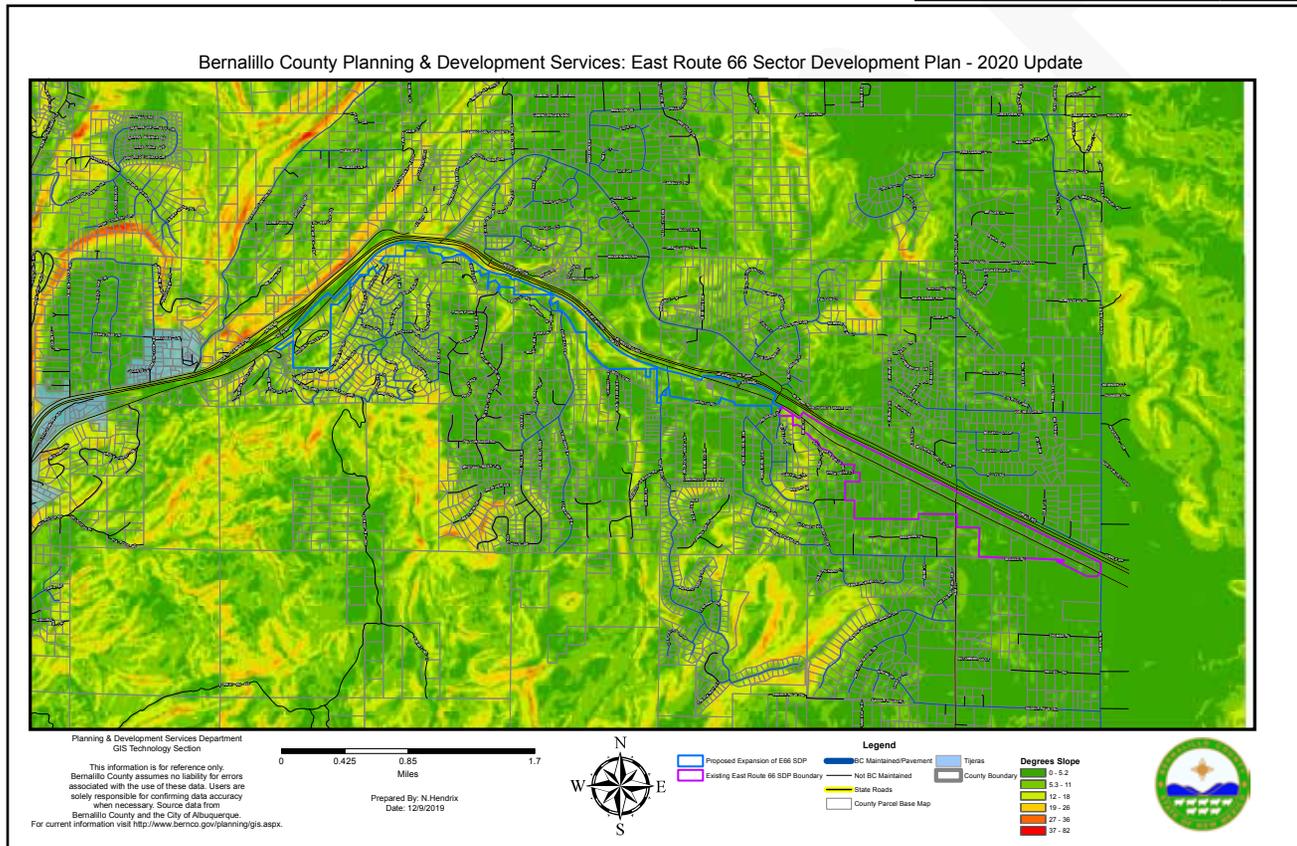


Figure 27. Number of parcels with slope over 11% by segment

Figure 28. Map calculating slope along East Route 66

5.3.6 Special Use Permits

According to County records, a number of non-residential uses exist or have existed along the Route 66 corridor in the Sector Development Plan area, which suggest a preference for commercial and light industrial uses or that the area is not suitable for residential uses. Many of these uses have been approved through County issued, Special Use Permits and include:

- Commercial stable
- Horse arena
- Contractor's yard
- Feed store
- Garage for auto repair
- Mixed development with residential, retail and office uses
- Pet care business
- Propane sales and service
- Retail
- Restaurant
- Studio for instruction
- Storage (mini-warehouse, storage units)
- Truck, trailer storage and sales
- Medical lab
- Light industrial uses
- Fire station
- Fuel storage office
- Gravel extraction and processing

- Mobile home park
- RV Park and campground

The limited residential development and continued requests for various commercial and light industrial uses, particularly on the parcels between I-40 and NM 333, suggests a trend toward an increasing number of these types of uses. Location along a major highway and easy access to I-40 render the area more suitable for commercial rather than residential uses and development.

Below is a table that identifies the Special Use Permits referenced on the previous maps of each segment, indicated by a red line with blue hatching. Note that two of the special use permits have been withdrawn as land owners elected to adopt SD-E66-CC zoning:

CASE FILE #	PURPOSE
CSU2018-0009	SPECIFIC C-2 USES OF SELF STORAGE, MINIWAREHOUSES AND AUTO, TRAILER, RV, BOAT AND MOTORCYCLE STORAGE, SPECIFIC C-1 USE OF RETAIL SALES OF PACKING AND SHIPPING SUPPLIES AND THREE MOBILE HOMES
CSU2017-0023	SPECIFIC C-1 USE OF RETAIL SALES, DELIVERY AND SERVICE OF PROPANE AND A MOBILE HOME
CZ-81-40	AUTOMOBILE AND MACHINERY REPAIR SHOP
CSU-20170012	SPECIFIC O-1 USES OF OFFICE AND MEDICAL LABORATORY AND THE SPECIFIC C-LI USES LISTED IN SECTION 15.5.B.2.mm(5)
CSU-20110007	CONTRACTOR'S YARD (Withdrawn)
CSU-20120020	FEED STORE, BILLBOARD AND A COMMERCIAL ANIMAL ESTABLISHMENT
CZ-99-5	TRUCK TRAILER SALES AND HORSE ARENA
CSU-50014	PLANNED DEVELOPMENT AREA (SEDILLO NEIGHBORHOOD BUSINESS CENTER)
CSU-20100022	C-1 USES OFFICE, SERVICE & RETAIL AND C-2 USES AUTO SALES, TAXIDERMY & OUTDOOR STORAGE & DISPLAY OF RETAIL ITEMS (Withdrawn)
CSU-88-12	PLANNED DEVELOPMENT AREA (SINGLE FAMILY DWELLING UNITS & WATER CO-OP OFFICE)
CSU-20140007	CONTRACTOR'S YARD GREENHOUSE/NURSERY AND STORAGE YARD
CSU-88-28	FIRE STATION
CSU-72-4	FUEL STORAGE OFFICE, EQUIPMENT, GARAGE, & SINGLE FAMILY DWELLING
CSU-79-9	GRAVEL EXTRACTING, BATCH PLANTS & GRAVEL CRUSHER
CZ-87-61	2 MOBILE HOMES
CSU-20130006	RV PARK & CAMPGROUND

Figure 29. Table of special uses in the plan area

5.4 Groundwater Assessment Summary

Bernalillo County Public Works provided the following summary of groundwater availability along the Route 66 corridor from Tijeras to the eastern Bernalillo County line.

5.4.1 General

The East Mountain Area is complex, both geologically and hydrogeologically. Groundwater is typically available from fractured rock networks, which tend to be unpredictable in their capacity to store and provide groundwater. The Route 66 Corridor from the Bernalillo County East Mountain Transfer Station to the East Bernalillo County Line passes through the Tijeras Canyon Groundwater Area and the Estancia Basin Groundwater Area. Sedillo Hill marks the pinnacle of a groundwater divide. Groundwater generally flows east from Sedillo Hill along the alignment, or groundwater flows west from Sedillo Hill.

Most wells along the alignment draw water from either the Abo-Yeso Sandstone/mudstone or the Madera Limestone aquifers. Groundwater quality data along the corridor is limited, or generalized. The groundwater areas and associated groundwater chemistries described here were previously delineated in the Scientific Investigations Report 2009-5204, produced by the USGS and titled “Groundwater Resources of the East Mountain Area, Bernalillo, Sandoval, Santa Fe, and Tarrant Counties, New Mexico, 2005”, and are not specific to

the Route 66 Corridor.

5.4.2 Aquifers and Aquifer Chemistry

Relevant Terms:

MCL - Maximum Contaminant Levels are drinking water quality standards set by the United States Environmental Protection Agency (EPA). An MCL is the legal threshold limit on the amount of a substance that is allowed in public water systems under the Safe Drinking Water Act.

SMCL - Secondary Maximum Contaminant Levels established by the EPA to assist public water system in managing their drinking water for aesthetic considerations, such as taste, color, and odor. These contaminant levels are not considered to present a risk to human health.

TDS – Total Dissolved Solids is a measure of the total concentration of dissolved substances in water. TDS concentrations exceeding 1,000 mg/L are generally considered unsuitable for industrial uses.

Constituent	SMCL (mg/L)	MCL (mg/L)
Chloride	250	-
Nitrate	-	10
TDS	500	-

5.4.3 Abo-Yeso Sandstone/Mudstone Aquifer:

The USGS Report 2009-5204 found elevated levels of chloride and dissolved solids in wells placed in the Abo-Yeso aquifer along Interstate 40. Total dissolved solids exceeded the SMCL (Secondary Maximum Contaminant Level) in 11 of 32 samples, with calcium and bicarbonate being the dominant ions in most samples. Nitrate exceeded the MCL (Maximum Contaminant Level) in 1 of 35 samples tested. A common source of nitrate in groundwater is from septic tanks and leach fields. Chloride levels were above the SMCL in 4 of 37 water samples tested. If the source of the chlorides is primarily road salts, then this indicates that these wells are recharged by localized surface infiltration and annual precipitation recharge events. This geologic condition also makes this aquifer at a greater risk of anthropogenic sources of contamination from the surface.

5.4.4 Madera Limestone Aquifer:

The USGS Report 2009-5204 found elevated levels of chloride and dissolved solids in wells placed in the Madera Limestone along Interstate 40. Total dissolved solids exceeded the SMCL in 38 of 81 samples, with calcium and bicarbonate being the dominant ions in most samples. The presence of these ions in limestone aquifers, like the Madera, is typical. Chloride levels were above the SMCL in 6 of 89 water samples tested. If the source of the chlorides is primarily road salts, then this indicates that these wells are recharged by localized surface infiltration and annual precipitation recharge events. This

geologic condition also makes this aquifer at a greater risk of anthropogenic sources of contamination from the surface.

5.4.5 Tijeras Canyon Groundwater Area (Route 66 Corridor only):

The Route 66 corridor roughly from the Bernalillo County East Mountain Transfer Station east to Sedillo Hill, falls within the Tijeras Canyon Groundwater Area. Portions of this alignment, however, border the Tijeras Graben Groundwater Area, which possesses substantially different geologic and hydrogeologic properties. Wells within this narrow corridor draw upon either the Abo-Yeso or Madera aquifers. Well summaries were obtained from 45 well logs on file within the Office of the State Engineer Water Rights Database. Wells tend to be relatively shallow (up to 300 feet generally), and produce typically between 10-40 gpm groundwater. Water level readings tend to fluctuate by several feet, depending on the season and annual precipitation, but are overall relatively stable. Overall, groundwater flow direction is to the west from Sedillo Hill. Geologic and hydrogeologic conditions deviate substantially with distance from the alignment. In general, wells are deeper, and groundwater levels declining outside of the Tijeras Arroyo.

5.4.6 Estancia Basin Groundwater Area (Route 66 Corridor only):

The Route 66 corridor roughly from Sedillo Hill east to the Bernalillo County Line lies within the western edge of the Estancia Basin Groundwater Area. Well summaries were

obtained from 18 well logs on file within the Office of the State Engineer Water Rights Database. Wells adjacent to the Route 66 alignment typically range from 300 to 1,000 feet in total depth and are placed within the Madera aquifer. The Madera limestone in this area generally produces groundwater flow volumes of 1-10 gpm. Current and relevant water level trends data from the Bernalillo County Domestic Well Program records, demonstrate that water levels are stable or declining. Overall, groundwater flow direction is to the east from Sedillo Hill.

5.5 Economic Development

The East Route 66 Sector Development Plan area lies between two centers of commercial activity, Albuquerque to the west and the smaller town of Edgewood to the east. The Plan area has a history of providing local residents with basic goods and services but, for the most part, residents drive to Edgewood or Albuquerque for shopping, entertainment and employment.

According to the East Mountain Area Plan (pg. 139), “Portions of the community shall be reserved strictly for commercial activity to accommodate a variety of wholesale, retail, service and office uses where the highest traffic volumes and greatest utility demands can be served and more extensive signage and outdoor display of materials will be expected and permitted. Business should be neighborhood-scale. Local business that can provide for the goods and service needs of the community

also keep profits in the area, create jobs, and engender local decision-making for the future of the economy.” In addition, the East Mountain Area Plan identifies two primary corridors for commercial activity, the North Highway 14 corridor and Historic Route 66 corridor.

In addition to Bernalillo County’s Department of Economic Development, there are other organizations that promote development and economic opportunities along NM 333/Route 66. One such organization is the Retro 66 Organization, which is a not-for-profit that promotes the iconic “Mother Road” in east-central New Mexico as an ideal place to locate your Route 66 themed business or activity. Most recently, Retro 66 was able to create a wall of vintage Route 66 license plates, located in Moriarty, NM (just east of the Plan area), as a reminder of all those who have traveled the Mother Road.

Residents have expressed a desire for business that cater to local needs, such as grocery stores, restaurants, banks, and medical offices. In public meetings and in the online survey they mentioned the need for job opportunities nearer to their homes. Additionally, respondents highlighted the need to cater to tourists who come to the area in search of Route 66 nostalgia. The corridor’s adjacency to Interstate 40 – with two freeway exits and its status as a backup route in the event of a freeway closure – serves as a driver for potential economic growth. Services catering to travelers and commuters and to

patrons of the NMDOT Park and Ride station could include auto repair, food service, RV campgrounds, and lodging.

Bernalillo County has identified the following industries as being especially beneficial to the area:

- Food Service – Restaurants and food trucks can cater to residents, tourists, and Park and Ride users
- Outdoor Recreation – Many people flock to the mountains for hiking, mountain biking, birding, skiing, and other outdoor activities. They may require sales, rental or repair of equipment and gear, maps, guided tours, or places to camp or keep a recreational vehicle.
- Film Industry – New Mexico has attracted film and television productions to the state, and many crews have sought the rustic and natural settings of the East Mountains as a backdrop for their projects.
- Route 66 Nostalgia – people the world over have shown an increased interest in the history of Route 66 in the United States. Tourism has increased along the Mother Road. Tourists seek not only businesses geared towards travelers but those who can transport visitors to the heyday of the Mother Road or demonstrate local significance of historic Route 66.



6. Development Review Considerations



6.1 Development Review Considerations

As with any development or re-development project, new development along East Route 66 must consider multiple factors such as site access and the transportation network, soil conditions, the area's susceptibility to flooding, economic development potential and, particularly in the desert southwest, water availability and natural hazards such as wildfire, drought and extreme weather conditions.

This Plan serves to provide some insight into the area's natural and environmental challenges to development as well as regulatory challenges, such as agency requirements and standards, which may apply as this area develops.

6.2 Transportation Network and Access Management

The East Route 66 Sector Development Plan area lies along NM 333, which is a State highway under the jurisdiction of the New Mexico Department of Transportation (NMDOT). As such, the NMDOT reviews all requests for access along NM 333 to ensure that they comply with State requirements.

In order to effectively manage access to NM 333 and other State highways, the NMDOT utilizes the latest edition of the State Access Management Manual (SAMM). Access includes driveways on private property, intersections, medians, median

openings, traffic signal locations and interchanges throughout the State.

For safety and efficiency, the NMDOT encourages shared access between parcels whenever possible. If a parcel has "reasonable access" from a side road or an alternative location, the NMDOT may limit or deny access to the highway at the time of site development. For several of the parcels of land within the Plan area, there are multiple access options. For instance, if a property has frontage only on NM 333 and depending on the specifics of the site and the proposed development, then the NMDOT may require that they share access with an adjacent parcel. If a property has frontage on NM 333 and Sedillo Road, for instance, the NMDOT may require access from Sedillo Road rather than NM 333.



Figure 30. NM 333 is a Multi-Modal Transportation Corridor

Table 18.C-1 Access Spacing Standards for Intersections and Driveways (centerline to centerline spacing in feet)						
Access Category	Posted Speed (mph)	Intersection Spacing (feet) ¹		Driveway Spacing (feet) ²		
		Signalized	Unsignalized ³	Non-Traversable Median Full Access	Partial Access	Traversable Median ⁴
Controlled-Access, Non-Interstate Highways	All Speeds	5,280	2,640	2,640	2,640	-NA-
UPA	≤ 30 mph	2,640	1,320	1,320	200	200
	35 to 40 mph	2,640	1,320	1,320	325	325
	45 to 50 mph	2,640	1,320	1,320	450	450
	≥ 55 mph	5,280	1,320	1,320	625	625
UMA	≤ 30 mph	1,760	660	660	175	175
	35 to 40 mph	1,760	660	660	275	275
	45 to 50 mph	2,640	660	660	400	400
	≥ 55 mph	5,280	1,320	1,320	600	600
UCOL	≤ 30 mph	1,100	330	330	150	150
	35 to 40 mph	1,320	330	330	225	225
	45 to 55 mph	1,760	660	660	350	350
RPA	≤ 30 mph	2,640	1,320	1,320	225	225
	35 to 40 mph	2,640	1,320	1,320	350	350
	45 to 50 mph	5,280	2,640	2,640	600	500
	≥ 55 mph	5,280	2,640	2,640	775	775
RMA	≤ 30 mph	1,760	660	660	200	200
	35 to 40 mph	2,640	660	660	325	325
	45 to 50 mph	2,640	1,320	1,320	450	450
	≥ 55 mph	5,280	2,640	2,640	725	725
RCOL	≤ 30 mph	1,320	330	330	200	200
	35 to 40 mph	1,760	660	660	300	300
	45 to 50 mph	2,640	1,320	1,320	425	425
	≥ 55 mph	2,640	1,320	1,320	550	550

Notes: 1. Intersection - Public street or other access serving a large area or a major traffic generator(s) where full access is typically provided.
2. Driveway - Public or private access serving a limited area where traffic signal control is not required.
3. In urban areas, spacing should be consistent with the established street spacing along the state highway facility.
4. Includes highways with no median or a painted median. The type of access, full or partial, is determined at the discretion of the Department. See Sub-Sections 7.AO and 7.BP.

Figure 31. Access Spacing Table from State Access Management Manual (current edition). Plan Area Designation is RCOL ≥55mph

Another tool utilized by the NMDOT when designing roadway improvements is the most current version of the NMDOT Design Manual. According to Section 510 of the manual, the control of access to and from New Mexico’s highways is only one of the traffic management strategies available to the NMDOT to get the most out of the State’s transportation system investment. Access management balances the need to provide safe and efficient traffic movement on state highways with the need to provide reasonable access to adjoining properties.

When reviewing development along State highways, the NMDOT not only ensures sure that the spacing of driveways and other access locations meets minimum standards, but also that clear sight lines are maintained for drivers and pedestrians by limiting signage and other obstructions in the right-of-way.

The NMDOT recently completed several major improvements to the State highways within the East Mountains and more specifically, within the East Route 66 Sector Development

Non-Developed and Developing Areas: Access spacing standards for new access points in non-developed and developing areas (i.e., highway segments with few existing access points) are defined in Table 18.C-1 by access category and posted speed. The spacing distances are measured from centerline to centerline of adjacent access points. An applicant may request a variance to the spacing requirements when physical characteristics of a property preclude access spacing based on the standards in Table 18.C-1.

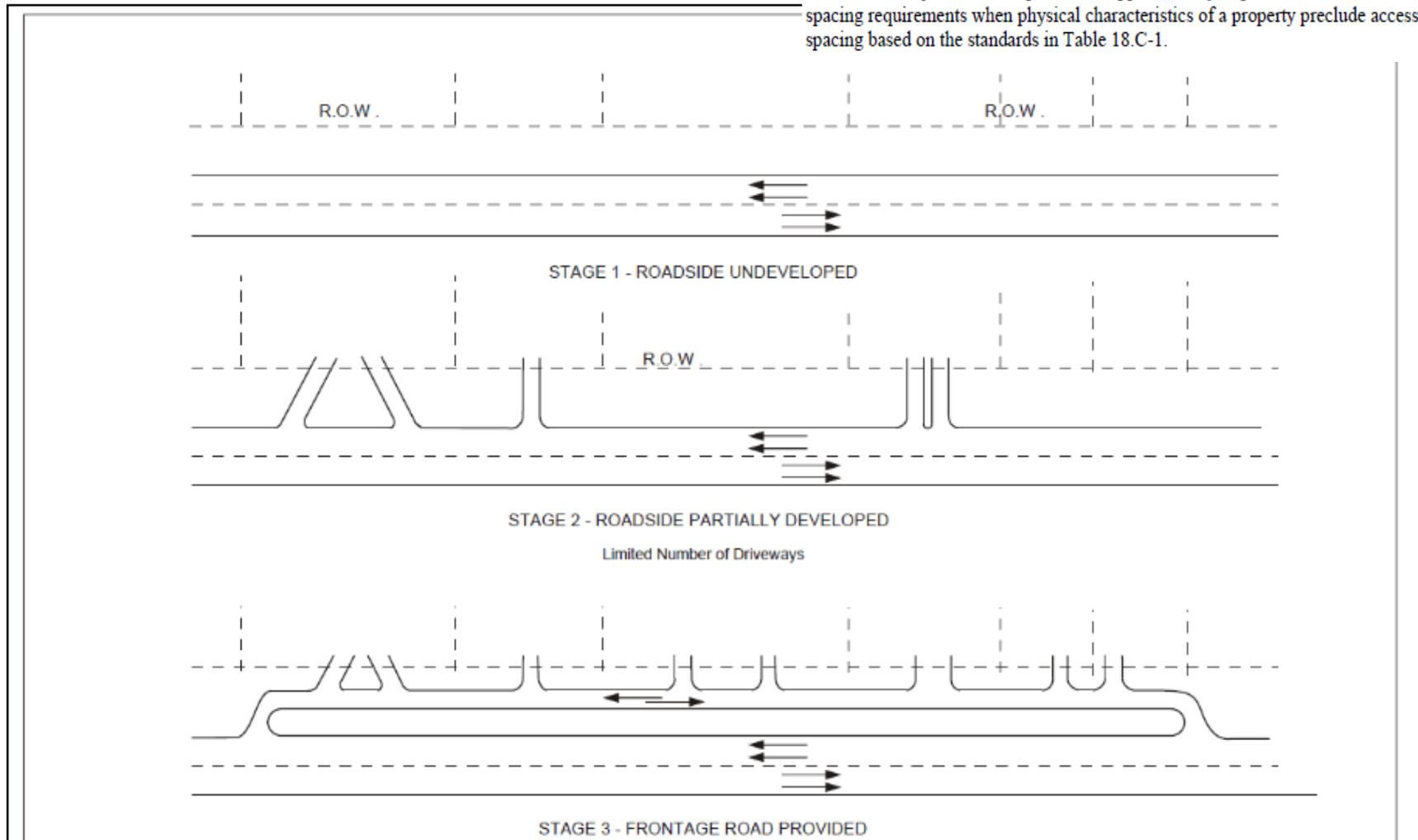


Figure 32. Example of Driveway Spacing for Undeveloped, Partially-Developed and Frontage Roads

Plan area. Turn lanes and new markings were added to the intersection of NM 333 and NM 217, which serve to decrease wait times at this intersection. General pavement preservation that consisted of overlaying the roadway was completed along NM 333 and NM 217.

To increase safety and riding surface for bicyclists, paved shoulders were added and/or widened to six feet (6'), where possible, along both the north and south sides of NM 333, which is a proposed Bike Route.

Since the New Mexico Department of Transportation controls the number and spacing of access locations along NM 333, property owners must get a permit from the District 3 office in order to access the road and/or make any improvements to it. The NMDOT District 3 office is located in Albuquerque and encompasses Bernalillo, Valencia and portions of Sandoval counties.

In Bernalillo County, NMDOT regulations are usually enforced at the time of building permit, which is when NMDOT staff review applications and ensure that access permits are obtained and standards are met. Standards are shown in Figures 20 and 21.

The NMDOT strives to make roads in New Mexico as safe and functional as possible. Locally, they work with Bernalillo County Public Works Department and landowners to do this.

In particular, the County assists with articulating NMDOT street standards and transportation data to the public.

In addition to access management and relaying public information, the NMDOT and Bernalillo County work together to implement a multi-modal transportation system that intersects with the Plan area in the following ways:

- NM 333 is a proposed Bike Route.
- NM 217 is a designated Bike Route.
- NM 333 is a designated Commuter Transit Route (with a daily bus from Moriarty to Albuquerque).
- NM 14 contains bike lanes and a multi-use trail.

Finally, for NM 333, including the Plan area, the expectation is that as development occurs and improvements are made to the road, the need for multi-modal provisions will be addressed.

The following map illustrates public roads that provide access to NM 333 and conceptual access locations. Actual access locations will be based on the specifics of future planning and land use development. Where possible, access to/from properties should be from an access road (or easement) rather than from NM 333.

6.3 Drainage and Floodplain Management

Chapter 38 “FLOODS” of the Bernalillo County Code regulates storm water runoff in the East Route 66 Sector Development Plan area. This ordinance seeks to maintain historic flow patterns and flow rates so downstream properties have a reasonable expectation of the future volume of storm water runoff upstream properties develop. In some cases, County ordinances permit an “allowable” amount of development before requiring developers to provide some type of infrastructure (such as drainage ponds) to mitigate excess runoff due to development. Specifically, within the Plan area, development must adhere to the special provisions for the East Mountain Area, as provided in Chapter 38. In addition to these provisions, all development that drains onto NM 333 must be reviewed and approved by the New Mexico Department of Transportation (District 3).

6.3.1 Grading and Drainage Requirements for Development

For the East Mountain Area, the allowable amount of development without a Grading and Drainage Plan is 15% of the lot size for lots of 5 acres or less. This is referred to as the “15 percent rule”. For this purpose, the County defines “development” as the land area covered by impervious surface. This includes all areas not covered by grass or natural vegetation, including:

- Streets, drives, walks, and trails, whether dirt, gravel or

paved

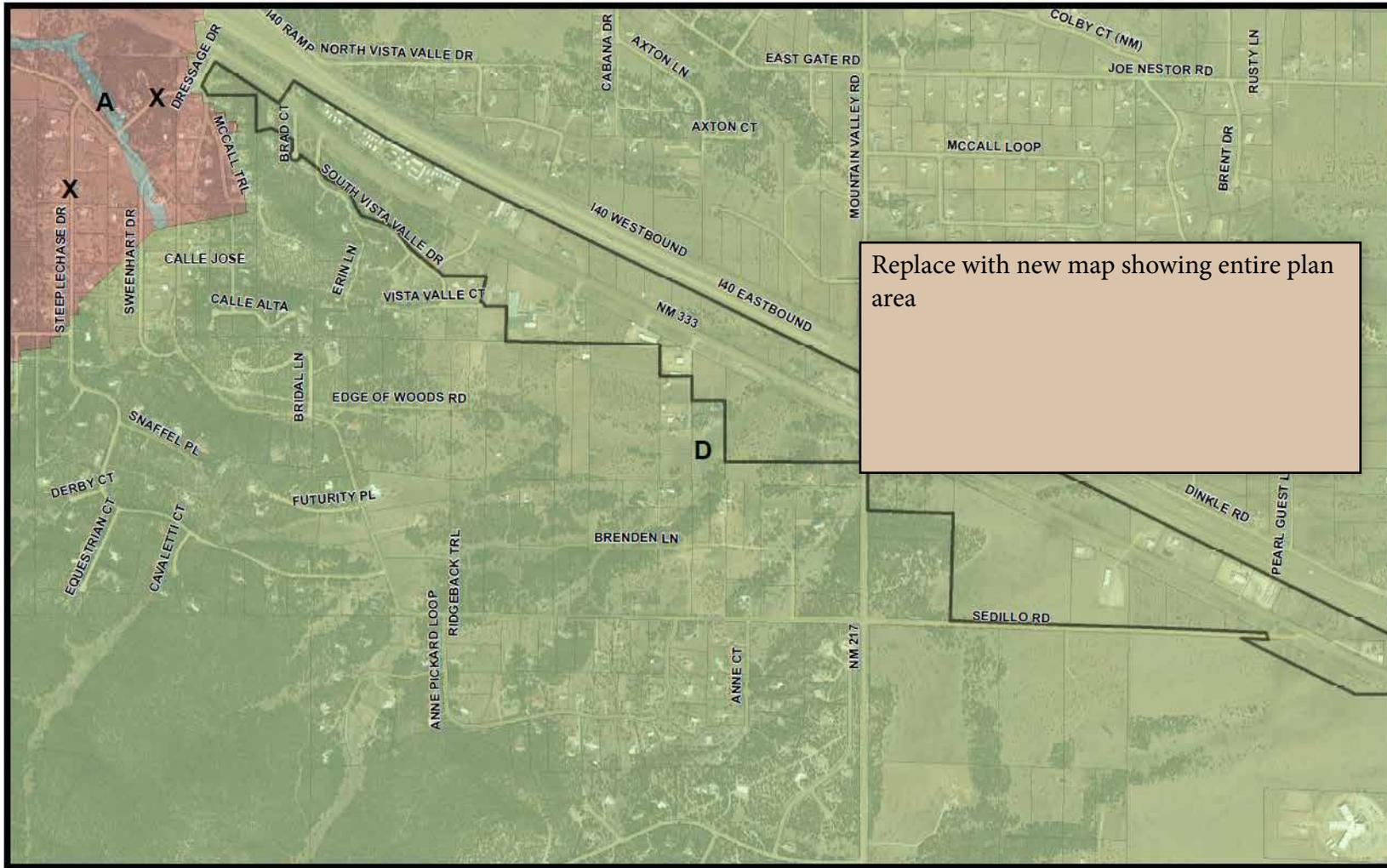
- Play areas and areas of human activity
- Patios, porches, decks, and balconies
- Roofs.

If development exceeds the allowable amount, the developer must submit a grading & drainage plan prepared by a New Mexico licensed engineer to show how the development will mitigate excess storm water runoff.

Engineered grading and drainage plans must include a calculation of excess stormwater runoff volume due to increased impervious areas. Additionally, the plan should include water conservation and stormwater quality improvement measures. The use of Green Stormwater Infrastructure and Low Impact Development (GSI/LID) will reduce the amount of irrigation water needed for landscaping, improve stormwater quality, and can also reduce the stormwater control volume.

Any development project area that exceeds one acre in size must include a Grading and Drainage plan, even if the total disturbed area is less than 15% of the parcel. In addition, these developments must demonstrate compliance with Chapter 38, Article IV, the stormwater quality ordinance. This ordinance requires developers to follow water quality best management practices (BMPs) to manage the stormwater quality volume on-site, for the purpose of mimicking pre-development hydrology

East Route 66 Sector Development Plan FEMA Flood Hazard Areas



Replace with new map showing entire plan area

This information is for reference only. Bernalillo County assumes no liability for errors associated with the use of these data. Users are solely responsible for confirming data accuracy when necessary. Source data is from Bernalillo County and the City of Albuquerque. For current information visit www.bemco.gov/gis-program.



0 550 1,100 2,200 Feet

Date: 5/11/2018

Figure 33. FEMA Flood Hazard Areas.

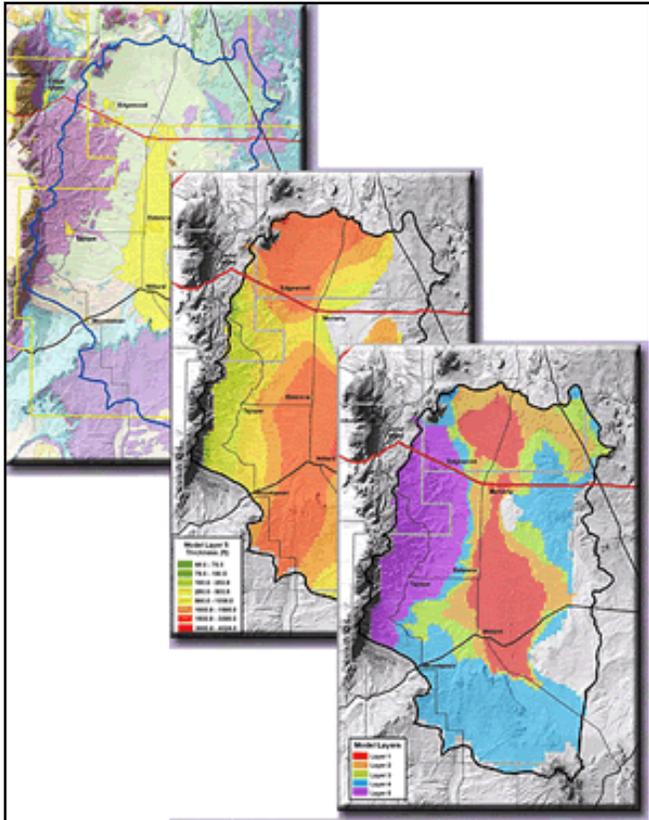


Figure 34. Images of Estancia Basin

Source: www.entranosawater.com

and to protect stormwater quality. BMPs to manage the stormwater quality volume include, but are not limited to:

- Bioswales
- Check dams
- Stormwater ponds/rain gardens
- Stormwater landscaping
- Pervious/porous surfaces
- Infiltration trench/basin

6.3.2 Flood Zones

The East Route 66 Sector Development Plan area lies within Federal Emergency Management Agency (FEMA) Flood Zones “X”, “A”, and “D” as reflected on the most recent Flood Insurance Rate Maps.

Zone “X” is determined to be outside of the area inundated by the Base Flood, commonly called the 100-year storm. Zone “X” areas are not subject to further regulation for flood plain impacts.

FEMA defines Zone “D” areas as those in which possible but undetermined flood hazards may exist, as no analysis of flood hazards has been conducted. Development in Zone “D” is generally required to follow best practices, such as avoiding construction within known arroyos.

Zone “A” is within the regulated flood plain. Development in

these areas requires elevation or flood proofing of structures to protect against flood damage. However, Zone “A” areas do not have a specific flood elevation identified. This means the mapped Zone “A” areas are approximate. Larger developments, such as subdivisions that exceed either 50 lots or 5 acres, must perform a detailed engineering analysis to determine the flood plain elevation.

Flood insurance is available in through the National Flood Insurance Program (NFIP) for all of the included Zones, with premiums dependent upon the actual risk. For more information on flood zones and the National Flood Insurance Program, visit the FEMA website at www.fema.gov. (FEMA Fact Sheet for Stakeholders: “Unmapped Areas of Flood Hazard Maps” - August 2011)

6.4 Water Resources in the Plan Area

Entranosa Water & Wastewater Association (EWWA) serves a 250 square mile area, including some of the properties in the Plan area, with water from the Estancia Basin. The Estancia Basin, which extends north into Santa Fe County and south into Torrance County, contains four aquifers that serve not only the Plan area but also most of the East Mountains.

Since 1993, the Estancia Basin Water Planning Committee has monitored the basin and coordinated water resource planning efforts to ensure that water resources in the basin are managed

responsibly.

In November 2016, the Estancia Basin Regional Water Plan 2016, was completed. This plan is important because it provides decision makers with the information they need to make informed decisions about the Estancia Basin’s water resources.

According to the plan, “a primary water quality concern in the planning region is groundwater contamination due to septic tanks.” In response, the Estancia Basin Water Planning Committee identified the need for water quality monitoring and other system improvements to protect the water supply from contamination and water quality deterioration.

Currently, the EWWA, based on recommendations from the Planning Committee, is in the planning phase for upgrades to the existing network of 4” to 6” water lines that exist south of I-40. The goal is to upgrade these lines to 10” lines in order to serve current needs and future growth in this area of the County.

Prior to the submittal of development plans to Bernalillo County for review, developers in the Plan area are encouraged to meet with EWWA staff at their offices located in Tijeras, NM to determine if EWWA can serve the proposed development.

After an application for subdivision or building permit, within the East Route 66 Sector Development Plan area, is received by Bernalillo County, EWWA staff are notified and will review and comment on the application, if applicable. County staff review the application for compliance with the County's Wastewater Ordinance.

6.5 Regulation of Water and Wastewater

Water and wastewater disposal is regulated by both Bernalillo County and State agencies to protect public health and ground/surface water supplies.

County staff review applications for new development for compliance with the County's Subdivision Ordinance, Water Wells Ordinance, and Wastewater Systems Ordinance to ensure the proposed development has an adequate domestic water supply and method of wastewater disposal.

New wells must be permitted with the New Mexico Office of the State Engineer to ensure sufficient water is available, and with Bernalillo County to ensure the well is properly constructed. Drinking water quality is also regulated by the New Mexico Environment Department at public water systems that serve at least 15 connections or 25 people at least 60 days out of the year.

Bernalillo County permits on-site wastewater systems to ensure they meet minimum criteria for design, installation, and management. Wastewater systems with design flows over 5,000 gallons per day are permitted by the New Mexico Environment Department.

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This section to be revised after survey complete and public input weighed

7. Sector Development Zoning





According to Bernalillo County Zoning Code, Section 20.5, effective Sector Development Plans or “Sector Development Zones” include not only Use Regulations but also Height and Area Regulations, Landscaping and Buffer Landscaping Regulations and Parking Regulations.

Recognizing the land use history and the needs expressed by area property owners and residents, this Sector Development Plan proposes an optional zoning category that property owners could apply for and receive. The optional zoning category allows a variety of uses as “permissive” meaning “by right” or as “conditional” meaning requiring a Conditional Use Permit. Due to their potential for negative impacts on the public or on the environment, uses that are listed as conditional require a higher level of scrutiny than those listed as permissive. Therefore, specific conditions may be attached to the approval of such uses.

The optional zoning category, Sector Development Plan - East Route 66 – Commercial Corridor zone (SD-E66-CC), allows, as permissive, uses such as limited retail sales, restaurants, commercial stables, propane sales, self-storage/mini-warehouses, trailer sales, limited light manufacturing or assembling, offices, concealed or building-mounted wireless telecommunication facilities and studios for photography, dance or exercise.

The SD-E66-CC Zone prohibits high water uses, such as car washes and laundromats; high traffic uses, such as drive in/drive thru restaurants, banks or drugstores; and also prohibits package liquor sales and restaurants serving liquor. For a complete list of prohibited uses, see Section 6.4.B.1 of this plan.

Property owners that request the SD-E66-CC zone will be able to develop the permissive uses on their property, provided they meet all applicable requirements OR they may apply for a Conditional Use Permit to develop one of the uses classified as conditional.

When developing either a permissive or conditional use, property owners are still required to comply with all applicable Federal, State and Local requirements, which may include those provided in this Sector Development Plan, the County’s Zoning Code or Building Codes, among others.

7.1 The Zoning Change Process

This Plan provides property owners, within the Plan area, three zoning options, as follows:

1. Keep the existing zoning for a property; or
2. Request a Zone Change to the SD-E66-CC zone, as specified in this Plan; or
3. Request a new Special Use Permit, as specified in this Plan.

Unlike typical zone change requests, the owners will have justification for the zone change since it is encouraged by this Plan. Property owners interested in a zone change should contact the Bernalillo County Planning & Development Services Department and request a pre-application meeting with a Planner to understand the application process and requirements.

7.2 Special Use Permits

If a Special Use Permit (SUP) exists for a property or properties in the Plan area, the property owner may keep it and continue to operate as regulated by the Zoning Code and under the terms and conditions of the SUP.

New Special Use Permits may be requested within the Plan area only for the following uses, as further regulated in Zoning Code Section 18:

1. Contractor’s yard, Contractor’s equipment storage.
2. Public building, Public utility structure, power plant, transformer yard or technical operations essential to the public health, safety and welfare, if utilized for uses that are not otherwise permissive in the SD-R66-CC Zone.
3. School bus operation and school bus parking lot.
4. Winery, provided it is associated with an on-site vineyard.
5. Specific use. Pursuant to Zoning Code Section 18.b.32.a,

in certain situations, and based on unique conditions, the owner may apply for any of the permissive uses set forth in Section 15 (C-2) of the Zoning Code, not otherwise listed as permissive in this zone and provided the use is not prohibited in this zone. The special use permit for a specific use may be granted if the owner/applicant proves by clear and convincing evidence that:
(1) unique conditions exist that justify the request and
(2) there is substantial support from property owners within 200 feet (200’) of the site for the proposed special use.

7.3 Non-Conforming Uses

Uses lawfully existing within the East Route 66 Sector Development Plan area, prior to the adoption of the Plan, shall be allowed to remain, in accordance with Section 23 of the Zoning Code.

7.4 The Sector Development Zone (SD-E66-CC)

For properties within the East Route 66 Sector Development Plan area, the SD-E66-CC zone is OPTIONAL. Property owners MAY apply for it OR they may retain the existing zoning. The SD-E66-CC zone is as follows:

- A. The regulations set forth in this section, or set forth

elsewhere in this Sector Development Plan, when referred to in this section, are the regulations in the East Route 66-Commercial Corridor Zone (SD-E66-CC). The purpose of this zone is to allow for retail, service and limited commercial and light industrial uses that primarily serve the daily needs of East Mountain residents while minimizing any adverse effects on adjacent residential development.

- B. Use Regulations. A building or premises shall be used only for the following purposes. All uses customarily incidental to the building or premises shall be maintained on site.
1. Prohibited Uses. The following uses are prohibited in this zone:
 - a. Any use not designated as a permissive use or conditional use in this zone, unless otherwise authorized by this Sector Development Plan; or
 - b. Any use not recognized as customarily incidental to a permitted use in the zone.
 - c. Amateur radio antenna/tower greater than sixty-five feet (65') in height.
 - d. Billboard.
 - e. Car wash.
 - f. Drive-thru or drive-in facilities.
 - g. Laundromat.
 - h. Mobile Home.
 - i. Mortuary.

- j. Multiple single-family dwellings on one lot.
 - k. Off-premise sign.
 - l. Package liquor store.
 - m. Parking lot.
 - n. Restaurant serving liquor.
 - o. Service station.
2. Permissive Uses. The following uses are permissive in this zone:
- a. Any permissive use allowed and as regulated in the Zoning Code's C-1 Neighborhood Commercial Zone, except those uses listed as prohibited in Section B.1 above, and the following:
 - b. Bank, without drive-thru.
 - c. Drugstore, without drive thru.
 - d. Feed or fruit storage or sales (wholesale), provided all outside storage is enclosed by a solid or semi-solid wall or fence six feet (6') high on all sides abutting A-1, A-2, R-1, R-2, or M-H property.
 - e. Hospital for animals, and kennel, provided it is in a completely enclosed building.
 - f. Machine shop, blacksmith shop, ornamental iron shop or welding shop in a completely enclosed building or within an area enclosed on all sides by a wall or fence at least six feet high, which must be solid (not semi-solid) along the

- sides of the site facing or abutting land zoned A-1, A-2, R-1, R-2 or M-H and further provided, that products, items or materials stored on the site are not stacked to a height above the height of the required wall or fence.
- g. Public building, including fire and police stations, if used only for a permissive use in this zone.
 - h. Retail sale of trailers, provided that any such area be surfaced with higher-type paving, and a solid or semi-solid wall or fence six feet (6') high shall be maintained along any side of such area abutting or contiguous to any A-1, A-2, R-1, R-2 or M-H zone.
 - i. Roof-mounted wireless telecommunications facility, up to twenty feet (20') above the parapet of the building on which it is placed, provided that it satisfies the requirements of section 22.5 of this ordinance.
 - j. Sale of liquefied petroleum gas (including propane), but not for resale (wholesale).
 - k. Sheet metal working (light), including the making of heating or ventilating products or equipment, cornices, and eaves in a completely enclosed building or within an area enclosed on all sides by a wall or fence at least six feet (6') high, which must be solid (not semi-solid) along the sides of the site facing or abutting land zoned A-1, A-2, R-1, R-2 or M-H and further provided, that products, items or materials stored on the site are not stacked to a height above the height of the required wall or fence.
 - l. Sign, on-premises. As regulated in Bernalillo County Zoning Code Section 14 (C-1 Neighborhood Commercial Zone).
 - m. School and related facilities.
 - n. Stand for the sale of fruit, vegetables, or nursery stock.
 - o. Transfer or storage of household goods including self-storage and mini-warehouses, provided:
 - i. Ingress and egress is available from an arterial or collector street shown on the adopted Long Range Roadway System Map.
 - ii. Parking and maneuvering of vehicles is permitted only off the street in a parking area approved by the Zoning Administrator.
 - iii. Outside lighting is so located, screened, or shaded so as not to reflect off the premises.
 - iv. All storage is within completely enclosed one-story structures not to exceed twelve feet (12') in height.
 - v. The site must be enclosed by a solid or semi-solid wall or fence on all sides facing or abutting A-1, A-2, R-1, R-2 or M-H zoning.
 - p. Warehouse.

3. Conditional Uses. The following uses may be permitted if approved by the Zoning Administrator, in accordance with the procedures and under the conditions set forth in the Administration Section of the Zoning Code, with additional requirements deemed necessary to safeguard the best interest of the adjoining property, neighborhood and the community:

- a. Apartments and townhouses as regulated in the R-2 zone.
- b. Hospital for human beings or sanatorium nursing home.
- c. Park Model Travel Trailer as a Watchman or Caretaker Residence.
- d. Temporary storage building or yard for equipment, material or activity incidental to a specific construction project but not to exceed one year, unless the time is extended by the Zoning Administrator.
- e. The retail sale of beer or/and wine, without a restaurant, with a Small Brewers Liquor License, including manufacturing of beer for on-site consumption or sale and a Winegrowers Liquor License, including manufacturing (excluding vineyard) of wine on site for on-site consumption or sale.

C. Height Regulations. Buildings and structures shall

not exceed twenty-six (26') feet in height, except as provided in the Supplementary Height and Area Regulation Section of the Bernalillo County Zoning Code.

For purposes of this document, the term "height" or "building height" means "the vertical distance from the contiguous, natural grade to (a) the highest point of a flat roof, (b) the decline of a mansard roof, or (c) the average height between eaves and ridge for gable, hip and gambrel roofs."

D. Area Regulations. Except as provided in the Supplementary Height and Area Regulation Section of the Bernalillo County Zoning Code, area regulations shall be:

- 1. 1. Front Yard. There shall be a front yard having a depth of not less than twenty-five (25') feet.
- 2. 2. Side Yard. There shall be a side yard on both sides of a building the width of which shall not be less than ten (10') feet.
- 3. 3. Rear Yard.
 - a. For lots north of NM 333, there shall be a rear yard having a depth of not less than fifteen (15') feet.
 - b. For lots south of NM 333, there shall be a rear yard having a depth of not less than twenty-five

(25') feet.

- E. Landscape and Buffer Landscaping. In order to further Bernalillo County goals and objectives related to water conservation, especially in the East Mountain area where water is a scarce resource, the provision of landscaping in the Plan area shall be provided in accordance with requirements set forth in Section 19, Landscaping and Buffer Landscaping Section of the Bernalillo County Zoning Code, and as further regulated in the Design Standards section of this Plan.
- F. Off-Street Parking Spaces, Loading and Unloading Spaces. Off-street parking spaces and loading and unloading spaces shall be provided in accordance with requirements for specific uses set forth in Section 21, Off-Street Parking, Loading and Unloading Regulations Section of the Bernalillo County Zoning Code, and as further regulated in the Design Standards section of this Plan.

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8. Design Standards and Considerations





This section was informed by public input, area development history and the goals of this Plan, as mentioned in previous sections of this document.

Throughout the planning process, participants recognized that this area is the “Gateway” from the east to Bernalillo County and the Albuquerque Metropolitan Region and discussed the need for a minimum level of design standards that improved site design, traffic flow and the overall appearance of area development, without adding an economic burden on property owners, business owners and developers.

This section details design standards that shall (meaning required) apply to all SD-R66-CC zoned property. This section also includes design guidelines that may be incorporated into any development, on any property within the Sector Plan Area, but are not required. The standards and guidelines are meant to improve site design, architectural design and/or offer flexibility in development.

It is important to reiterate that Route 66 is designated as a National Scenic Byway. As such, the East Route 66 Sector Development Plan area provides scenic views in all directions. These views should be protected and enhanced, if possible, by thoughtful site planning and building design. The design standards herein were developed with input from property owners, business owners, residents and County planning staff

to ensure that the area’s natural beauty will not be negatively impacted by new development.

The design standards address site planning, placement of buildings, structures, driveways and parking areas, landscaping, fencing and walls, lighting and signage. The design standards apply to new construction at the time of building permit application. Commercial site plans will demonstrate how the relevant standards are met.

8.1 Site Design and Layout

- A. Buildings and parking areas shall be sited to preserve and enhance the open views, natural features and rural character of the area while still being visible from NM 333.
- B. Required setbacks shall remain free from obstructions. Loading docks, outside storage and service areas shall not be located within required setbacks.
- C. Access to and from properties should be from an access road or easement, when possible.
- D. Share driveway access from NM 333 with adjoining parcels when possible. The objective is one driveway per every two parcels.
- E. Grade only the parts of a site that will be developed for a building, access road, or parking lot. Transition grades between old and new elevations should be rolling or terraced with engineered retaining walls rather than a

continuous straight slope or cut and fill.

- F. Retain existing healthy vegetation as much as possible. Reseed disturbed areas as soon as practical with native plants/seeds.

8.2 Landscaping and Buffer Landscaping

- A. Landscaping shall be designed to maintain the rural character of the area by retaining a maximum amount of natural vegetation on the developed site, keeping a consistent vegetated buffer between the building site and NM 333 and screening parking and storage areas.
- B. In consideration of water limitations and in an effort to conserve water, native species should be planted, where required. Water harvesting techniques should be implemented. Trees, shrubs, succulents, grasses, perennials and seeding should be from the Plant Materials List provided in this Plan. (See Appendix E)
- C. Disruption of existing soils and groundcover during development or construction activities shall be minimized as much as practical. Cleared or graded areas shall not exceed the minimum required for driveways, buildings or structures, wastewater treatment and off-street parking areas.
- D. Water harvesting techniques shall be incorporated into site design in order to reduce reliance on groundwater for landscape irrigation purposes. At a minimum, water from off-street parking areas and roof tops shall be

directed to landscaped areas.

- E. Where a wall or fence is required, it shall be solid (textured and/or colored CMU, brick, wood or similar) or semi-solid (coyote fencing, chain link, pole fence, horse fence or similar). Semi-solid walls or fencing is encouraged in order to retain the open rural character of the area. Barbed wire is permitted only above 6'. Razor or concertina wire fencing is prohibited.
- F. For sites of any size, where permeable or porous paving is utilized, as approved by County Public Works, to pave 50% or more of the off-street parking area, landscaping within the parking area is not required.
- G. Detention ponds may be included in landscape coverage and contribute to the landscape requirement if located fully within the site and if it is landscaped with low-water use species.

8.3 Architecture

Building materials, colors and treatments should reflect the Historic Route 66 theme for this portion of the route. This means combining the open scenic views and new commercial uses that are unique and visually interesting to motorists, while not detracting from the natural scenery.

- A. Highly reflective materials such as bright aluminum or glossy metal shall not be used as a primary building material or as roofing material.
- B. Plain metal buildings are prohibited. Metal buildings

shall be modified with features and patterns that provide visual interest such as windows, trellises, wall articulation, variation in roof lines, arcades, material and color changes, portico and/or clerestory windows. (for examples see Appendix C)

- C. Non-shiny and non-reflective, brushed metal may be utilized as the primary roofing material.
- D. Colors and textures of building materials shall be in harmony with the natural surroundings. Exterior building colors should be earth tones (beige, tan, browns, green, terra cotta, gray, etc.) with brighter colors (red, blue, turquoise, white, black, etc.) limited to roofs and accent colors.
- E. Primary public entrances along major facades shall be clearly defined with façade variations, porticos, roof variations, recesses or projections, or other integrated building elements.
- F. Primary building entrances shall be lighted and a minimum thirty-six inch (36”) pedestrian walkway shall extend from the parking area to the primary public entrance.
- G. Architectural style of buildings and structures shall be based on contemporary interpretations of iconic Route 66 styles or southwest regional designs such as Modern Pueblo Revival, Northern New Mexico, Spanish Colonial, Territorial, Mountain Vernacular or Rustic Southwest Ranch Style. (for examples see Appendix D)

- H. Break up the Mass. Major facades greater than one-hundred-thirty feet (130’) in length shall break up building mass by including one or more of the following:
 - 1. Vertical changes in color, material or texture every 50 linear feet; or
 - 2. An offset, pilaster, reveal or projecting element every 50 linear feet; or
 - 3. Three dimensional cornice or base treatments; or
 - 4. A change in visible roof plane or parapet height.
- I. All accessory buildings visible from a public street shall be similar in color and material to the primary/major building on a site.

8.4 Signs

- A. Sign color, material and lettering type should complement buildings and structures on the site.
- B. Sign placement should be sensitive to natural features and should not block or significantly detract from them.
- C. Neon or neon-type lights may be used to illuminate signs to reflect a retro Route 66 theme. (for examples see Appendix B)

8.5 Walls, Fences and Open Storage

- A. The following fencing materials are prohibited:
 - 1. Razor Wire.
 - 2. Concertina Wire.
 - 3. Barbed wire, except above 6’.

4. Metal stakes along NM 333 frontage.
 5. Non-colored and/or non-textured CMU Block.
- B. Solid walls and fencing, where not essential for security, are not required. Sites should remain as unobstructed as practical to maintain the open and rural character of the area.
 - C. Where a solid wall or fence is indicated as “required” in a regulation herein, it may be substituted with a semi-solid, “see-thru” wall or fence such as coyote fencing, wood panels, wrought iron, chain link, pole fence, horse fence or similar.
 - D. The use of colored and/or textured CMU block walls shall be limited to providing architectural variation to an otherwise open fence or wall along NM 333.
 - E. Open storage areas and trash enclosures shall be fully screened by a solid (not semi-solid) six foot (6’) high/tall wall or fence. Stored materials shall not be stacked or be visible above the wall height.
 - F. Perimeter fencing material should be sturdy and open. Examples include post and wire or horse pole fencing. Site walls, berms or a combination for screening parking shall be a maximum of four feet (4’) high.
 - G. Open storage of vehicles shall be arranged in an orderly way in designated parking spaces. Vehicles shall not be haphazardly parked.

8.6 Lighting

The intent of this section is to ensure that lighting preserves dark skies while providing sufficient illumination of businesses and safety of the community. All lighting shall be consistent with the New Mexico Night Sky Protection Act (Chapter 74, Article 12 NMSA 1978) and the Bernalillo County Light Pollution Ordinance for the East Mountain Area (Chapter 30-Article VI-Div. 3- Sections 201-240 Bernalillo County Code of Ordinances). In addition, the following regulations apply:

- A. Building-mounted lighting shall be shielded to project light downward.
- B. Light poles shall be as short as practical to accomplish their purpose but no taller than twenty-five feet (25’) from ground surface to the top of the light fixture.
- C. Flood lights or directional lights may be used to illuminate working areas but shall be shielded so as not to shine on adjacent properties or public rights-of-way.

8.7 Utilities and Mechanical Equipment

The visual and noise impacts of utilities, mechanical equipment, transmission dishes, communication towers, antennas and similar types of equipment shall be mitigated by:

- A. Locating them near the rear or sides of the building or property; and
- B. Screening them from view from NM 333 and adjacent property with a semi-solid wall or fence, landscaping and/or architectural screening.

- C. Renewable or alternative energy equipment such as solar panels and windmills, are exempt from mechanical equipment screening requirements.

8.8 Other Design Considerations

Natural Hazards exist everywhere people live. The East Mountain Community Fire Protection Plan (Updated 2015), utilized by the East Mountain Interagency Fire Protection Association (www.emifpa.org), is a resource for those interested in wildfire and fire related flooding hazards in the East Mountains and within the Plan area.

- A. Wildfires. Due to limited water resources and on-going, drought conditions, property owners should maintain defensible space by:
 1. Proper landscape irrigation and maintenance; and
 2. Promptly clearing and replacing dead vegetation; and
 3. Maintaining required setbacks and keeping them free of obstructions.
- B. Flooding. All properties within the Plan area are in FEMA's FIRM Floodzone "D", which means that flood hazards may exist but there has been no detailed study to determine risk. Prior to development or re-development, property owners are encouraged to contact Bernalillo County's Floodplain Manager in the Public Works Department. (see Appendix F)

- C. Wind. Springtime in New Mexico is notoriously windy. According to the National Oceanic and Atmospheric Administration (NOAA) website www.climate.gov, the average wind speed in the Plan area is 4.5 meters per second or 10 miles per hour but can be much higher during the spring. Stronger wind gusts are common in the Tijeras Canyon and may continue eastward to Clines Corners and beyond. Therefore, buildings, structures, fences and signs should be constructed to withstand sustained high wind and periodic wind gusts, as specified in applicable Building Codes.

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9. Appendices

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9.1 References and Resources

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9.2 Sign Examples

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9.3 Examples of Metal Building Facade Treatments

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9.4 Examples of Architectural Design in New Mexico

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9.5 List of Low Water Use Plants

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9.6 FEMA Guidance on Unmapped Areas on Flood Hazard Maps

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9.7 List of Changes to the Document

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9.8 Survey Results

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