

Fast Route 66
Sector Development Plan



Adopted by the Bernalillo County Board of County Commissioners
June 12, 2018
Resolution No. AR-2018-42

BERNALILLO COUNTY
BOARD OF COUNTY COMMISSIONERS

ADMINISTRATIVE RESOLUTION NO. 2018-42

1 **ADOPTING THE EAST ROUTE 66 SECTOR DEVELOPMENT PLAN, WHICH**
2 **ESTABLISHES A NEW ZONING CATEGORY (SD-E66-CC) AS AN OPTION TO**
3 **ENCOURAGE ECONOMIC DEVELOPMENT ALONG A TWO MILE PORTION OF**
4 **NM 333 (HISTORIC ROUTE 66) BETWEEN SEDILLO HILL ROAD (EAST END) AND**
5 **THE COUNTY LINE.**

6

7 **WHEREAS**, Section 20.5 of the Bernalillo County Zoning Code authorizes the
8 Board of County Commissioners to adopt sector development plans to promote the health,
9 safety and general welfare of Bernalillo County residents; and
10 **WHEREAS**, the County initiated the East Route 66 Sector Development Plan to guide
11 quality development in an area that is rural in nature and to provide for a more suitable mixture
12 of uses in a growing area of the County; and

13 **WHEREAS**, County planning staff received substantial public, neighborhood,
14 departmental and agency input in developing the East Route 66 Sector Development Plan,
15 including active participation from the public in numerous public meetings; and

16 **WHEREAS**, the East Route 66 Sector Development Plan represents a balance between
17 the various interests in the Plan area; and

18 **WHEREAS**, there is a desire to protect the rural characteristics and highly scenic natural
19 features while encouraging a mix of neighborhood-scale, commercial and light industrial land
20 uses along this portion of NM 333; and

21 **WHEREAS**, the optional Sector Development Plan zoning (SD-E66-CC) is appropriate
22 for this portion of NM 333 because the requirements of other available zones do not provide the

1 control and coordination of development necessary to achieve the desired mix of land uses in
 2 balance with the neighborhood and natural characteristics of the area; and
 3 **WHEREAS**, Bernalillo County recognizes that the East Route 66 Sector Development
 4 Plan is more advantageous to the future growth of the East Mountain Area, as articulated in the
 5 East Mountain Area Plan; and
 6 **WHEREAS**, the County Planning Commission, in its advisory role in the matter of new
 7 Sector Development Plan approval, reviewed and recommend adoption of the East Route 66
 8 Sector Development Plan at a public hearing held on April 4, 2018, based on six findings as
 9 provided in the Notice of Decision for SPR2018-0001, dated April 6, 2018.
 10 **NOW, THEREFORE**, be it resolved by the Board of County Commissioners, the
 11 governing body of the County of Bernalillo, that the attached East Route 66 Sector Development
 12 Plan is hereby adopted as a Rank 3 Plan to promote and guide development along this Historic
 13 Route 66 corridor and to implement the applicable goals and policies of the
 14 Albuquerque/Bernalillo County Comprehensive Plan and the East Mountain Area Plan.

15 **ADOPTED** this 12th day of June 2018.



BOARD OF COUNTY COMMISSIONERS

17 
 18 Steven Michael Quezada, Chair

Excused

19 ~~Lonnie C. Talbert, Vice Chair~~

20 ~~~~
 21 ~~Debbie O'Malley, Member~~

22 ~~~~
 23 ~~Maggie Hart Stebbins, Member~~

24 ~~~~
 25 ~~James E. Smith, Member~~

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26 
 27 W. Ken Martinez, County Attorney

28 **ATTEST:**
 29 
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Acknowledgements

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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 a two-mile section of "Old Route 66" (NM 333), between Dressage Road and the 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.

This planning effort was undertaken because: 1) the requirements of other available zones did not promote the conservation of special neighbored 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 multi-year 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.

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Introduction

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 two-mile section of “Old Route 66” (NM 333), between Dressage Road and 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.

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 would like 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 and should be revisited through a sector development planning process.

Based on staff and community assessments, the East Route 66 Sector Development Plan area was defined as 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 parcels on the north side of NM 333 form an island

between the State highway and Interstate-40. Those on the south side include a one lot deep strip that abuts NM 333 on one side and existing residential and agricultural land on the other.

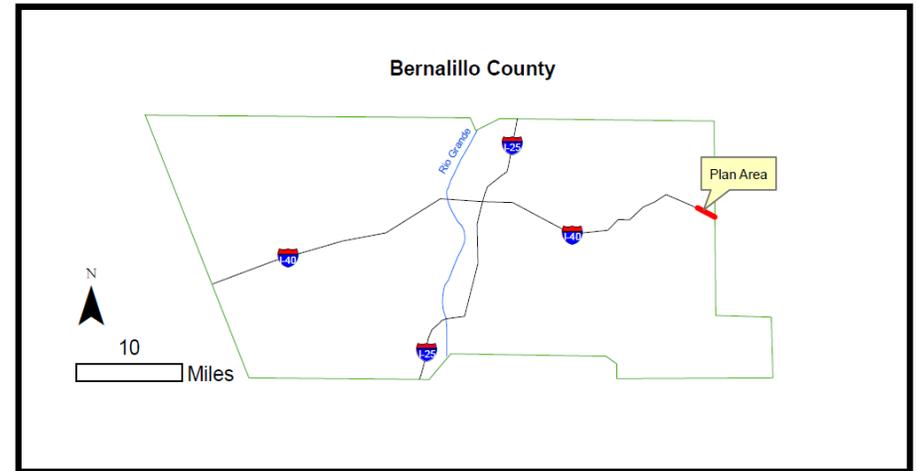


Figure 1. Bernalillo County Boundary with East Route 66 Sector Development Plan Area (in Red).

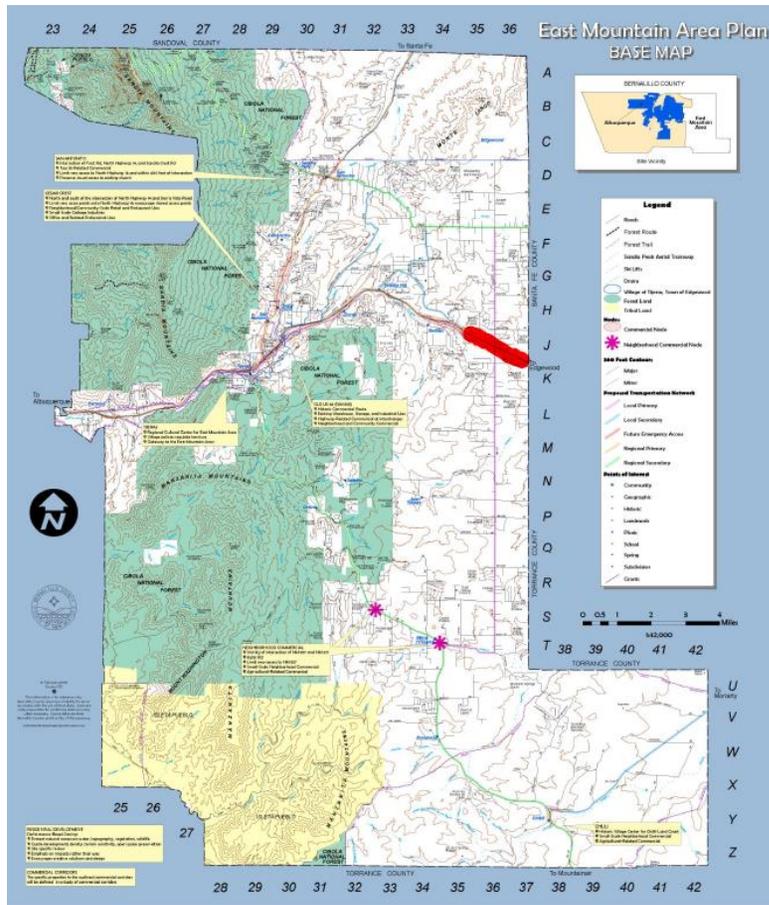


Figure 2. East Mountain Area Plan Map with East Route 66 Sector Development Plan Area (in Red).

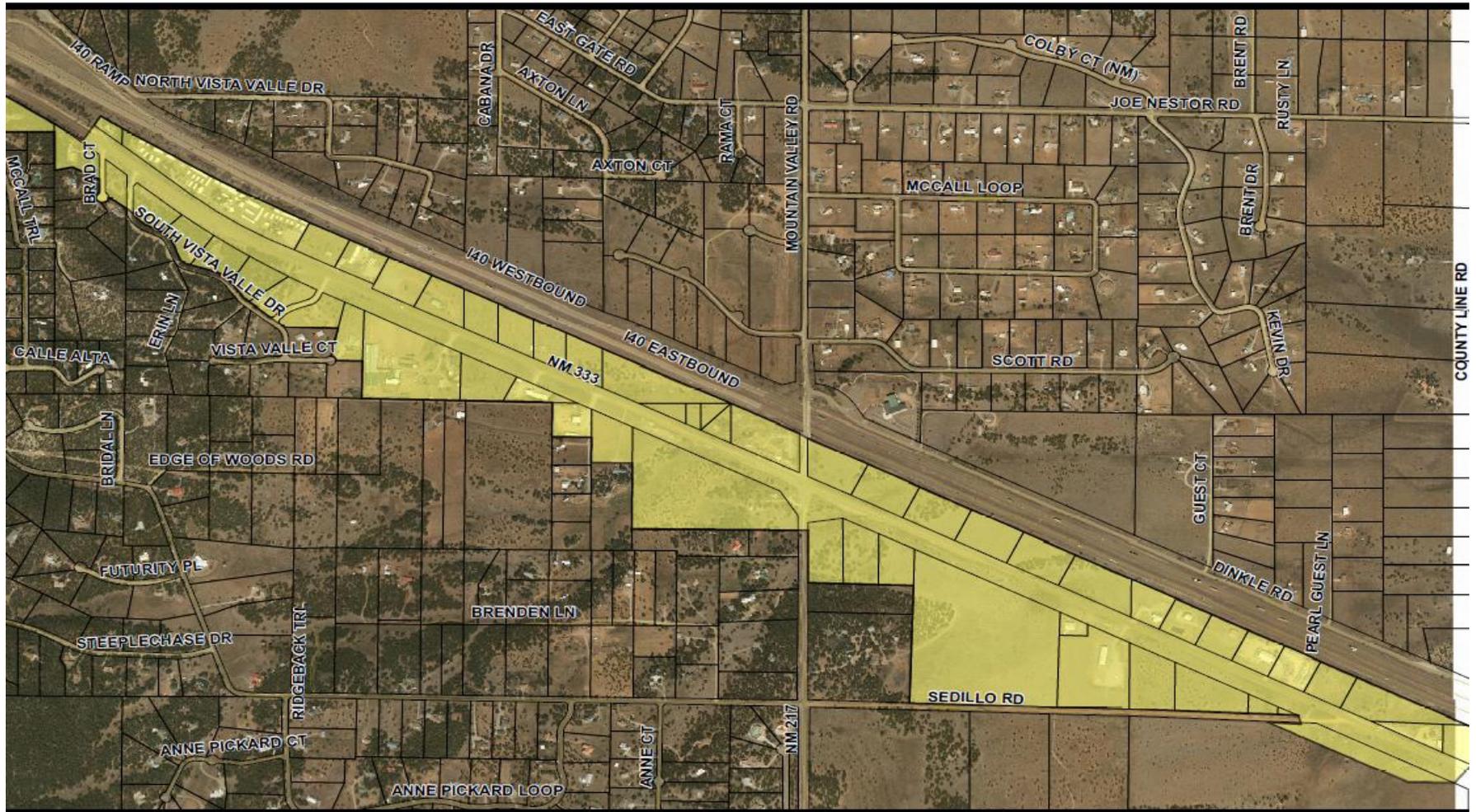
The parcels of land located within the sector development plan area are predominately zoned A-2, which allows one single-family residence per two acres and agricultural uses. However, this area has developed with commercial and light-industrial uses through the County’s Special Use Permit process. Property owners and

residents recognize this trend and want it to continue to develop in a way that encourages neighborhood commercial and some light-industrial uses.

The East Route 66 Sector Development Plan process, which establishes a new zoning option for the area, will:

- Better accommodate current and future commercial and light industrial development through revised zoning regulations.
- Minimize issuance of Special Use Permits, which lack the predictability and financial reassurance of standard zoning.
- Create design standards to help preserve the rural and scenic character while promoting Old Route 66 and local businesses.
- Balance the need to visit commercial sites with safe and efficient traffic flow.
- Encourage improvements that increase safety and mobility for all transportation modes (vehicles, bicycles, pedestrians, transit) along the corridor.
- Create a new zone that mirrors and expands on County C-1 zoning and addresses specific area characteristics and needs.

East Route 66 Sector Development 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.



Date: 4/5/2018

Figure 3. Map of Plan Area.

Part I - Background

1.0 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 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 is 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.
5. identify requirements from other departments and agencies that will apply as the Plan area develops (such as transportation, drainage and/or open space).

2.0 Plan Context

This section includes the background information that has informed the Plan.

2.1 The Planning Process

Planning is a participatory and evolving process and cannot be adequately undertaken without 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 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 that can be utilized 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.

2.2 Community Contributions

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 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 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.

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.



Public Meeting in October 2017

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).



Public Meeting Participants Working on Land Use Survey

2.3 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. US Highway 66, popularly known as “Route 66,” was constructed 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 shortest, 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 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.

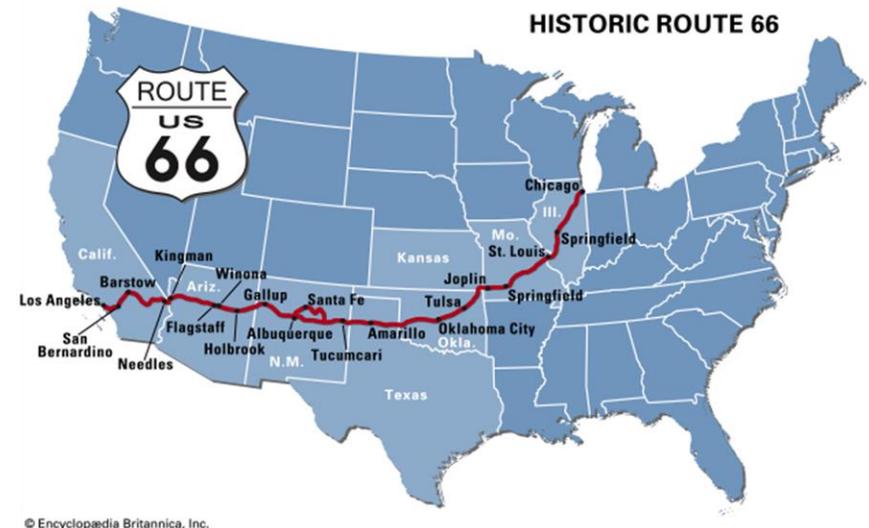
The period of historical significance for Route 66 is 1926 to 1985. The national system of public highways brought geographic cohesion and economic prosperity to the disparate regions of the country. As a component of the federal network, Route 66 linked the isolated and predominantly rural West to the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



Route 66 from Chicago to Los Angeles

2.4 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.

2.5 Current Characteristics of NM 333 in Plan Area

NM 333 "Old Route 66" 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 Plan area. The right-of-way of NM 333 is approximately 200 feet (200') wide at most locations in the Plan area.
- 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.



NM 333 Looking West toward the Sandia Mountains



NM 333 Looking West toward the Sandia Mountains

2.6 Current Land Uses in the Plan Area

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

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.

East Route 66 Sector Development Plan - Special Use Permits

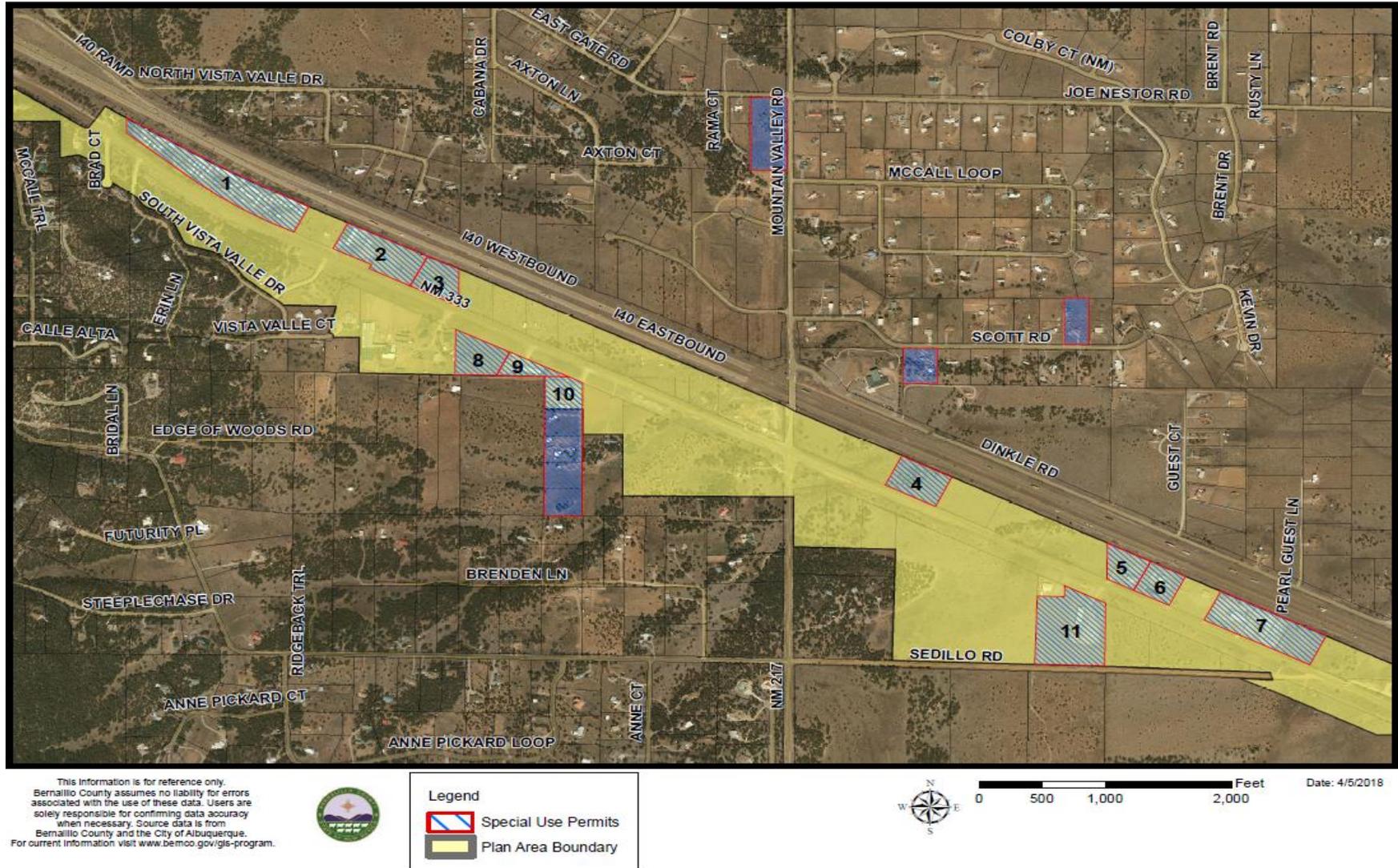


Figure 4. Existing Special Use Permits in the Plan Area.

Below is a table that identifies the Special Use Permits referenced on the preceding map:

MAP #	CASE FILE #	PURPOSE
1	CSU2018-0009	SPECIFIC C-2 USES OF SELF STORAGE, MINIWAREHOUSES AND AUTO, TRAILER, RV, BOAT AND MOTOCYCLE STORAGE, SPECIFIC C-1 USE OF RETAIL SALES OF PACKING AND SHIPPING SUPPLIES AND THREE MOBILE HOMES
2	CSU2017-0023	SPECIFIC C-1 USE OF RETAIL SALES, DELIVERY AND SERVICE OF PROPANE AND A MOBILE HOME
3	CZ-81-40	AUTOMOBILE AND MACHINERY REPAIR SHOP
4	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)
5	CSU-20110007	CONTRACTOR'S YARD
6	CSU-20120020	FEED STORE, BILLBOARD AND A COMMERCIAL ANIMAL ESTABLISHMENT
7	CZ-99-5	TRUCK TRAILER SALES AND HORSE ARENA
8	CSU-50014	PLANNED DEVELOPMENT AREA (SEDILLO NEIGHBORHOOD BUSINESS CENTER)
9	CSU-20100022	C-1 USES OFFICE, SERVICE & RETAIL AND C-2 USES AUTO SALES, TAXIDERMY & OUTDOOR STORAGE & DISPLAY OF RETAIL ITEMS
10	CSU-88-12	PLANNED DEVELOPMENT AREA (SINGLE FAMILY DWELLING UNITS & WATER CO-OP OFFICE)
11	CSU-20140007	CONTRACTOR'S YARD GREENHOUSE/NURSERY AND STORAGE YARD

2.7 Land Use Characteristics on the North Side of NM 333

The Plan area north of NM 333, adjacent to Interstate 40, consists of sparsely developed land parcels and vegetation (juniper, pinion, grasses), which contribute to the rural character of the area. 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.

Because this area is wedged between NM 333 and I-40, the structures and land uses are highly visible from both roadways. The parcels of land are generally smaller in size than those to the south. However, the location and enhanced visibility provide property owners an opportunity for creating attractive development that enhances the community and draws tourists to the area.

Except for the eastern-most parcel, which is zoned C-1, the land in this area is zoned A-2, which allows one residential dwelling unit per two acres and agricultural uses. 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.

Typically, lot sizes in this area range from two to four acres with the average dimensions of a two-acre lot being 310 feet (310') wide and 300 feet (300') deep. Some of the developed lots have direct access to NM 333 and others share access with adjacent parcels. Due to NMDOT driveway access requirements, this Plan encourages future development in this area to share access.



Businesses on the North Side of NM 333

2.8 Land Use Characteristics on the South Side of NM 333

The Plan area south of NM 333 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.

Except for a small parcel that is zoned O-1 (Office and Institutional) and one large parcel that is zoned C-1 (Neighborhood Commercial), the land in this area is zoned A-2, which allows one residential dwelling per two acres and agricultural uses.

In contrast to the land north of NM 333, there have not been many requests in this area for special use permits. The land has generally developed with uses allowed under the existing A-2 zoning. Since the few Special Use Permits that have been approved are for small-scale, rural, neighborhood-commercial type uses, this is the scale of development that local residents and landowners support.

Some of the developed lots have direct access to NM 333. Lots that have frontage on NM 333 and a side road, when developed, may be required by the New Mexico Department of Transportation to utilize the side road for access due to driveway spacing requirements and safety concerns.



Businesses on the South Side of NM 333

3.0 Relevant Land Use Plans

A number of plans and studies have been completed or conducted by local, state and federal agencies 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, plans 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.

3.1 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”.

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:

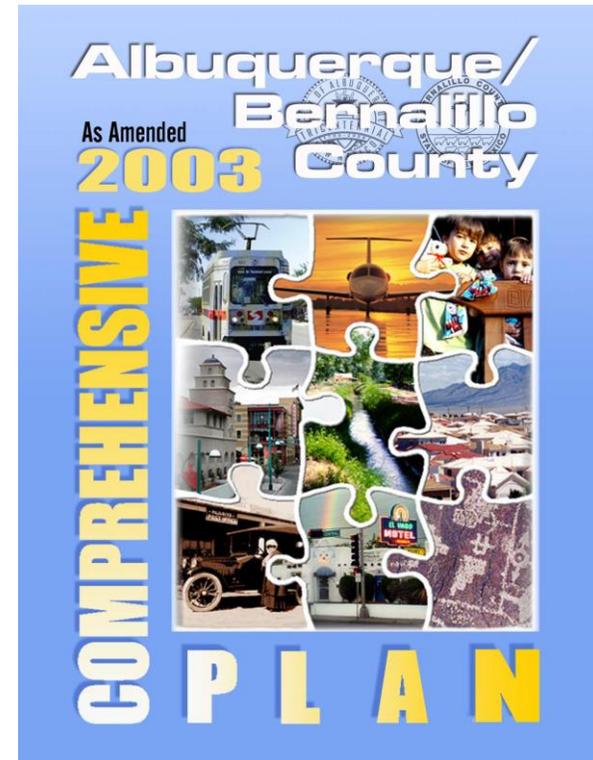
- Rural Areas as shown by the Plan map shall generally retain their rural character with development consisting primarily of ranches, farms and single-family homes on large lots; higher density development may occur at appropriate locations – within rural villages or planned communities. Overall gross 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.”



Albuquerque/Bernalillo County Comprehensive Plan (updated 2013)

3.2 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.

The East Route 66 Sector Development Plan area lies within “Character Area C” as identified in the East Mountain Area Plan. Character Area C is “typified by mixed open space and scattered residential development, with commercial enterprises concentrated along I-40”.

Historically, the East Route 66 Sector Development Plan area has been a node 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.

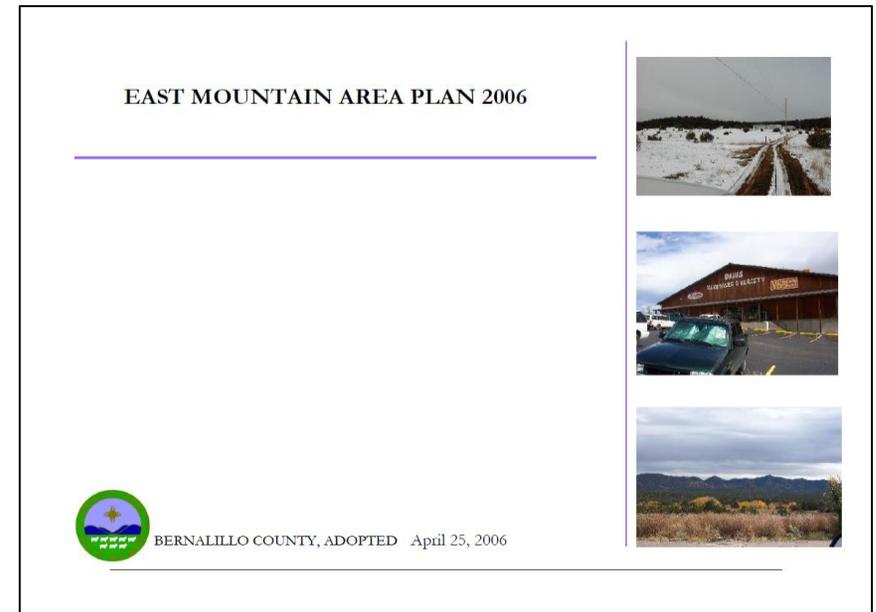
In furtherance of these goals and recommended techniques, the East Mountain Area Plan designates a commercial corridor in a portion of the East Route 66 Sector Development Plan area. The function of such a designation is to prioritize this area as a location for commercial activity and thereby encourage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



[East Mountain Area Plan](#)

3.3 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.

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.

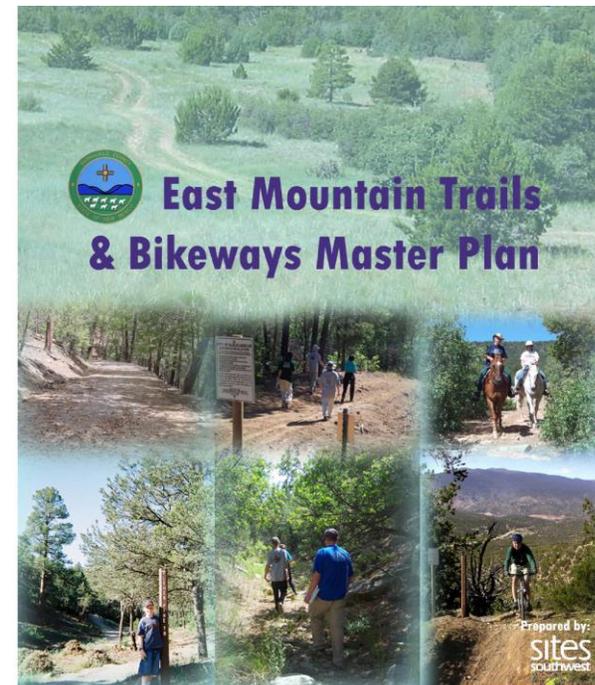
Consistent with other East Mountain area planning efforts, the Plan takes into account the desire of East Mountain residents to preserve what they consider a rural lifestyle and atmosphere, open spaces and dark skies.

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.



East Mountain Trails & Bikeways Master Plan



Bicyclists Enjoying a Bike Trail

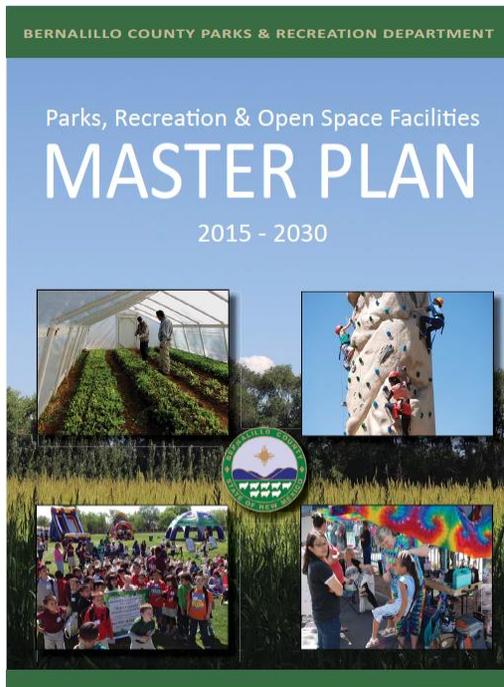
The East Route 66 Sector Development Plan area is located in the overlapping “North 14 Neighborhood Community Area” and the “Los Vecinos-Carnuel Neighborhood Community Area”, as designated in the Master Plan.

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.

3.4 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”.



PROS Plan 2015-2013

4.0 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.

4.1 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.

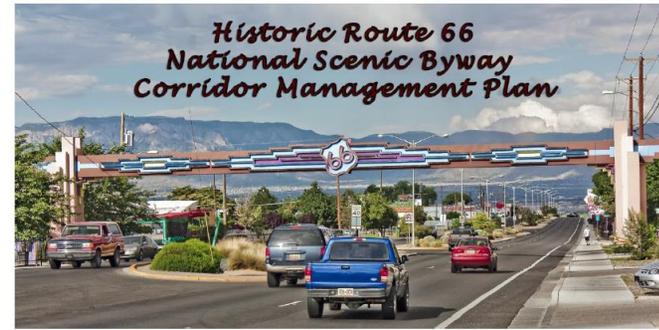
The Plan summarizes the history and efforts to preserve and promote Route 66 in New Mexico. It breaks down Route 66 into sections that have individual characteristics and provides goals and objectives for each section. The objectives are actionable items that communities can do to help preserve the original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



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2009

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Laurie E. Frantz, Coordinator
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New Mexico Tourism Department

Funding provided by the Federal Highway Administration

Historic Route 66 National Scenic Byway Corridor Management Plan

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)

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)



Sign Identifying Salt Missions Trail on NM 333 in East Route 66 Sector Development Plan Area

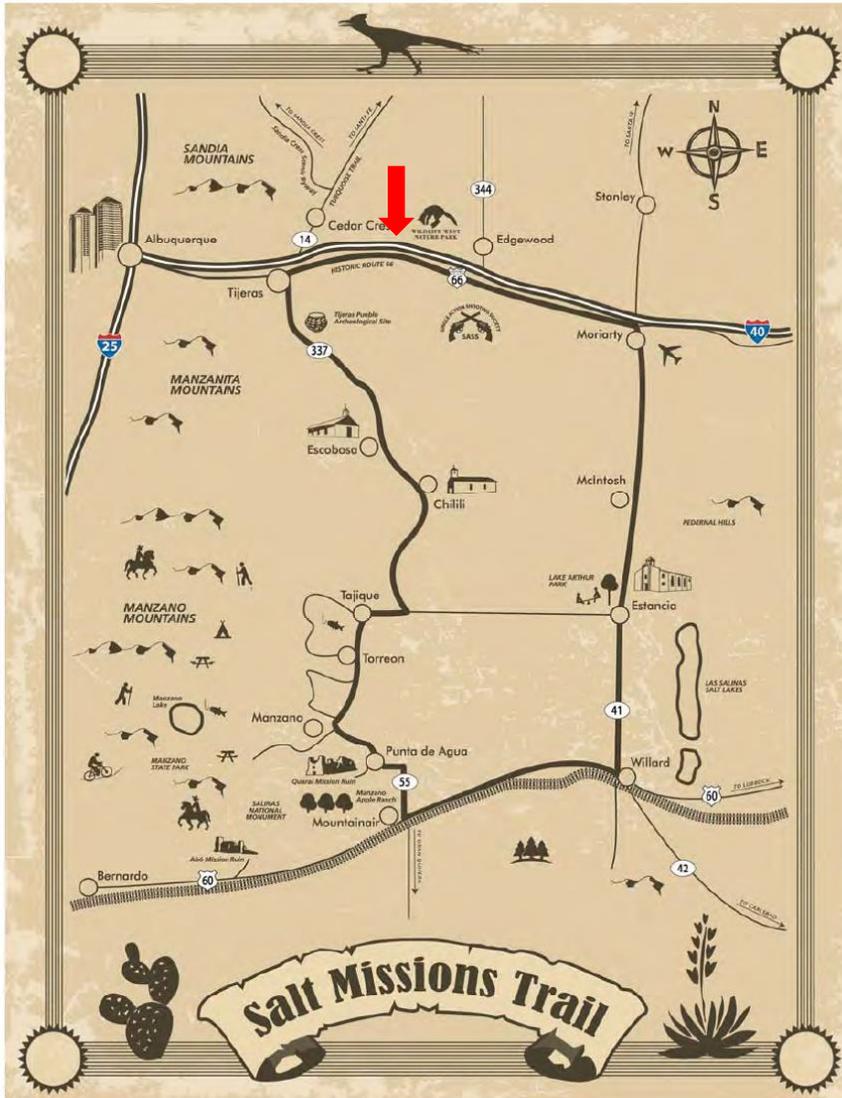


Figure 5. Trail Map from the Salt Missions Trail Scenic Byway Corridor Management Plan. Sector Plan Area Indicated by Red Arrow.

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.

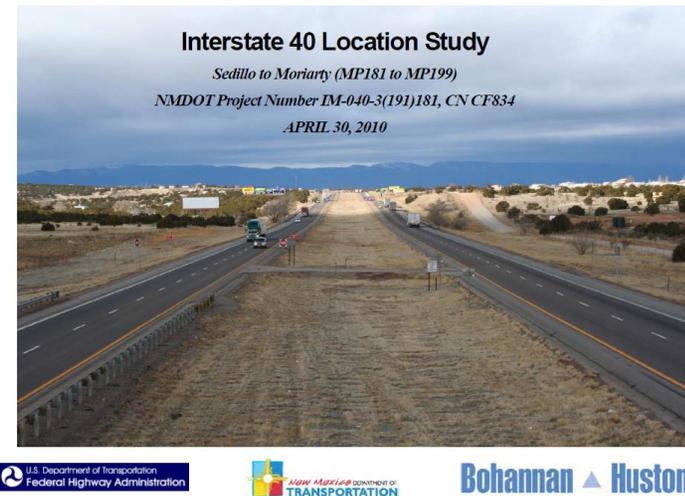
The primary purpose for the I-40 Location Study was to improve the overall inter-connectivity between the Interstate, NM 333 and the intermittent frontage road on the north side of I-40. The belief was that these improvements would facilitate economic development and planned growth along the corridor.

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.



[Interstate 40 Location Study](#)

4.4 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.

5.0 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.

5.1 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.

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 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.



Multi-Modal Options on NM 333

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.

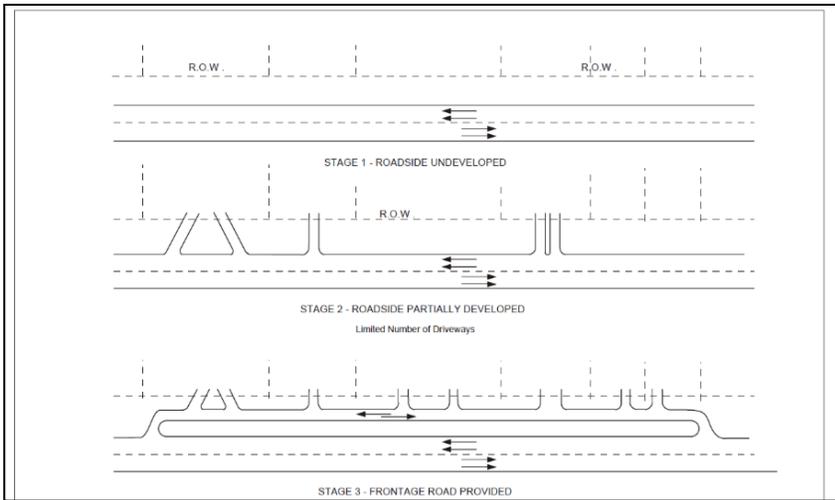
Access Category	Posted Speed (mph)	Intersection Spacing (feet) ¹		Driveway Spacing (feet) ²		
		Signalized	Unsignalized ³	Non-Traversable Median Full Access	Partial Access	Traversable Median ⁴
Controlled-Access, Non-Interstate Highways	All Speeds	5,280	2,640	2,640	2,640	-NA-
UPA	≤ 30 mph	2,640	1,320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

- Notes:
1. Intersection - Public street or other access serving a large area or a major traffic generator(s) where full access is typically provided.
 2. Driveway - Public or private access serving a limited area where traffic signal control is not required.
 3. In urban areas, spacing should be consistent with the established street spacing along the state highway facility.
 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 6. Access Spacing Table from State Access Management Manual (current edition). Plan Area Designation is RCOL ≥55mph.

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.

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.



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

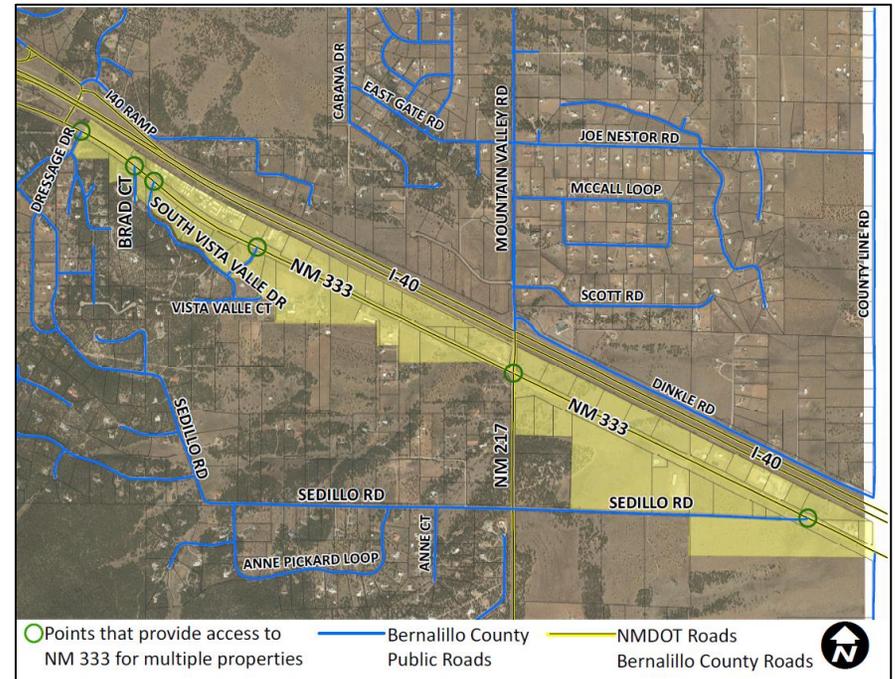


Figure 7. Locations of NM 333 & Public Road Intersections.

5.2 Drainage and Floodplain Management

Storm water runoff in the East Route 66 Sector Development Plan area is regulated under Chapter 38 “FLOODS” of the Bernalillo County Code. This ordinance is designed to maintain historic flow patterns and flow rates so downstream properties have a reasonable expectation as to what storm water runoff will be in the future as upstream properties develop. In some cases, there is a certain “allowable” amount of development before developers are required to provide some type of infrastructure (usually ponds) to mitigate excess runoff due to development. For the East Mountain Area, the allowable amount of development is 15% of the lot size for lots of 5 acres or less.

For this purpose, “development”, is defined as the land area covered by impervious surface. This includes areas not covered by grass or natural vegetation. Dirt, gravel and paved roads, streets, drives, walks, trails, play areas and areas of human activity are considered impervious. Roofs are considered impervious. If development exceeds the allowable amount, a grading & drainage plan prepared by a New Mexico licensed engineer is required to show how the excess storm water runoff will be mitigated.

Engineered grading and drainage plans should be prepared not only with the control of excess storm water runoff in mind but also with water conservation and water quality techniques included. The use of Low Impact Development and Green Infrastructure will reduce the need for irrigation water for landscaping and can also reduce the storm water control volume. These techniques also improve storm water quality.

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).

Currently, all of the East Route 66 Sector Development Plan area lies within Federal Emergency Management Agency (FEMA) Flood Zone “D” as reflected on the most recent Flood Insurance Rate Maps. According to FEMA, this means that there are possible but undetermined flood hazards, as no analysis of flood hazards has been conducted.

Flood insurance is available in Zone D through the National Flood Insurance Program (NFIP). 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)

East Route 66 Sector Development Plan
FEMA Flood Hazard Areas

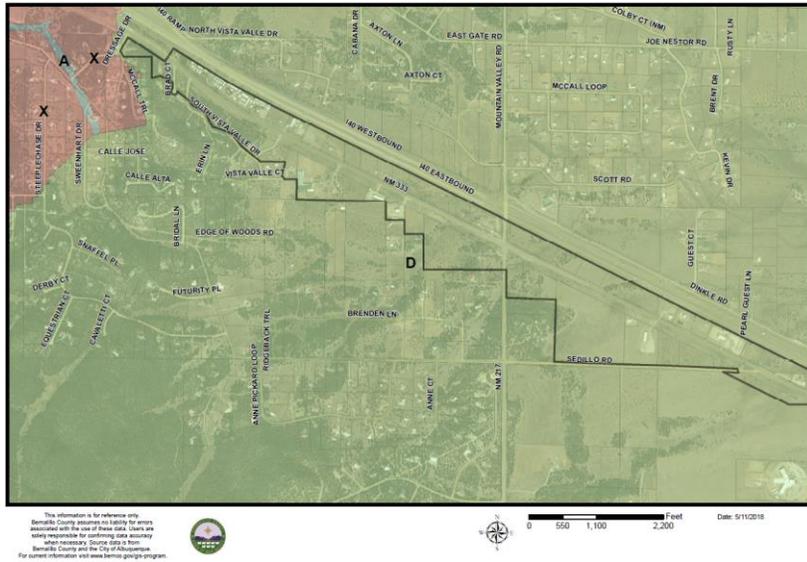
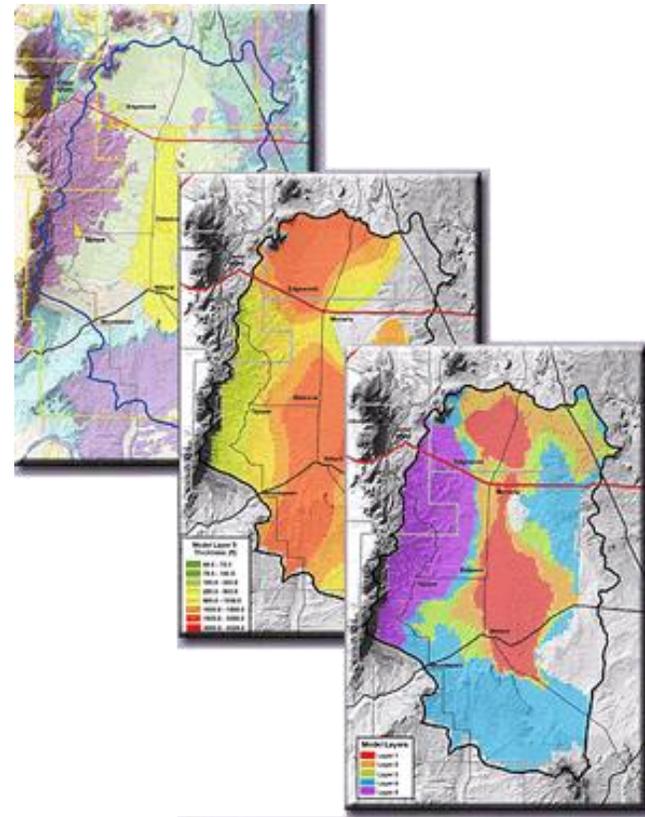


Figure 8. FEMA Flood Hazard Areas.

5.3 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.



Images of Estancia Basin Courtesy of www.entranosawater.com

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 the water and wastewater needs of any 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 necessary. County staff review the application for compliance with the County's Wastewater Ordinance.

Part II – The Plan: Zoning & Design

6.0 Sector Development (SD) 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.

6.1 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.

6.2 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.

6.3 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.

6.4 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. *Front Yard.* There shall be a front yard having a depth of not less than twenty-five (25') feet.
 - 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. *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.

7.0 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.

7.1 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.



Existing Vegetation Remains on this Site Except for the Building Pads, Parking Areas and Access Roads



This Driveway Access Serves Two Developments

7.2 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.



Parking area water harvesting.
Photo by Travis Lewis

Example of Water Harvesting Technique in Parking Area

- 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.

7.3 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.



A Franchise that Incorporates Northern New Mexico Architectural Design



Different Roof Lines, Windows, and an Identifiable Entranceway Add Interest to Metal Buildings

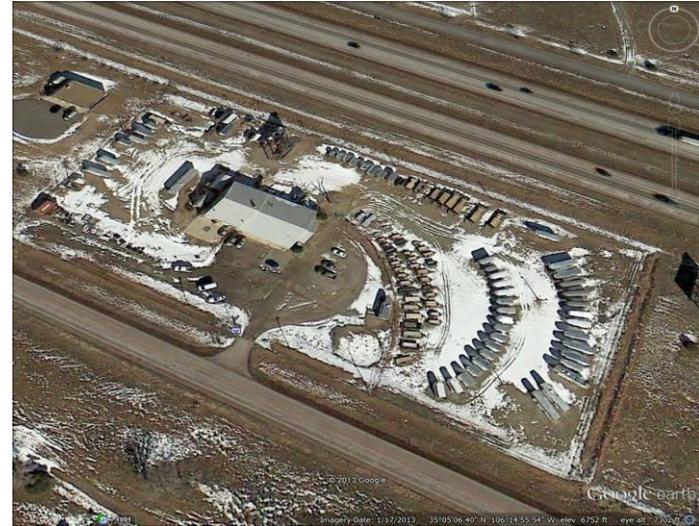
7.4 Signs

- 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)

7.5 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.



Vehicles on this Lot are Arranged in an Orderly Way



Examples of Acceptable Fencing Types

7.6 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.

7.7 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.



A Solid Fence Conceals the Trash Dumpster



Example of a "Semi-Solid" Coyote Fence Screening a Trash Dumpster

7.8 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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Appendix B. SIGN EXAMPLES



Pole-and-Panel Sign



Monument Sign



Building-mounted Sign



Single Pole-mounted or Pylon Sign



Composite Monument Sign



Composite Post-and-Panel Sign

Examples of Metal Building Façade Treatments

The photographs below illustrate ways to modify the typical metal building to achieve a more interesting and less industrial look.



The red roof overhang and windows help break up the metal box effect of this building.



This design employs contrasting green awnings over the entranceways, a roof overhang, windows and a small amount of non-metal material on the facade to create a more inviting look.



The double row of windows, side doors and entrance awning add interesting features to this metal building.



Contrasting brick red stands out against this gray building.

The use of non-metal building materials, in a contrasting color, on the bottom of a building, and metal construction on the top creates a two-story effect, as seen in the next two examples.



These buildings combine more traditional building materials with metal structure and colors.



Windows, a framed entrance, and different façade materials and colors gives this metal building more visual interest.

The next few examples illustrate modifications to metal buildings by varying and/or articulating the typical “A” frame roof line.



The brick red doors and roof add distinction to this metal building, inspired by the traditional barn.



This building uses the darker color for the building facade and the lighter to articulate the rooflines and main door.



The dark gray color of the doors and roof helps articulate the varying, yet still symmetrical, roofline.



This building uses three colors and a popped up gable to articulate the roof design and achieve a more traditional look. Landscaping helps it fit into the neighborhood.

Appendix D.

Examples of Architectural Design in NM



Mountain Vernacular Style

(Photo from Hendricks Architecture, www.hendricksarch.com)



Territorial Style



Northern New Mexico Style

(Photo from Anthony Anella Architect AIA, <http://www.anella.com/>)



Spanish Colonial Style



Modern Pueblo Revival Style



Examples of Route 66 Themed Architecture



Appendix E.

Low Water Use Plant List (from ABCWUA and NMOSE)

1/25/2018

Water User and Conservation: New Mexico Plant List

NEW MEXICO PLANT LIST - OFFICE OF THE STATE ENGINEER



Your Plant List:

-  *Agastache neomexicana* - New Mexico Hummingbird Mint
-  *Agastache rupestris* - Licorice Mint Hyssop (Sunset Hyssop)
-  *Aloinopsis spathulata* - Hardy Living Stones
-  *Anemopsis californica* - Yerba de Mansa (Yerba de Manso)
-  *Antennaria rosea* - Pussytoes
-  *Argemone spp.* - Prickly Poppy (Squarrosa)
-  *Artemisia cana* - Silver Sage
-  *Artemisia versicolor* - 'Seafoam' Artemisia
-  *Atriplex canescens* - Fourwing Saltbush
-  *Atriplex confertifolia* - Shadscale
-  *Bouteloua gracilis* - Blue Grama
-  *Calamagrostis arundinacea* - Karl Foerster Feather Reed Grass (*Calamagrostis acutiflora*)
-  *Calylophus hartwegii* - Sundrops
-  *Cedrus atlantica Glauca* - Blue Atlas Cedar
-  *Cedrus deodara* - Deodar Cedar
-  *Celtis occidentalis* - Common Hackberry
-  *Celtis reticulata* - Netleaf (Canyon Hackberry)

<http://wuc.ose.state.nm.us/Plants/simplelist.jsp>

-  *Centranthus ruber* - Red Valerian
-  *Chilopsis linearis* - Desert Willow
-  *Dalea frutescens* - Black Dalea
-  *Dalea purpureum* - Prairieclover
-  *Ericameria nauseous* - Chamisa (Chrysothamnus Rabbitbush)
-  *Fallugia paradoxa* - Apache Plume
-  *Festuca idahoensis xSiskiyou blue* - Blue Fescue
-  *Genista lydia* - Hardy Dwarf Broom
-  *Gleditsia triacanthos 'Inermis'* - Thornless Honey Locust
-  *Hedera helix* - English Ivy
-  *Helianthus maximiliani* - Maximillian Sunflower
-  *Heterotheca villosa* - Golden Aster (Chrysopsis)
-  *Koelreuteria paniculata* - Golden Rain Tree
-  *Linum perenne* - Blue Flax
-  *Lonicera sempervirens* - Coral Honeysuckle (Trumpet Honeysuckle)
-  *Maclura pomifera* - Osage Orange
-  *Mahonia fremontii* - Blue Algerita
-  *Mahonia haematocarpa* - Algerita (Red Barberry)
-  *Muhlenbergia lindheimerii* - Lindheimer Muhly
-  *Muhlenbergia rigens* - Deer Grass
-  *Muhlenbergia rigida* - Purple Muhly
-  *Nassella tenuissima* - Threadgrass (Stipa Silky Threadgrass)

-  *Nepeta faassenii* - Catmint
-  *Oenothera organensis* - Organ Mountain Evening Primrose
-  *Opuntia engelmannii* - Desert or Engelmann Prickly Pear
-  *Opuntia hystricina* - Porcupine Prickly Pear
-  *Opuntia macrocentra* - Purple Prickly Pear
-  *Opuntia phaeacantha* - Brownspine Prickly Pear
-  *Opuntia polyacantha* - Starvation Prickly Pear
-  *Parthenocissus tricuspidata* - Boston Ivy
-  *Perovskia atriplicifolia* - Russian Sage
-  *Phemeranthus calycinum* - Flame Flower (Talinum)
-  *Pleuraphis jamesii* - Galleta (Hilaria)
-  *Rhus microphylla* - Littleleaf Sumac
-  *Rhus trilobata* - Threeleaf Sumac
-  *Rhus trilobata Prostrata* - Prostrate Sumac
-  *Rhus virens* - Evergreen Sumac
-  *Salvia pitcheri* - Pitcher's Blue Sage
-  *Salvia x Indigo Spires* - Indigo Spires Hybrid Sage
-  *Salvia x raspberry delight* - Raspberry Delight Hybrid Bush Sage
-  *Salvia x sylvestris* - Blue Queen
-  *Sapindus drummondii* - Western Soapberry (Saponaria)
-  *Sedum telephium* - Autumn Joy Sedum (Autumn Joy)
-  *Thinopyrum elongata* - Jose Select Tall Wheat Grass (Elytrigia)
-  *Veronica incana* - Silver Speedwell

-  *Veronica liwanensis* - Turkish Speedwell
-  *Veronica pectinata* - Woolly Speedwell
-  *Veronica spp.* - Creeping Veronica
-  *Yucca baileyi* - Bailey (Harriman Yucca)
-  *Yucca faxoniana* - Palm Yucca

Appendix F.

FACT SHEET FOR STAKEHOLDERS



Unmapped Areas on Flood Hazard Maps

Understanding Zone D

BACKGROUND

Flood hazard maps, also known as Flood Insurance Rate Maps (FIRMs), are important tools in the effort to protect lives and properties in communities across the nation. By showing the extent to which areas of a community and individual properties are at risk for flooding, these flood maps help residents and business owners make better financial decisions about protecting their property.

However, flood risks are dynamic and can change over time. Water flow and drainage patterns can be altered dramatically due to surface erosion, land use, and natural forces. As a result, flood maps for those areas may no longer accurately portray the current flood risks. Consequently, the Federal Emergency Management Agency (FEMA) has been updating the nation's flood maps using the latest data gathering and mapping technology and new flood maps are being issued nationwide.

UNDERSTANDING ZONE D

The level of flood risk is indicated on the flood map by a letter. For example, flood zones labeled with the letters B, C or X represent moderate- and low-risk areas. Flood zones identified by the letters A or V represent high-risk areas, known as Special Flood Hazard Areas (SFHAs). On some flood maps, there may also be a zone labeled with the letter D. The Zone D designation is used for areas where there are possible but undetermined flood hazards, as no analysis of flood hazards has been conducted. The designation of Zone D is also used when a community incorporates portions of another community's area where no map has been prepared.

Flood insurance is available in Zone D and property owners should be encouraged to purchase it. However, flood insurance is not federally required by lenders for loans on properties in these zones. Although these areas are often undeveloped and sparsely populated when designated as Zone D, lenders may become aware that new development in such areas has increased the possibility of property damage from flooding. Consequently, they may require coverage as a condition of their loans, even though it is not federally required.

Flood insurance rates for properties in Zone D are commensurate with the uncertainty of the flood risk. Consequently, as seen in the table below, the Zone D premiums can be higher than a standard low-risk X zone premiums and significantly higher than the Preferred Risk Policy (PRP) premiums. If an area is being remapped and properties are going from Zone B, C, or X to Zone D, the insurance agent should determine if grandfathering the existing low-risk zone for future rating will provide a lower premium than using the new Zone D premium. Also, since Zone D is not considered an SFHA, a property that was designated in Zone D on the previous map and is newly designated in an SFHA by a map revision effective may be insured under the PRP based on the 2-year PRP eligibility extension. More details on grandfathering and PRP Extension can be found at www.fema.gov/library/viewRecord.do?id=3745.

Premium Comparison (October 1, 2011 Rates)

FIRM Date*/Building Type	Preferred Risk Policy (Zone B, C, X)	Standard Rates (Zone B, C, X)	Standard Rates (Zone D)
Pre-FIRM Home**	\$211	\$778	\$575
Post-FIRM Home**	\$211	\$778	\$952
Pre-FIRM Manufactured Home***	\$211	\$778	\$575
Post-FIRM Manufactured Home***	\$211	\$778	\$1,197

*Pre-FIRM buildings are constructed prior to 12/31/74 or the effective date of the initial flood map; Post-FIRM buildings are constructed on or after the effective date of the initial flood map

**Based on \$50,000 in building and \$20,000 in contents coverage; single family home on a slab with no garage; \$1,000 deductible for building and for contents for Zone B, C, X and post-FIRM D; \$2,000 deductible for pre-FIRM Zone D

***Based on \$50,000 in building and \$20,000 in contents coverage; permanently affixed to a lot with no enclosure; \$1,000 deductible for building and for contents for Zone B, C, X and post-FIRM D; \$2,000 deductible for pre-FIRM Zone D

To learn more about flood insurance coverage and options, visit www.FloodSmart.gov. For more information about FEMA's latest mapping initiatives, visit www.fema.gov/plan/prevent/fhm/index.shtm.



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