

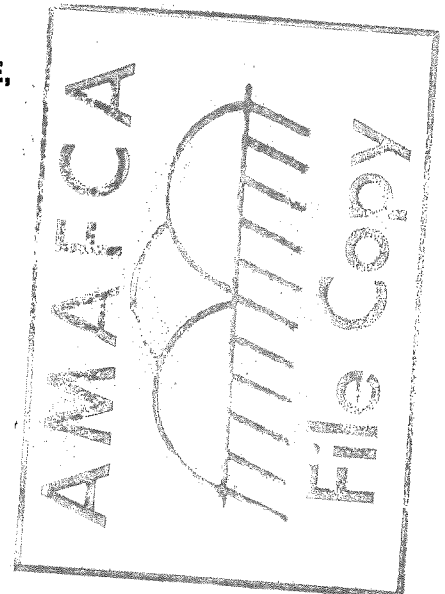
JUNE, 1989

MICROFILMED

# **RIO BRAVO SECTOR DEVELOPMENT PLAN**

AS APPROVED BY THE  
ENVIRONMENTAL PLANNING COMMISSION AND  
THE CITY COUNCIL  
OF THE CITY OF ALBUQUERQUE,  
NEW MEXICO

**SD-87-4**



**SUBMITTED BY:**

**COMMUNITY SCIENCES CORPORATION  
P.O. BOX 1328  
CORRALES, NEW MEXICO**

**RIO BRAVO**  
**SECTOR DEVELOPMENT PLAN**

**JUNE 1989**

**MICROFILMED**

EPC HEARINGS: 2/17/88, 4/14/88, 4/28/88  
CITY COUNCIL R-204 (Eighth Council) December, 1989  
CASE: SD/87-4, AX-87-22, AX-87-23, AX-87-24 AND Z-87-110 (Amended)

**PLAN SPONSORS**

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**ROBERT ROSNER, TRUSTEE  
ATRISCO JOINT VENTURE**

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**ESTATE OF ZEBEDEO GARCIA**

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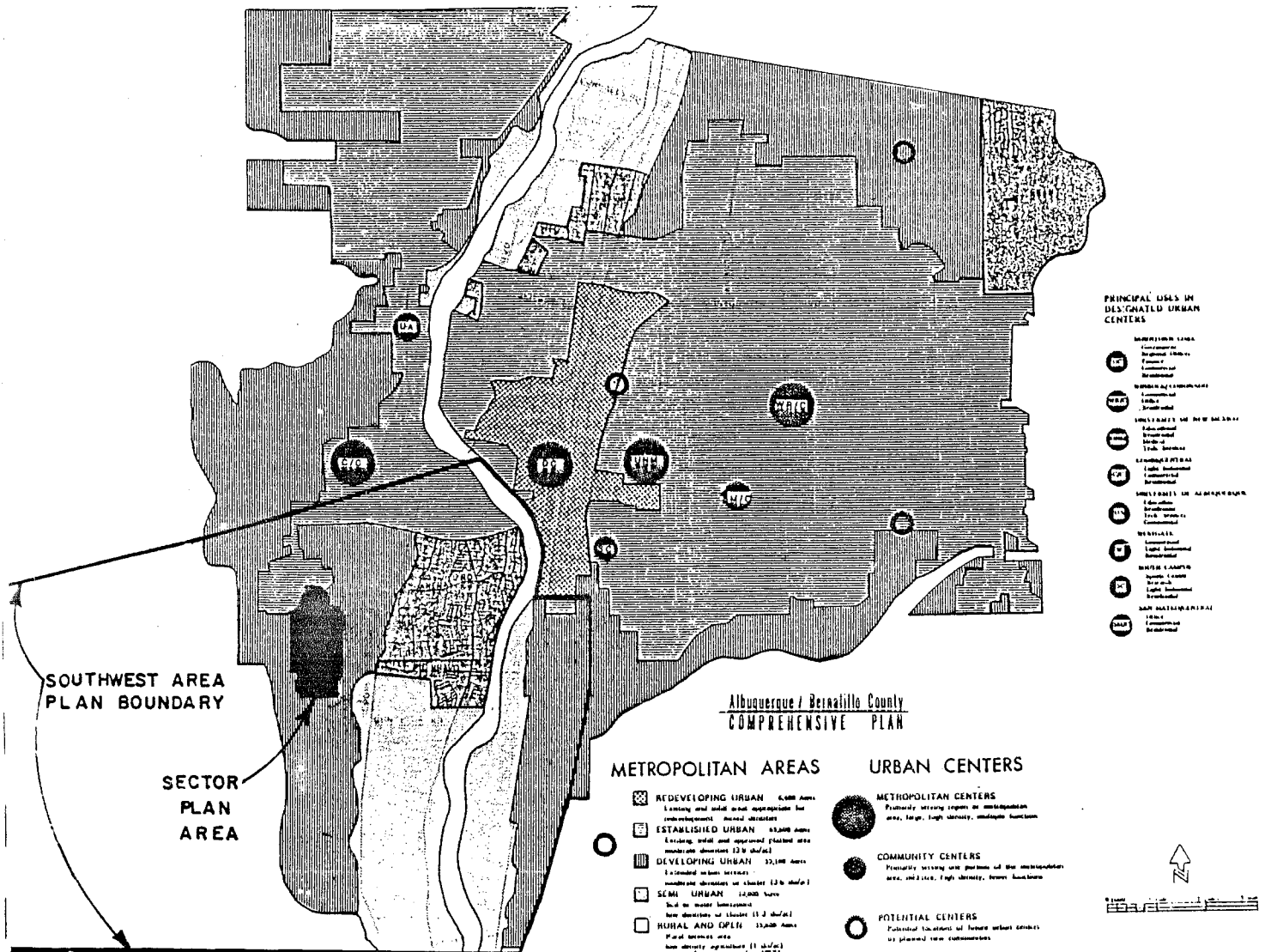
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RIO BRAVO  
SECTOR DEVELOPMENT PLAN

**CHAPTER 1**  
**INTRODUCTION**





**ILLUSTRATION ONE  
LOCATION MAP**

# **CHAPTER 1**

## **INTRODUCTION**

### **A. PLAN LOCATION, SPONSORS AND BOUNDARIES**

This Sector Development plan encompasses approximately 1289 acres generally south of the existing Westgate Heights and Atrisco Village neighborhoods. The Plan area includes lands of the plan's collective sponsors: Bellamah Community Development (541 Ac., 42%), Atrisco Joint Venture (365 Ac, 28%), Albuquerque South Ltd. (258 Ac, 20%) and the Estate of Zebedeo Garcia (50 Ac., 4%). The remaining 6% is comprised of small ownerships and 27 Acres of AMAFCA property.

### **B. APPLICABLE PLANS AND POLICIES**

The plan area is approximately one mile east of the Southwest Mesa escarpment (''ceja''), one mile west of Coors Boulevard and south of the Westgate Heights and Atrisco Village neighborhoods. The projected extension of Rio Bravo Boulevard passes through the southerly portion of the plan area. The plan boundaries (Illustration 2) closely match those recommended by the Southwest Area Plan. The boundaries were extended south of Rio Bravo Boulevard and west of 98th Street to include the holdings of the plan sponsors and allow the land uses along both sides of these arterial streets to be determined by this sector plan.

The plan area (Illustration 1) is within the Westgate urban center and the Established Urban and Developing Urban portions of the Comprehensive Plan. It is affected by the policies of that plan and the policy guidelines of the Southwest Area Plan and the Facility Plan for Arroyos. This sector development plan establishes development standards consistent with the objectives of these higher ranking planning documents.

### **C. PLANNING AND ZONING HISTORY**

This Sector Development plan is within what was originally the Hoffman City Master Plan and is now the Snow Vista Master Plan.

The Hoffman City Master Plan addressed 3,680 acres south of Central Avenue and west of Coors Boulevard. The master plan proposed a self contained ''model city'' similar to the existing Comprehensive Plan's urban center designation. It used the neighborhood as the basic planning unit and proposed ten neighborhoods. Each would contain approximately 1,000 units and have a park and an elementary school. The proposed arterial street system was a one mile grid.

The entire master plan proposed 11,500 lots, 200 acres of commercial development and 200 acres for park sites. The development was to occur in four phases. The first three phases were to accommodate 8000 persons each; the fourth and final phase an additional 16,000 persons for a total population of 40,000 people. A 140 acre central park and golf course, 5 eight acre parks, 2 five acre parks and 1 two acre parks were

## **E. PLAN OBJECTIVES**

One of the sector development plan's objectives is a broad range of housing opportunities for Southwest area residents. The plan will maintain the traditionally high levels of homeownership among area residents. Although household incomes within the plan area are below the Albuquerque median, home ownership rates are substantially above those of the Albuquerque area. However, area residents are having difficulty purchasing homes in a market where prices are rising more quickly than incomes. The plan's housing element seeks to maintain homeownership options by keeping housing prices in line with incomes.

Design guidelines which can reduce development costs without compromising housing quality are proposed. These guidelines seek to eliminate some hidden development costs that often can price prospective home buyers out of the marketplace.

Some of the savings will be passed directly to homebuyers. The balance will go to amenities. Value assurances therefore will accompany the cost reductions. The open space trails, recreational areas and an urban plaza will establish a distinctive character emphasis for the sector plan area, rather than an image of inexpensive tract housing.

The second plan objective is the establishment of an urban center with a distinctive design theme. The suggested concept orients community activity around an urban park or plaza. This plan includes some design guidelines that will promote the development of the concept, and maintain the flexibility to respond to the needs of actual end users.

Another plan objective is development flexibility. This plan is prepared and sponsored by parties who desire to embody the public planning process into a flexible document which can be used to identify specific, sector-area concerns and to enhance the implementation of public and private improvements. This sector development plan will also enable land sales and transactions, by the sponsors to other parties, to occur with a clear understanding of obligations and responsibilities, some of which may be passed on to other purchaser/developers.

The plan requests annexation for those areas outside the City. After plan approval, roads, public rights of way and recreational areas will be dedicated through subsequent bulk land subdivisions.

## **F. ADJACENT LAND USE**

Most land surrounding the plan area is vacant. The residential neighborhoods of Atrisco Village and Westgate Heights are along the northerly plan area boundary. East of the plan area are the Vista del Sol and Blake View Mobile Home Parks and several other residential developments located along Blake Road. The Flood Control Authority's land and drainage facilities, including the Hubbell Lake Diversion Channel and the Amole detention area, are south of Blake Road and east of the plan area. Some single family low density residential uses are between the Flood Control Authority lands and Coors Boulevard. The remaining lands east, south and west of the plan area are either agricultural or vacant.

Jobs in this 2-county area also will increase during this period. Employment in Bernalillo County rose from 108,331 in 1970 to 182,720 in 1980 and is projected to rise to 315,900 in 2000. Sandoval County employment, which grew from 2,335 in 1970 to 4,059 in 1980, is projected to increase to 6,820 in 2000.

**TABLE 3:**  
**Projected Employment Growth, 1980-2000 (BBER)**

County	1970	1980	1990	2000	Increase 1980-2000	Percent Increase
Bernalillo	108,331	182,720	252,350	315,900	133,180	72.9
Sandoval	2,335	4,059	5,450	6,820	2,761	68.0
<b>Total</b>	<b>110,666</b>	<b>186,779</b>	<b>257,800</b>	<b>322,720</b>	<b>135,921</b>	<b>72.8</b>

The diminishing quantities of developable land within the City, east of the Rio Grande suggest that the southwest quadrant will absorb a larger share of growth within the Comprehensive Plan area. Projections by the Middle Rio Grande Council of Governments (COG) indicate that 17% of the population growth and 13% of the employment growth in the Albuquerque Urban Area will occur west of the river and south of I-40.

These projections\* (COG) extend the Bureau of Business and Economic Research's year 2000 estimates to the year 2010 and allocate growth according to the most probable land use scenario. This scenario was based upon Comprehensive Plan growth policies and consensus of knowledgeable government and private sector representatives on the most likely pattern of growth.

The COG forecast concluded that population in the Albuquerque Urban Area would increase from 423,538 in 1980 to 758,624 by the year 2010, an increase of 335,086, or 79.1%. 57,619 or 17.2% of this growth was expected to occur within the southwest area.

**TABLE 4:**  
**Socio-Economic Forecast Population Projections, 1980-2010 (COG)\***

	1980	2010	1980-2010 Increase	Percent of Total Increase
Albuquerque Urban Area	423,538	758,624	335,086	100.0
<b>South of I-40 and West of Rio Grande</b>	<b>64,591</b>	<b>122,210</b>	<b>57,619</b>	<b>17.2</b>
Balance of Urban Area	386,504	627,566	277,467	82.8

\* Middle Rio Grande Council of Governments, "Year 2010 Socio Economic Forecast" (December, 1982). Although the projections are based on the Bureau of Business and Economic Research estimates, they cover a slightly different geographical area. BBER's projections cover entire counties. COG's cover those parts of Sandoval and Bernalillo County that comprise the Albuquerque Urban Area.

Since 1980, annual housing starts within PIA 9 averaged 120 units per year, compared to the City wide average of 3,930 units. Housing values have also lagged. In 1985, according to the Albuquerque Board of Realtors Multiple Listing Service, the average sales price for homes within PIA 9 was \$53,929, less than two-thirds the 1985 city-wide average of \$86,921 dollars.

**TABLE 7:  
HOUSING ACTIVITY, 1980-85**

	<b>CITY</b>	<b>SOUTHWEST AREA</b>	<b>PIA 9</b>
<b>Single Family</b>	11,857	1,224	770
<b>Multi Family</b>	11,731	69	4
<b>Total Permits</b>	23,588	1,293	774
<b>Ave. Sales Price ('85)</b>	\$86,921	\$56,461	\$53,929

RIO BRAVO  
SECTOR DEVELOPMENT PLAN

**CHAPTER 2**  
**EXISTING**  
**CONDITIONS**

## **CHAPTER 2**

### **EXISTING CONDITIONS**

#### **A. PHYSICAL CHARACTERISTICS**

##### **1. NATURAL AND HISTORIC FEATURES**

The plan area is within the southwest mesa slopes portion of the Southwest Area Plan. The plan area contains eleven archeological sites, according to a 1987 field survey conducted by Matthew Schmader. These sites reflect a generalized pattern of prehistoric activity within the proposed Rio Bravo Sector Development Plan between 750 AD and 1300 AD. Five of the eleven sites appear to have greater than moderate significance due to the presence of large numbers of artifacts and possible subsurface features or structures. The remaining six sites are characterized as low density disturbed sites with little to some potential significance. The recommended treatment for each site is described in Appendix C. In addition, two sites in the vicinity of the proposed Gibson Boulevard / 98th Street intersection were excavated in 1980 by the Center for Anthropological studies and reported in the Environmental Impact Statement for the Westgate Heights Subdivision.

##### **2. TOPOGRAPHY AND SLOPES**

The plan area generally slopes downward from its western boundary toward the Rio Grande. Slopes are mostly between three and five percent (3% - 5%), with some land along arroyo slopes exceeding 5%.

The Sacate Blanco (White Grass), Amole and several other arroyos traverse the site. The land north of the Sacate Blanco Arroyo drains into the Flood Control Authority's drainage facilities east of the plan area. The land south of the Flood Control Authority's property on the eastern boundary of the plan area drains easterly to the Hubbell Channel through offsite properties and dedicated rights of way.

##### **3. SOILS**

The Bernalillo County Soils Survey (USDA, Soils Conservation Service, 1977) classifies all the soils within the plan area as Bluepoint Loamy Fine Sand (BCC). This soil has high permeability, slow surface run off, and low shrink swell potential. It is suitable for development with few limitations for buildings and streets. It is a particularly good source of road fill. Water erosion is moderate to severe. These conditions do not preclude prudent development.

#### **B. PUBLIC FACILITIES AND SERVICES**

##### **1. WATER**

The plan area is within water pressure zones 1W, 2W and 2WR. Approximately 70% of the area is within the Atasco trunk. Some land in the southerly portion of the plan area is within the Pajarito Trunk. The City operates one well (Leavitt Well #3) in the northeasterly portion of the plan area. There is an onsite master plan water line extending north within the Snow Vista Boulevard right of way and a 50' easement from the Leavitt #3 well. A 20' water line easement runs from the access easement along the section line to the eastern boundary of the plan area.

## **2. SANITARY SEWER**

In the northwesterly portions of the plan area are 8" sanitary sewer lines in Cartagena Road, portions of De Anza Drive and within an easement between Cartagena and Snow Vista Blvd. A 12" sewer line, within a 50' sanitary sewer right of way, is in the northwesterly portion of the plan area. There is an offsite 10" line in Blake Road that connects to the City system east of the plan area.

## **3. DRAINAGE**

Three Flood Control Authority facilities, the Amole Arroyo Detention Channel, the Snow Vista Channel, and the Sacate Blanco Diversion Facility, are within the plan area. Except for a short concrete and transition rip rap section in the northerly portion of the plan area, the Snow Vista Channel is earth lined. The entire Sacate Blanco Channel is earth lined. These facilities divert surface run off east of the plan area to the Flood Control Authority's Hubbell Lake Diversion Channel and Amole Detention Facility.

## **4. GAS, ELECTRIC AND TELEPHONE**

A major Public Service Company of New Mexico (PNM) overhead transmission line runs within an easement through the easterly portion of the plan area. Overhead distribution lines are within prescriptive easements along the north side of Blake Road and adjacent to the east side of the Snow Vista Channel. Underground telephone cables are in the northern portion of the plan area on the west side of the Snow Vista channel and on the northern side of De Anza Drive. Major gas transmission lines are offsite in Blake Road at the plan's eastern boundary and in Delgado Drive, northwest of the plan area.

## **5. STREETS**

There are no public street improvements in the plan area. An existing paved road and dip section crossing of the Amole Arroyo are within undedicated portions of Cartagena Road and Del Rey Road. Snow Vista Boulevard, De Anza Drive, Redondo Road, and portions of Del Rey are dedicated, unimproved public rights of way. Blake Road, a proposed collector facility, is undedicated and unimproved.

## **6. SCHOOLS**

The plan area is within the jurisdiction of the Albuquerque Public School System (APS). The Carlos Rey and Mary Ann Binford elementary schools, the Truman Middle School and West Mesa High School serve those portions of the plan area north and east of the southerly limits of Atrisco Village. The Navajo elementary school, Harrison Middle School and Rio Grande High School serve the balance of the plan area. The School District has experienced enrollment increases at these elementary and middle schools placing them at their design capacity.

## **7. PARKS**

There are four neighborhood parks that serve the existing homes and schools immediately north of the plan area. Atrisco Village Park, 10.8 acres, is at Delgado Drive and Rio Puerco Trail. Carlos Rey Park, 7.7 acres





RIO BRAVO  
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**CHAPTER 3**  
**DEVELOPMENT**  
**ISSUES**

## **CHAPTER 3**

### **DEVELOPMENT ISSUES**

#### **A. COMPREHENSIVE PLAN ISSUES**

The Albuquerque / Bernalillo County Comprehensive Plan designates approximately 70 acres in the northern portion of the plan area as Established Urban and the balance of the plan area as Developing Urban. The development objectives for the Established Urban area call for encouraging new growth in areas with adequate planned or existing public facilities and where the protection of viable neighborhoods can be assured. The development objectives of the developing urban area call for accommodating growth based on the fiscal impact of growth and the City's ability to provide services and environmental suitability. The Developing Urban portion of the plan is bounded on the south by the former De Anza Street and on the east by the former Snow Vista Boulevard (see Plate Two, map packet).

The following Comprehensive Plan policies were in effect at the time of the Planning Commission's review as they apply to the sector plan area:

##### **1. Land Use Issues:**

- a. Development harmonious with natural features (Policy 1a).
- b. Urban centers shall be located where appropriate. Each center shall have a physical character appropriate to its purpose and use (Policy 2i).
- c. Compatible mixing of residential, commercial, light industrial and educational activities shall be encouraged where desirable and appropriate to lessen the demand for travel (Policy 5a).
- d. Higher density housing shall be mixed with single family housing under carefully planned development to ensure compatibility (Policy 2g).

##### **2. Transportation Policies**

- a. Land uses adjacent to arterial streets shall be planned to minimize harmful effects of traffic on people residing on or utilizing adjacent land (Policy 2i).
- b. Compatible mixing of residential, commercial, light industrial or educational activities should be encouraged where desirable and necessary to reduce the demand for travel (Policy 5a).

A traffic impact analysis will be performed as part of the sector plan to determine the appropriate number and scale of roads needed to support the center to protect the air quality and provide efficient traffic movement in and out of the area.

An air quality impact analysis will be performed as part of the sector plan to determine the effort of the proposed ultimate scale of the urban center on air quality.

In developing the sector plan, these elements will be incorporated: design compatible with the southwest area, commercial/office and light industrial uses; medium and high-density residential uses; an urban park to integrate the diverse uses within the center; pedestrian-oriented, open space links to the park through the various land uses including the necessary right-of-way along the Amole Arroyo for the Amole/Blake Recreational Trail; provision to integrate several public services such as a library, post office, senior citizen services, design provision for transit services; and a health clinic within the center; adequate provision for vehicle parking and landscaping; adequate arterial roadway access to and from the urban center from all parts of the metropolitan area; and adequate internal circulation patterns for pedestrians and bicyclists as well as motorized vehicles.

- c. Between the higher and lower intensity uses and in areas adjacent to arterials there shall be land uses which act as transition to avoid adjacent incompatible uses (Policy 8).
- d. Industrial uses outside the light industrial corridor (near I-25) are defined as uses permitted in the County M-1 and M-2 zones or the City IP zone (Policy 15).

## **2. Transportation Policies**

- a. Plans and designs for all proposed new arterials and extensions or reconstructions of existing arterials shall consider driveway consolidation or other access control features to the planned function of the roadway (Policy 9).
- b. When zone change requests, special use permit requests or site development plans for commercial or office uses are received by the county or city for property within the plan area involving access on existing or proposed arterial roadways, consolidation of driveway access points with adjacent properties and elimination of unnecessary access unto the arterial shall be required whenever possible (Policy 10).
- c. Commercial and office development shall be encouraged north of Pajarito Road in areas where clustering of such uses and combined driveway access is possible. Additional strip commercial along arterials shall be discouraged (Policy 11).
- d. Specific access control features of principal and minor arterials shall be designed to be compatible with adjacent existing and proposed land uses (Policy 36).
- e. All roads and road extensions for the area shall be carefully designed to handle drainage and minimize erosion (Policy 35).
- f. East/West roads shall follow the drainage pattern of adjacent arroyos whenever possible to avoid unnecessary crossings and realignments of the arroyos (Policy 39).
- g. Roadways planned as ultimate four or six lane arterials shall have sufficient right of way to allow construction of the ultimate facility, but until all lanes are needed, such design enhancements as wider landscaped medians and open space buffer strips shall substitute within the excess right of way (Policy 38).

The program shall also provide for archeological clearance surveys for arterial and collector roadway alignments or other public works projects on undeveloped land to be performed prior to construction. The governmental agency responsible for the construction shall see that the survey is completed.

The program shall also require that all sector development plans, neighborhood plans and village center plans for the Southwest area shall recognize the historic and archeological resources within their plan areas and to provide strategies to discover, protect or restore significant sites where appropriate.

The County Zoning Administrator and the City Planner shall prepare any necessary changes in their respective zoning codes to provide for special archeological overlay zoning or for the use of historical overlay zoning to preserve sites that are determined to have value that warrants preservation. The County and the City will identify and develop incentives for private owners to preserve sites and to encourage donation of sites to the County and the City.

The development of incentives to preserve and donate sites should be accompanied by an education program to promote public understanding and appreciation of the area's archeological past.

The County and the City will develop a program to acquire significant sites for use as parks, open space, research preserves or public interpretive exhibits.

The County and the City will establish a repository for records of archeological sites in Bernalillo County and for artifacts removed from those sites.

#### **4. Other Policies**

- a. All future development shall be required to limit the level of water runoff so as not to exceed the capacity of downstream facilities (Policy 46).
- b. The proposed Amole Blake and Westgate Gun Club Trails will pass adjacent to the Amole Arroyo. Provision should be made in the Amole Arroyo Corridor Plan for this segment of both trails (Policy 48).
- c. Existing industry, which stores, handles, or disposes of hazardous substances shall meet regulations established by the U.S. Environmental Protection Agency and State Environmental Improvement Board to: (a) prevent spills, (b) monitor and enforce proper storage, handling and disposal and (c) develop spill clean up contingency plans (Policy 17).

#### **C. FACILITY PLAN FOR ARROYOS**

The Facility Plan for Arroyos, a Rank 2 plan, provides policy and design guidelines for implementing the Comprehensive Plan goal of creating a multi-purpose network of trails and open space along major arroyos. The plan designates the Amole Arroyo as a major open space link. A city sponsored study of the Amole watershed (by Holmes & Narver) recommends a tinted concrete channel with an open space trail and service road located adjacent to the arroyo. The Facility Plan calls for an arroyo corridor plan to implement these recommendations and provide design guidelines for abutting development.

RIO BRAVO  
SECTOR DEVELOPMENT PLAN

**CHAPTER 4**  
**PLAN**  
**PROPOSALS**

## CHAPTER 4

### PLAN PROPOSALS

#### A. TRANSPORTATION

The transportation network shown on Plate 2 includes (a) proposed alignments through the plan area for the arterial and collector streets on the Long Range Major Street Plan; (b) local and collector street extensions that provide efficient circulation and access; and (c) bike facilities that provide for extensions beyond the sector plan area to routes described in the Bikeways Master Plan. This network will help attain the circulation objectives of the Comprehensive Plan and subordinate Bikeway masterplan and Transit Development Program.

The arterial road alignments shown conform to the Long Range Major Street Plan corridors for alignments, intersection spacing and existing access control policies. These alignments tie into the offsite alignments approved by the City and County Transportation Departments. The alignments within the sector development plan area take existing and planned drainage facilities, PNM transmission lines, design criteria, arterial intersection spacing and shared access requirements of individual property owners into account. Parcel boundaries were established around these limitations to create useable tracts of land. The few odd shaped parcels (1, 8 and 14) can be utilized with coordinated site planning and landscaping treatments as required by the City Zoning Code. The facilities included in this network are:

##### 1. Streets

**Rio Bravo Boulevard**, a limited access principal arterial (200' r/w), providing connections from the plan area east across the Rio Grande and west to Paseo del Volcan. Direct access will be limited to Unser Boulevard and 98th Street. Access to adjacent properties shall be by frontage roads, parallel streets, or other methods. Sidewalks and bike trails can be accommodated within the 200 foot right-of-way. The road median and undeveloped public rights of way shall be landscaped in accordance with the Southwest Area Plan and current ordinances.

**Unser Boulevard**, a primary arterial (156' r/w) is within the easterly portion of the plan area. This north-south thoroughfare will connect the plan area northward to I-40, the northwest mesa and the City of Rio Rancho and southward to Rio Bravo Boulevard. There will be intersections at the access locations shown on Plate 2. The distance between the intersections is consistent with the established intersection spacings for Unser Boulevard south of Central Avenue.

The two intersections between Rio Bravo Boulevard and Blake Road will provide adequate access for development of the properties east of Unser Boulevard, north of Rio Bravo Boulevard, and south and west of the Amole detention facility. Due to access limitations on Rio Bravo Boulevard and the physical barriers created by the Flood Control Authority's facility, the two access points on Unser Boulevard are necessary for adequate ingress and egress for this area.

Walkways and bike trails can be accommodated within the Unser Boulevard right of way. The median and undeveloped public right of way will be landscaped in accordance with The Southwest Area Plan and current ordinances.

The Unser alignment shown on this plan satisfies the City Public Works Department's desire for a one mile separation between Coors and Unser Boulevards, the two principal arterials that continue

south of Rio Bravo Boulevard. The one half mile distance between 98th Street and Unser Boulevard conforms to the existing Rio Bravo Boulevard intersection spacing policy.

**98th Street**, a principal arterial (156' r/w) between Rio Bravo Boulevard and the northern boundary of the plan area, will link Rio Bravo Boulevard to I-40 and provide efficient north-south access to the Westgate Urban Center. The alignment of 98th Street in the northern portion of the plan area will require a crossing of the Snow Vista channel. The alignment shown was chosen to avoid the existing overhead PNM transmission lines and to accommodate the crossing of The Snow Vista Channel. Bikeways and walks can be included within the 156' right of way. The median and undeveloped public rights of way are to be landscaped.

The extension of 98th Street south of Rio Bravo Boulevard will be a potential collector facility (68' r/w), with a minimum 86' transition to facilitate turning movements at the Rio Bravo Boulevard intersection.

**Gibson Boulevard**, a principal arterial (156' r/w) in the northerly portion of the plan area, will provide east-west access to the Westgate urban center and adjacent high intensity uses within the sector plan area. Bikeways and walkways can be accommodated within the dedicated right of way. Signalized intersections along Gibson Boulevard will be limited to Unser Boulevard; the street providing access to the urban plaza and Parcels 1 and 4; 98th Street and the street providing access to Parcels 33-36. Site traffic studies may be required at the discretion of the Traffic Engineer in conjunction with site development plans for non-residential parcels in the Westgate urban center area to demonstrate that land use intensities above those evaluated in the revised traffic study of March 30, 1988 appendix B) will not require traffic signals along Gibson Boulevard other than those shown on Illustration 4.

**Blake Road**, a designated collector facility (68' r/w), will be extended westerly along the southerly portion of the Westgate urban center to 98th Street. An additional 12' of right of way will be provided for a bike lane unless the Amole Arroyo Corridor Plan suggests an alternate alignment within the proposed open space trail.

The streets forming a ring around the Gibson/98th Street intersection will provide good access to and from individual parcels. They are not intended to be a high volume bypass of the Gibson/98th Street intersection, since the Gibson/98th Street intersection will have more than enough capacity to handle commuter traffic smoothly and efficiently. Projected daily local volumes on these interior roads will be closer to collector than major local street classifications.

The road serving the Westgate urban center will provide access to and from Parcel 6 and the westerly portion of Parcel 5. The road is purposefully "interrupted" to encourage the design concept envisioned for the urban plaza area and to afford a "pedestrian crossing" environment without degrading commuter traffic flow.

The proposed major local streets will provide efficient internal circulation and access to arterial and collector roads. Since the Long Range Major Street Plan does not designate these roads as collectors, requirements for dedication of any right of way in excess of 60' is not in accordance with current public policy. Upon adoption of this plan, those streets with designated 68' rights of way will be proposed for inclusion in the Long Range Major Street Plan as collector facilities.

## **2. Bikeways:**

The bikeways master plan calls for separate bike paths along the principal arterials in the plan area and a bike lane along Blake Road. The proposed bike facilities shown on Plate 2 provide for separate bike trails within the rights of way to be dedicated for the principal arterials. In addition, the sector plan will provide right of way for a bike lane along a portion of Blake Road. This lane may be relocated through the Amole Corridor Plan process.



southwest mesa. Population of this land south of Central Avenue grew from 9,542 to 11,229. At the same time, employment increased from 415 to 693. By 2010, its population will increase nearly fourfold to 43,398.

This area is well served by planned and existing arterials, and public infrastructure and has significant potential for moderately priced housing. The Southwest Area Plan recommends changing the area's Comprehensive Plan designation from Developing Urban to Established Urban. This change would make the area subject to the Comprehensive Plan's infill policy of encouraging greater proportions of new development within Established Urban areas.

Ownership in the area is in large tracts except for the area south of Central Avenue, making the area a likely candidate for large scale suburban development similar in scale and intensity to the Northwest Mesa and the Northeast Heights. If it develops at these intensities it will have a predominantly residential land use pattern with non residential uses accounting for approximately 10% of the total developed acreage, exclusive of land lost to streets, drainage ways and public utilities. Approximately 10% of the vacant land within this area is now zoned non-residential, with most of the land located along Central Avenue or in the sector development plan area.

The Comprehensive Plan's designated community scale urban center is intended to serve this predominantly residential area. The proposed urban center would provide commercial and community services in a location that will help unite the new residential neighborhoods of the sector plan area, with the established neighborhoods of Westgate Heights, and adjacent developing residential neighborhoods north of the plan area and south of Central Avenue.

Zoning to accommodate a community scale center within the sector development plan area was first established in 1962 by the Snow Vista Master Plan. However, Snow Vista's dispersed, linear non-residential zoning pattern is inconsistent with current land use policies. With the adoption of the Comprehensive Plan in 1975, consolidation of more intense uses into activity centers or nodes near major intersections became the preferred development form that is reflected in subsequent area and sector development plans. This sector plan provides the mechanism to update the Snow Vista Master Plan by rearranging the land uses around the supporting arterial street network in a hierarchy of intensities in conformance with the Comprehensive Plan's land use planning objectives.

Most of the non-residential uses will be provided in the vicinity of the proposed Westgate urban center. These lands will accommodate commercial and office uses that require visibility and free standing structures with adjacent surface parking typically associated with neighborhood shopping centers and small office park locations.

Some of the non-residential uses required to serve the needs of the residents of the sector development plan vicinity do not have these locational needs. These uses include churches, specialty retail, produce markets, libraries and public neighborhood services, such as libraries, post offices, and senior citizen services. The Southwest Area Plan recommends that these uses be incorporated into the Westgate urban center. This sector development plan recommends an urban center of approximately 65 acres to accommodate these uses. This area will have the potential to develop at greater intensities than the surrounding non-residential areas with a special design treatment to create an activity center that will function as the center of the community and the entire area west of Coors Boulevard and south of Central Avenue. The easterly portion (approximately 25 acres) of the center will be oriented around a urban park/plaza of up to five acres. The plaza will serve as a focus for community and public uses and provide a business location for community based enterprises. It is not likely to be an adversely competitive location for retail and service commercial uses typically found in neighborhood and community scale shopping centers.

The proposed Urban Center's plaza center is at the southeast quadrant of the intersection of Gibson Boulevard and 98th Street. This location will provide reasonable access from two principal arterials that are not access limited (by policy) and will provide direct linkage between the center and the open space trail system recommended by the Southwest Area Plan. These factors make Parcels 5 and 6 of this Plan an appropriate location for the Urban Center's plaza. The plaza will provide a focus for the urban center

O-1 and R-3 zones. The SU -3 designation carries the allowances for the permissive and conditional uses, as defined in the "standard" zone, with the exception of: Adult Amusement Establishments, Adult Bookstores, Adult Photo Studios, Adult Theaters, Drive In Theaters, Tire Recapping and Retreading and Mobile Home Developments. The land at the intersection of Gibson Boulevard and 98th Street is apt to be a retail or service commercial use requiring high visibility. The land south of these uses has a potential for higher density (R-3) residential within walking distance of the urban plaza. Higher density residential development in this location would promote a favorable jobs/housing balance that may reduce travel demand and adverse effects on air quality. Although residential development will be encouraged, commercial and office uses will also be permissive. Consistent with the recent Planning Commission decision on the Commons master plan (Uptown urban center area), such non-residential uses will be allowed if they do not increase peak hour trips above those projected in the traffic analysis (Appendix B). If they exceed the projected trip levels, appropriate mitigation measures may be required as a condition of approval above the intensities shown in this plan. Also, a specific development plan (a sector plan amendment) will be required for the urban plaza area and the lands zoned SU-3 (see page 4.22 for the process).

## **2. Office and Commercial Uses**

### **a. Other quadrants ( of 98th Street and Gibson Boulevard)**

The lands at the other quadrants of the Gibson Boulevard/98th Street intersection (approximately 66 net acres) will be non-residential uses of C-2 and O-1 intensities. These properties will provide mixed use opportunities and space for office and commercial uses that cannot be accommodated within the Westgate urban center. Parcel 35 at the northwest corner is the preferred location for a community scale conventional shopping area necessary to serve both new residential development within the sector development plan area and the existing residential neighborhoods to the north. Supermarkets, drug stores, and retail outlets that require visibility and free standing structures with adjacent surface parking areas are the most probable principal users of this site.

Parcels 1 and 34 at the northeast and southwest corners are designated for O-1 and C-2 uses. C-2 uses are expected to account for up to 40% of the site area. These commercial activities will be oriented toward the principal arterials and away from the residential areas. Office and less intense service commercial uses, which may account for 60% of the land area, will provide a transition between intense commercial activities and adjacent residential areas.

To coordinate development of the overall site, these parcels will require site development plans (for subdivision) as a condition for development of any portion of the site. Vehicular and pedestrian access across the channel in Parcel 1 can be accommodated within public rights of way and adjacent private lands.

### **b. Dispersed locations**

Parcel 8 is designated for office development. The site's narrow depth, frontage on a principal arterial and isolation from the rest of the sector development plan area make residential development undesirable. An office use is more appropriate.

Parcels 24 and 25, at the intersection of Rio Bravo Boulevard and 98th Street, are also appropriate locations for office and commercial development. They are approximately 3/4 mile south of the community commercial activities near the Gibson Boulevard/98th Street intersection. The proposed neighborhood commercial opportunity will provide a more limited shopping options than the commercial center near Gibson Boulevard. These locations also would serve future development south of Rio Bravo Boulevard.

The Comprehensive Plan states that commercial development in Developing Urban areas should occur at nodes of major intersections. The Southwest Area Plan also proposed the location of additional commercial uses north of Pajarito Road at nodes of major intersections should market

#### **4. Residential Uses**

##### **a. Low Density Residential Uses**

The low density residential areas will have an SU-2 zone designation to allow for development guidelines not associated with conventional city zones. These standards are consistent with the health, safety, and general welfare provisions of the standard zones. They allow design flexibility to permit residential construction that would normally require variances to some of the provisions of the standard City zones.

The single family dwelling design standards for the SU-2 zone differ from the present City standards. This plan assumes that the use of these different standards will decrease housing development costs to builders without adversely affecting either housing quality or public facilities.

The possible cost savings to builders will be passed on to the homebuyer either through lower selling price or through upgraded features or amenities. This plan proposes the use of these different standards as a demonstration project to test whether these standards could be used citywide.

The issue of housing affordability is not traditionally addressed in publically or privately initiated sector development plans. However, the Comprehensive Plan amendments approved by the City and County Planning Commissions makes the expansion of affordable housing an explicit planning objective. The revised Comprehensive Plan's housing element advocates pilot projects to test ways of reducing the cost of housing, including innovative design and construction techniques and revisions to development regulations.

The impact of zoning, subdivision, and building regulations upon homeownership opportunities is a significant land use issue that is becoming increasingly important with the reductions in Federal assistance for home ownership. The City's sector development plan procedure, with its provisions for specially tailored design criteria through the SU-2 zone and periodic performance reviews, provides an appropriate forum to test the effectiveness and the public benefit of alternate design standards for expanding the supply of affordable housing.

The proposed affordable housing program utilizes cost savings measures that have been successful in other communities that participated in the Department of Housing and Urban Development's Joint Venture for Affordable Housing. Many items that were tried in these communities were so successful that they have become part of their city-wide development obligations. The purpose of the affordable housing demonstration proposed by this plan is to test some of these items to see if they are effective in Albuquerque. After a time period the effectiveness of these items will be evaluated. Those items that are determined to be effective will be proposed as City-wide standards. Those that are unsuccessful will be discarded. This pilot project will thus allow for limited pre-testing before new items are adopted as city-wide policies.

Since the pilot project covers residential subdivisions within a large undeveloped area, many builders will have the opportunity to participate in the demonstration. The broad participation will have two advantages. First, it will eliminate potential complaints about one homebuilder receiving special treatment. Second, it will provide a broader basis for assessing the impact of the demonstration program cost saving measures.

A main sector development plan objective is to provide a broad range of housing types of high quality, high value, and reasonable cost. Increases in the costs of land, site development, house construction and government regulation have made it difficult to build a single family detached home that meets both the requirements of conventional zones and the budgets of potential homebuyers. In response, homebuilders have been devising different methods of house and subdivision design to reduce development costs. These new approaches use atypical lot configurations that emphasize performance criteria such as building separation, useable private

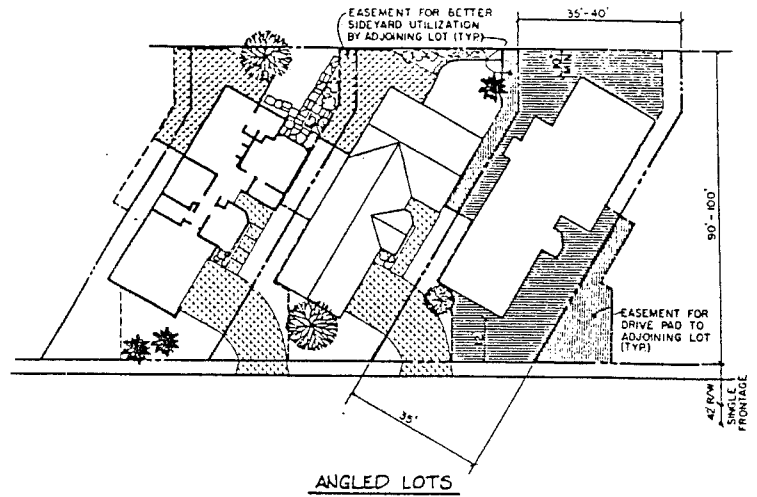
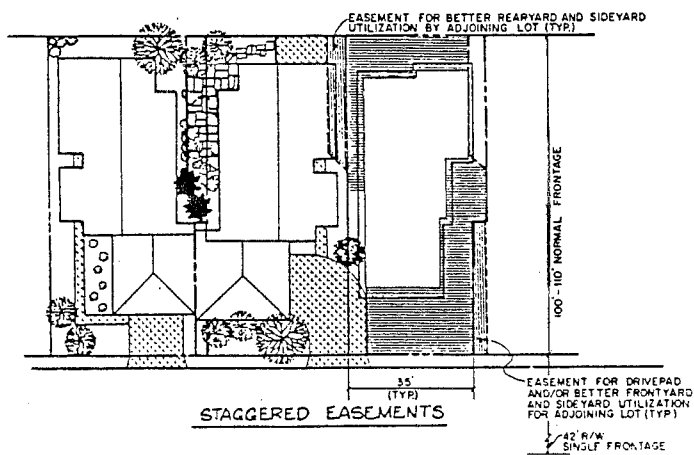
- On a corner lot, the side-yard setback adjacent to the side of the street shall be as follows:
  - a. If the rear yard abuts the front yard of a residentially-zoned lot, the side yard setback on the street side shall be no less than 15 feet.
  - b. If paragraph a. (above) does not apply, the side-yard setback adjacent to the side street shall be not less than ten feet.
- There shall be no required sideyard setback for lot lines that are not adjacent to the street, provided that a minimum separation of 10 feet between unattached structures is maintained.
- There shall be no minimum rear yard setback provided that:
  - a. A rear yard with a minimum useable area of 15 feet by 30 feet (or equivalent dimensions is provided).
  - b. A minimum separation of 30 feet between buildings with adjoining rear yards is maintained.

**f. Attached Units per Building**

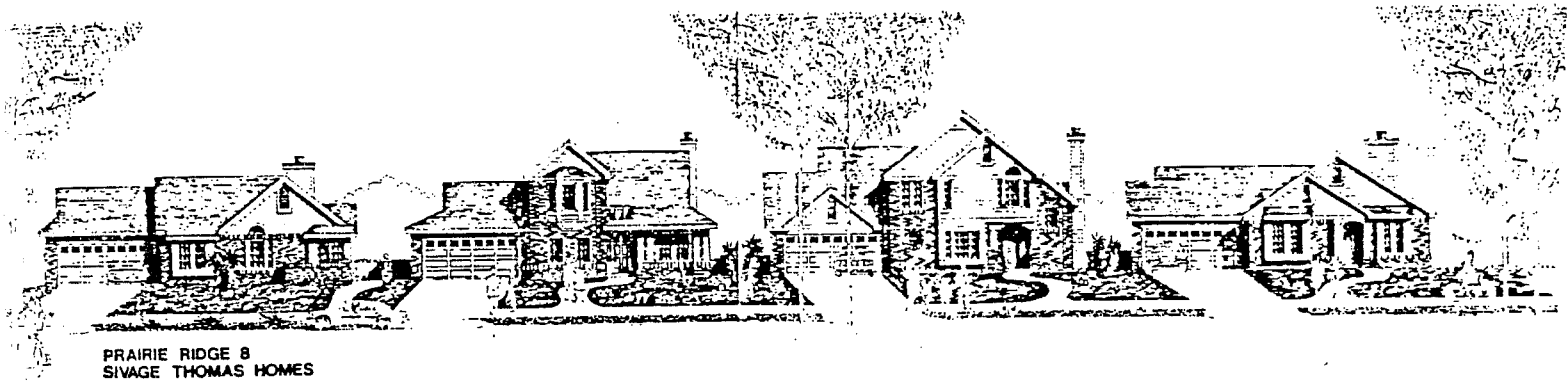
- Where the rear yard(s) of attached units abut the rear or side yards of R-1 zoned lots, no more than four attached units per residential building shall be permitted.

**g. Residential Land Uses adjacent to Arterial Streets**

- Where the rear or side yard of residential dwellings is adjacent to an arterial street the following mitigation designed to minimize traffic impacts shall be incorporated into the site design:
  - a. A solid wall, berm or barrier six (6) feet in effective height shall be utilized. The effective height shall be determined as six feet in elevation greater than the finished floor elevation (FFE) of the dwelling units. Where site topography is such that the FFE may result in a wall, berm or barrier of an actual height of less than six (6) feet, a minimum height of four (4) feet above ground level is required. If the required barrier height as determined by FFE conflicts with the Comprehensive Zone Code the Zone Code shall prevail or a variance to the code shall be requested.
  - b. Wooden slat fencing shall not be used to meet the requirements of subsection paragraph a above.
  - c. Where site topography or other conditions may reduce the feasibility of a wall, berm or barrier, alternate mitigation such as, but not limited to, distance setbacks and/or building structural modifications may be allowed provided approval of the Environmental Health Department is obtained.
  - d. Measures to minimize traffic impacts shall be indicated in each site development plan or subdivision plan as appropriate.



**ILLUSTRATION FIVE  
POTENTIAL LOT DIMENSIONS AND SETBACKS**



**ILLUSTRATION SIX  
POTENTIAL LOT LAYOUT AND STREETScape**

## **C. WESTGATE URBAN CENTER PLAZA -- CONCEPT:**

### **1. Philosophy**

The Sector Development Plan and Southwest Area Plan guidelines call for an "Urban Park." The connotation of the Westgate "Urban Center" in the vicinity of Parcels 5 and 6 has created an amenity opportunity to use this park as a non-typical "hub" of zoning uses, traffic and site engineering, trail intersections and physical improvements.

Usually amenities associated with large-scale developments take the form of landscaping features, attractive early-construction buildings and/or community centers.

None of these objectives apply directly to the Rio Bravo Sector Development Plan (as a developer amenity which would also enhance a sales program). The landscaping commitments for trails and rights-of-way decreases the impact of any one site's landscaping as a project-scale amenity. No non-residential buildings are scheduled for "early-construction" as the residential housing element must take first priority to establish other markets. Developer installed community buildings are possible - but the City has already established a community center. Also, social services are not a comfortable developer-generated activity. Any such expenditures must be justified with a bona-fide monetary, market or social repayment. Since zoning allowances by themselves are not enough to establish an "urban center" the plan's sponsors explored techniques to relate to this geographic area at this point in time.

This sector development plan's consultant team participated with the University of New Mexico, Graduate School Workshop, School of Architecture and Planning (early 1987; Paul Lusk, Wm. Siembieda and Rick Richardson, Professors). This workshop yielded an excellent student publication for this area. It also brought out a cultural significance to the establishment of a historic plaza - not just a park surrounded by streets, but an association of landscaping, zoning allowances and traffic/pedestrian patterns. One objective for this theme is to emulate the concept of the Five Plazas of Atrisco.

The design standards for this "special area" are intended to be a contemporary experiment to create, by zoning, use allowances and streets, a recreation of a Hispanic influenced, central plaza theme.

### **2. Objectives**

The design of this area must primarily be sensitive to the ability of the owner of record to sell and develop the properties the near term market. Accordingly, the standards in this plan are "suggestive" and tailored towards encouragement rather than restrictions.

The traffic circulation and parking criteria, (used in most suburban shopping) roadway direction, parking in and off rights-of-way and pedestrian interfaces must be re-thought and designed for standards befitting this concept. Safety and convenience can still be accommodated.

The Westgate urban center's plaza must be oriented to broad community uses, excepting perhaps the land intensive areas for youth recreation (e.g. soccer, baseball). Urban parks must have a focus which "rolls back the clock" and aspires to attract primarily passive uses. Community events can then be staged -- perhaps with some disruption to the passive elements and convenience of pass-through motorists. If the traffic circulation is sufficient to absorb this disruption (in this case one "quadrant" of the Gibson Boulevard/98th Street intersection), then the social aspects outweigh the conveniences of the motorist.

Accordingly the plaza will be expressed as a site design objective in this document. Hopefully, if the included site specific design objectives are approved in this Sector Development Plan, they may be used at a later time to influence other City standards as they relate to the implementation of this concept.

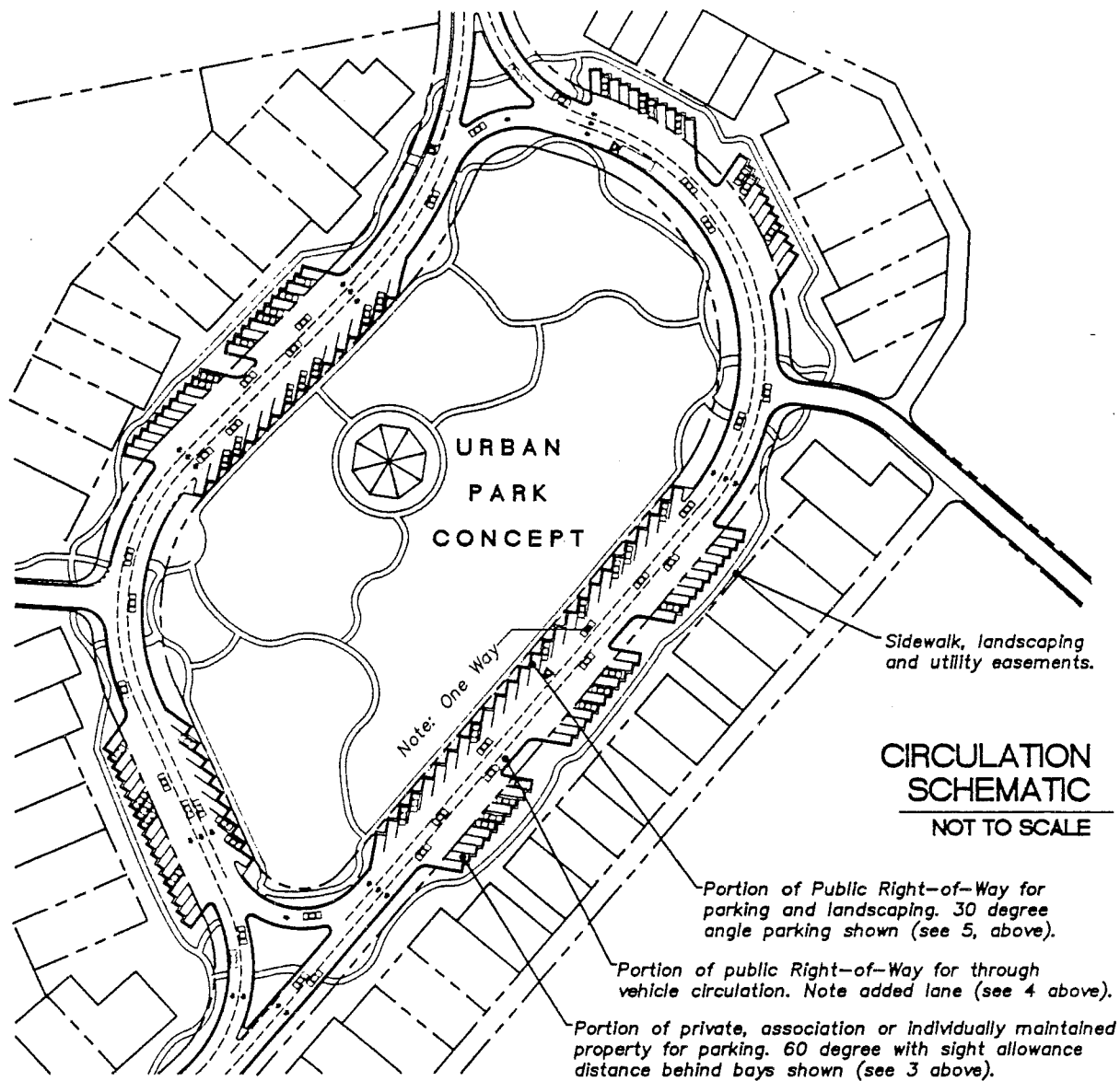
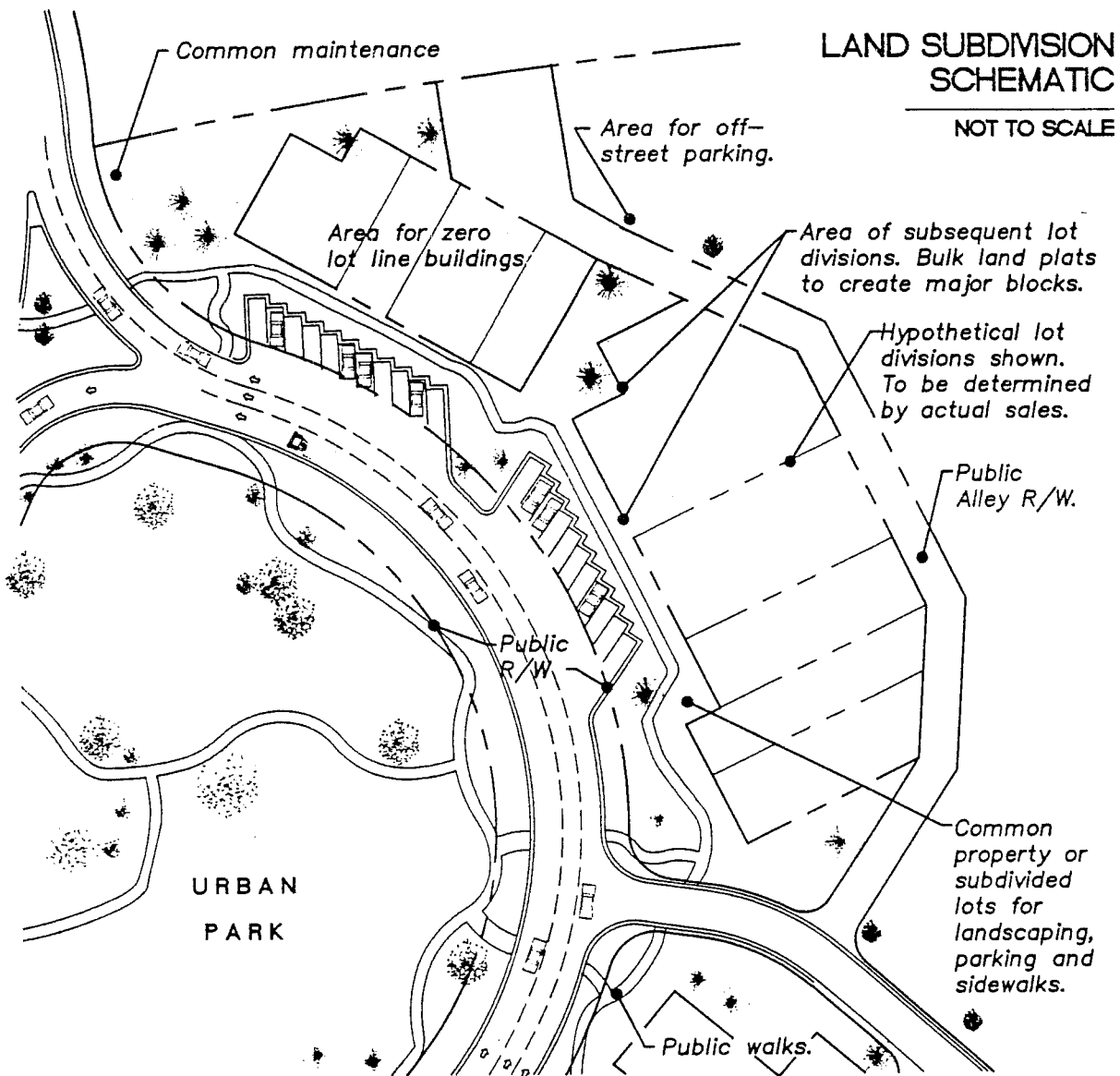


ILLUSTRATION SEVEN

URBAN PLAZA CIRCULATION SCHEMATIC

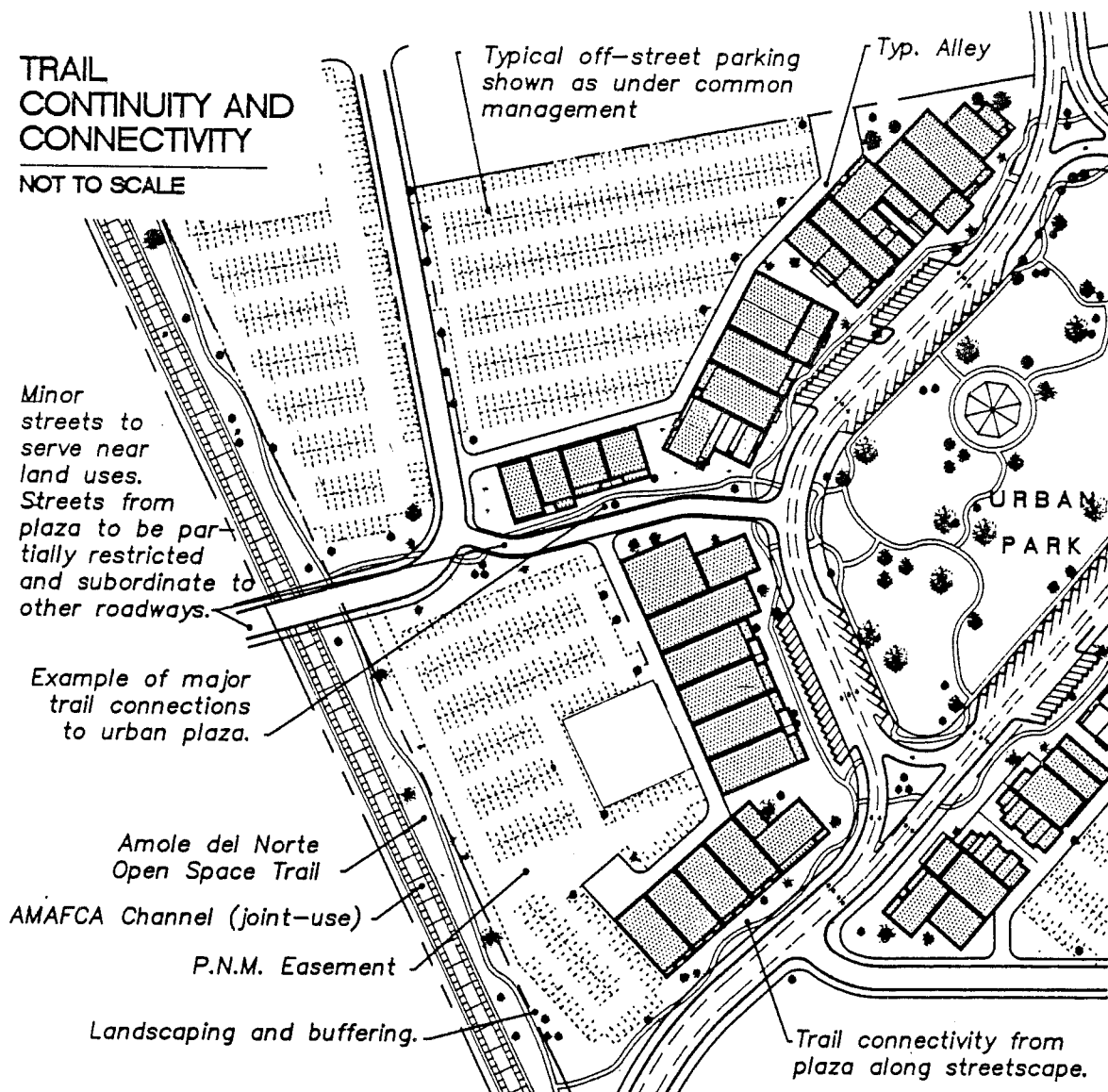


**ILLUSTRATION EIGHT**  
**URBAN PLAZA**  
**LAND SUBDIVISION SCHEMATIC**

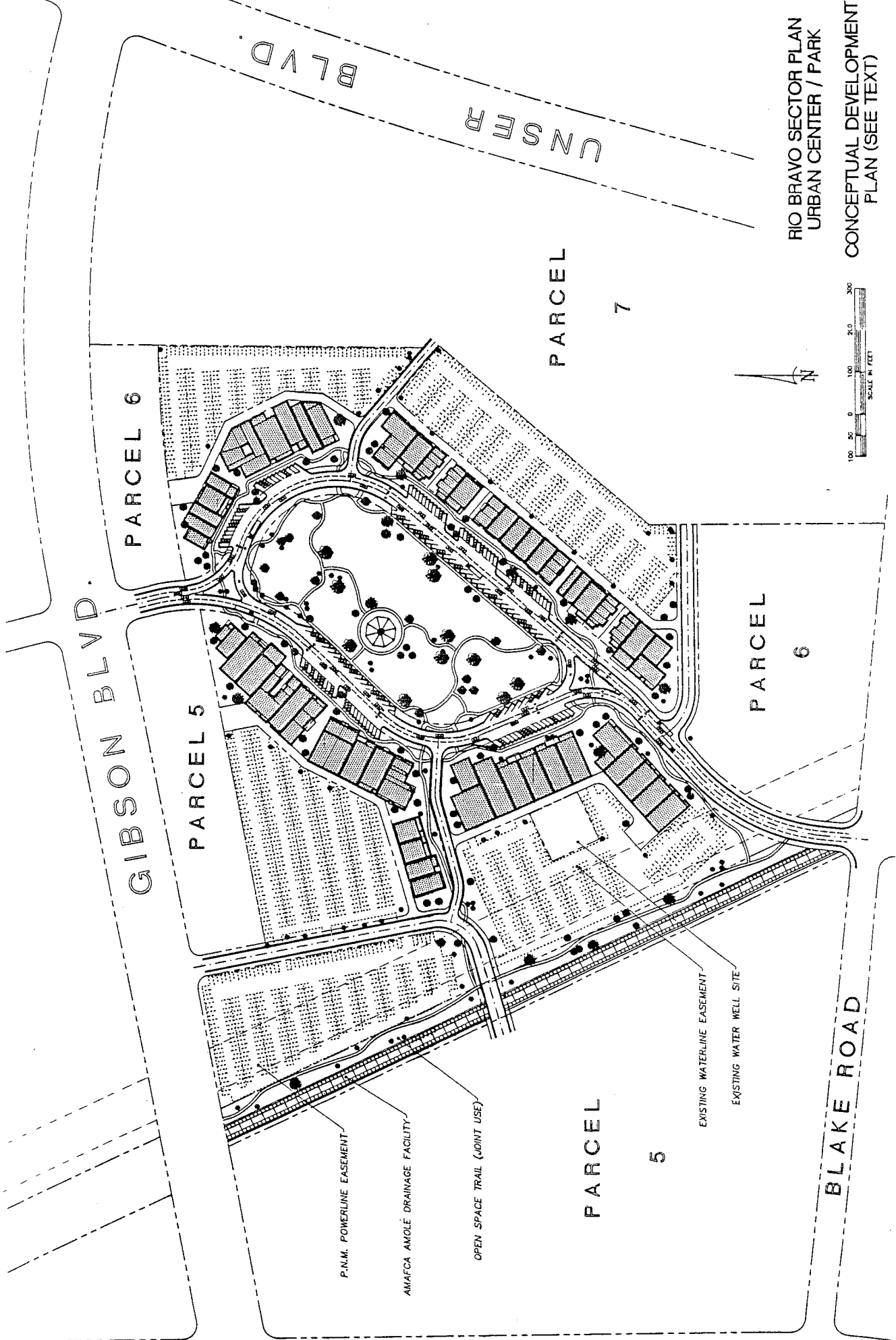


## 5. Trails and Connectivity

Surrounding the Plaza non-residential area will be other lands zoned SU-3 and SU-1. It is imperative that these areas be "connected" to the plaza. The pedestrian access should be primarily by the trail system which is directed toward the location selected for the plaza. Minimum right-of-way vehicular access points for these surrounding land uses will be provided by "side street" accessibility (restricted parking and entrances which would not overwhelm the design theme established for the plaza area). A schematic could be envisioned as:



**ILLUSTRATION TEN**  
**URBAN PLAZA**  
**TRAIL AND CONNECTIVITY SCHEMATIC**



## D. PARKS AND OPEN SPACE:

### 1. Trail System

The sector development plan will provide land areas for a trail system that will connect the Westgate urban center to on-site and off-site recreational areas. This will provide for segments of the Westgate/Gun Club and Amole/Blake Trails recommended by the Southwest Area Plan. It also will identify, along projected drainageways, some local trails that will provide pedestrian and bicycle connections to the regional trails, the urban center, and the neighborhood parks within the plan area. The trail routes are shown on the land use map (Plate 2) and are described below.

- a. The sector development plan's segment of the Westgate/Gun Club trail will connect the proposed Atrisco Village Park extension easterly to the plaza and southeasterly to the Amole Detention Facility. The City plans to extend the trail west from the Atrisco Village Park to the Westgate Detention Facility. Between the park and 98th Street the trail will be a minimum 20 feet wide, in addition to the area required for the drainage channel. Extra width may be provided at the trail's 98th street intersection to accommodate a signalized or grade separated trail crossing as recommended in the Southwest Area Plan. Location, design, construction, and maintenance for crossings are the City's stated responsibility.

From the 98th Street crossing, the trail will continue within a 50 feet wide corridor along the east side of the channel to the plaza (parcels 1, 5 & 6). The extra width will create opportunities for nonlinear trail alignments and passive recreation areas. The trail corridor will be within the existing right of way for Snow Vista Boulevard and within land that will be dedicated as part of the joint use trail/drainage facility.

The trail will extend southerly along the Amole Arroyo to the Amole Detention Facility (parcels 8 & 9). This trail segment is to be a dedicated 20 foot width. The adjacent land within the PNM transmission line easement may be used for trail related uses subject to PNM approval. The City plans off site trail extensions southward to the Hubbell Oxbow, the Bosque and the Pajarito Arroyo. Location, acquisition, construction and maintenance of these offsite trail elements are normally the City's responsibility. Development of land abutting the Amole Arroyo will follow the advisory design guidelines of the Facility Plan for Arroyos or subsequent arroyo corridor plan.

- b. The Snow Vista Trail will run along the Snow Vista Channel and tie Westgate Heights, the Truman Middle School, and the planned Westgate Community Center to the plaza and Atrisco Village Park via the Westgate/Gun Club Trail. This trail will be located along the east side of the Snow Vista Channel within dedicated right of way for Snow Vista Boulevard (Parcel 1). After the 98th Street channel crossing the trail will continue within the PNM easement or on the sidewalk within the Snow Vista Boulevard right of way.
- c. The Southwest Area Plan calls for a trail connecting the Amole Arroyo with the Atrisco Riverside Drain via Blake Road. This plan recommends that the Amole Arroyo Corridor Plan consider an alternate alignment and elicit citizen input.
- d. The Sacate Blanco trail will run on the north side of the Sacate Blanco Drainage channel from Rio Bravo Boulevard, to the Amole Detention Facility. This trail will be within the dedicated drainage right of way and will provide residential developments near Rio Bravo Boulevard with a trail to the Westgate urban center. The right of way is proposed to be combined with the drainage requirements for a joint-use facility.
- e. The Rio Bravo Trail will connect the southwest part of the plan area to the Westgate/Gun Club Trail and plaza via the Sacate Blanco trail. This trail will be primarily within the 200' right of way as approved by the Urban Transportation Planning and Policy Board.

**TABLE 11**  
**HOUSING AND EMPLOYMENT ESTIMATES**

	ZONING	EST. <sup>1)</sup> GROSS ACRES	EST. <sup>3)</sup> NET ACRES	PROB. <sup>3)</sup> DU'S/ ACRE	EST. TOTAL DU'S <sup>3)</sup>	EST. S.F UNITS <sup>3)</sup>	EST. M.F UNITS <sup>3)</sup>	EST. F.A.R. <sup>3)</sup>	PROB. GR.FLOOR AREA <sup>3)</sup>	PROB. JOBS <sup>3)</sup>
1	O-1	19.6	11.5	-	-	-	-	0.25	125,235	501
1	C-2	19.6	11.5	-	-	-	-	0.19	95,179	190
2	SU-2 / SF <sup>2)</sup>	14.8	10.8	6	65	65	-	-	-	-
3	SU-2 / SF	13.8	12.0	6	72	72	-	-	-	-
4	R-2	10.2	9.1	20	182	-	182	-	-	-
4	C-2	4.1	3.6	-	-	-	-	0.19	59,459	238
4	O-1	6.1	5.5	-	-	-	-	0.25	30,126	60
4	SU-2 / SF	11.3	10.0	6	60	60	-	-	-	-
5	SU-3 (R-3)	23.0	20.0	30	600	-	600	-	-	-
5	SU-3 (C-2) <sup>4)</sup>	12.2	7.4	-	-	-	-	0.19	60,914	122
5	SU-3 (O-1) <sup>4)</sup>	18.3	11.1	-	-	-	-	0.25	119,790	481
5	SU-3 (PARK)	6.5	5.0	-	-	-	-	-	-	-
6	SU-3 (C-2) <sup>4)</sup>	9.8	8.1	-	-	-	-	0.19	66,873	134
6	SU-3 (O-1) <sup>4)</sup>	14.6	12.1	-	-	-	-	0.25	131,987	528
7	SU / IP	30.8	26.7	-	-	-	-	0.30	348,916	868
8	O-1	8.1	5.0	-	-	-	-	0.25	54,450	218
9	SU-2 / SF	17.5	12.5	6	75	75	-	-	-	-
10	SU-2 / SF	29.7	25.2	6	151	151	-	-	-	-
11	R-2	21.8	18.9	20	378	-	378	-	-	-
12	SU-2 / SF	26.2	23.0	6	138	138	-	-	-	-
13	SU-2 / SF	37.4	32.0	6	192	192	-	-	-	-
14	R-2	44.7	35.8	6	716	-	716	-	-	-
15	SU-2 / SF	32.5	25.9	6	155	155	-	-	-	-
16	SU-2 / SF	36.1	26.7	6	160	160	-	-	-	-
17	SU-2 / SF	27.6	21.7	6	130	130	-	-	-	-
18	SU-2 / SF	31.4	28.2	6	169	169	-	-	-	-
19	SU-2 / SF	53.4	45.8	6	275	275	-	-	-	-
20	SU-2 / SF	49.7	43.7	6	262	262	-	-	-	-
21	SU-2 / SF	83.4	76.8	6	461	461	-	-	-	-
22	SU-2 / SF	35.2	34.0	6	204	204	-	-	-	-
23	SU-2 / SF	43.9	41.6	6	250	250	-	-	-	-
24	SU 1 FOR O-1 <sup>4)</sup>	10.9	8.5	-	-	-	-	0.25	92,560	370
24	SU 1 FOR C-2 <sup>4)</sup>	12.7	10.4	-	-	-	-	0.19	86,075	172
25	SU 1 FOR C-1 <sup>4)</sup>	12.7	10.4	-	-	-	-	0.19	86,075	172
26	SU-2 / SF	49.3	39.9	6	239	239	-	-	-	-
27	SU-2 / SF	28.4	23.6	6	142	142	-	-	-	-
28	SU-2 / SF	24.7	23.3	6	140	140	-	-	-	-
29	SU-2 / SF	24.9	22.6	6	136	136	-	-	-	-
30	SU-2 / SF	28.1	23.3	6	140	140	-	-	-	-
31	SU-2 / SF	41.5	35.7	6	214	214	-	-	-	-
32	SU-2 / SF	64.1	59.1	6	355	355	-	-	-	-
33	R-2	28.2	24.3	20	486	-	486	-	-	-
34	C-2	10.0	7.7	-	-	-	-	0.19	63,728	127
34	O-1	14.8	11.5	-	-	-	-	0.25	125,235	501
35	C-2	31.2	24.2	-	-	-	-	0.19	200,289	401
36	R-2	17.3	13.6	6	272	-	272	-	-	-
37	SU-2 / SF	18.0	15.2	6	91	91	-	-	-	-
38	SU-2 / SF	16.1	13.8	6	83	83	-	-	-	-
39	SU-2 / SF	16.4	13.8	6	83	83	-	-	-	-
40	SU-2 / SF	30.4	21.4	6	128	128	-	-	-	-
41	SU-2 / SF	17.1	12.4	6	74	74	-	-	-	-
<b>TOTAL</b>		<b>1,289</b>	<b>1,075</b>		<b>7,278</b>	<b>4,644</b>	<b>2,634</b>		<b>1,747,432</b>	<b>5,083</b>

- 1) Approximate acreage after reduction for major roadways, trails and identified drainage facilities.
- 2) The SU-2/SF Designation for this table and accompanying maps is described in Chapter IV.B.4 of the text.
- 3) The use of "Net Acres" and dwelling units "per acre", in this context, is for reasonable estimation for projected total units and does not imply a restriction on total allowed units on any site based on further reduction of parcel for collector, major and local roads, easements, drainage dedications and the like. **Gross acreage usability calculations will be applied to any "DU per acre" restrictions or allowances.**
- 4) SU zone designations allow the permissive and conditional uses of the "standard" zone except for: Adult Amusement Establishments, Adult Bookstores, Adult Photo Studios, Adult Theaters, Drive In Theaters, Tire Recapping and Retreading and Mobile Home Developments.

- b. Albuquerque South will designate for dedication and park credits attributable to the development of their properties up to 6-7 acres within Parcel 38. This site is on the Westgate/Gun Club open space trail at the eastern boundary of Atrisco Park. It offers an opportunity to expand existing developed parkland and to relocate the Westgate Heights Little League from Westgate Heights Park. The location is subject to site inspection and acceptance by the Department of Parks and Recreation. Since this park site is above the minimum required for Albuquerque South, the excess park land credits may be applied to the development obligations of other plan area owners of record, pending agreement between the affected owners of record.
- c. Atrisco Joint Venture will designate for dedication and park credits (attributable to his development obligations) a site of approximately five acres within Parcel 21 south of Rio Bravo Boulevard. This site will serve the residential areas south of Rio Bravo Boulevard. It will ensure that all residential area within the sector development plan area will be within one-half mile of a park, per the Comprehensive Plan spacing standard.  
  
An alternate location for Atrisco Joint Venture is within Parcel 27 at the western terminus of the proposed Rio Bravo trail. It will serve the residential developments west of 98th Street. The site is approximately one mile from the existing Atrisco Village Park and the proposed park site within Parcel 13 (Bellamah Community Development property). This location could help ensure a park site within 1/2 mile of all residential developments in the sector development plan area, per the Comprehensive Plan spacing standard. Parcel 27 as an alternative location will be acceptable only if the Parks and Recreation Department does not accept a park site within Parcel 30.
- d. The Garcia Estate will meet its park dedication requirement by developments within their landholdings or by cash-in-lieu policies. Expansion of other park locations is possible pending specific park sitings and financial agreements with affected plan area owners of record.

The actual park sites and their configuration will be subject to the process of submitted plats and plans and their approval by the Parks and Recreation Department at the time of plat approvals.

#### **4. DETACHED OPEN SPACE REQUIREMENT**

Most of the plan area outside of the approximately 70 Acres north of the former De Anza Street (extended) and west of the former Snow Vista Boulevard is designated as Developing Urban by the Comprehensive Plan. Residential Development within these areas is now subject to a detached open space requirement of 2400 square feet per unit. The open space can be provided by:

- (a) on site associated with the individual unit;
- (b) within the open space areas provided by the sector development plan;
- (c) outside the boundaries of the sector development plan if approved by The Planning Director, or
- (d) by cash in lieu of land dedication.

The land outside the Westgate urban center location (identified by this Plan as SU-3 zoning) is presently subject to this requirement. The area of SU-3 zoning, approximately 84 acres, does not require detached open space requirements. Residential projects within the SU-3 area must meet the on-site open space requirements associated with the R-2 zone. The urban plaza park (which is unsuitable for neighborhood parkland development credits) can be used to satisfy detached open space requirements for the development properties near and adjacent to this area of the plan (the urban center).

**TABLE 12**  
**Example for calculating Units Allowed With Open Space Credits**

Dwellings with No Open Space Dedication:	8062
Open space Credits (assuming above calculations):	162
Potential Dwellings (example only):	8224

As long as the Comprehensive Plan's Developing Urban designation is in effect, new development that would raise the total number of dwellings within the sector development plan above the calculated threshold (approx. 8224) would require additional detached open space dedication. The additional open space would be provided through any of the options allowed under current City policy. These options include onsite dedication, offsite dedication, within or outside the sector development plan area, or cash.

## **E. PUBLIC FACILITIES AND SERVICES**

### **1. Water**

Completion of two master plan water lines will allow water service extension to all properties within zones 2W and 2WR of the Atrisco Trunk. These lines are a 30" water line in 98th Street south of Central Avenue and a 20" line through Atrisco Village. The 20" line and the portion of the 30" line between Central Avenue and Sage Road are now under design. Water service to zones 2W and 2WR appears to be a possibility, but will require further discussion and Fire Protection may be somewhat limited.

These portions of the plan area will be served by the planned and existing zone 2WR and 2W reservoirs, pump stations and related facilities. The land within Zones 2W and 2WR will receive service from the Don Reservoir and planned Leavitt pump stations. The latter facility is not yet programmed as part of the Capital Improvement Program. Master plan lines will be extended (as shown on Plate 3) to serve proposed development.

No public water facilities are now planned to serve the properties within zone 1W of the Pajarito and Atrisco Trunks. It may be possible to serve the mesa areas with existing zone 2W and 2WR facilities. This possibility is now being studied by the City.

Also, the Water Supply Master Plan identifies two future well sites within the sector development plan area. Future Don Well No. 9 is located within proposed Parcel 40, and future Don Well No. 10 is located within proposed parcel 36. Further discussions with the City will identify acceptable sites that also fit the sector development plan. Bulk land subdivision of the plan area will grant easements to reserve these future well sites.

Before development of each individual project, the City's Public Works Department will issue an availability statement identifying line locations, line sizes, and system constraints.

be proposed for alternate alignment and/or alternative treatment (lining).

Storm water runoff from some of the land that is downstream of the Sacate Blanco Channel may be routed off site through the Flood Control Authority's property to the Hubbell Lake Diversion Channel. Drainage from the land south of Flora Vista will be routed to the Hubbell Lake Diversion Channel via Rio Bravo Boulevard and other conveyances. This sector plan's master drainage identifies interim and permanent conveyances and improvements acceptable to the Flood Control Authority and the Public Works Department's Hydrology Section.

#### **4. GAS, ELECTRIC AND TELEPHONE**

The Public Service Company of New Mexico, Mountain Bell Telephone and the Gas Company of New Mexico may install additional lines and facilities in accordance with their respective service extension policies to service the area when required by development.

#### **5. SCHOOLS**

Bellamah Community Development has given the Albuquerque Public School system (APS) an option to purchase, within the next two years, up to 30 acres of land for school sites in the sector development plan area. The District may exercise this option through acquisition of a middle school site of approximately 18 acres and an elementary school site of approximately 12 acres. The District has indicated that the possible locations within parcels 13 and 30 best meet its siting locational and spacing criteria. Final school site locations and acquisitions will be determined through the District and Bellamah Community Development. If the District does not acquire land designated as a possible school site, then the site can be developed in accordance with its underlying zoning.

#### **F. ADJUSTMENTS, VACATIONS AND LAND COMBINATIONS**

New important information became available which was not considered at the time of the initial plan's preparation.

A specific example is an archeological site discovered and surveyed near Parcels 13 and 30. It is not precisely identified on these maps because that would expose it to possible vandalism. Also, the extent or importance of the artifacts will not be known until a decision is made on the mitigation of the site, which could include either excavation or non-disturbance (including cover).

The location of 98th Street, the acreages and calculations used in this plan are all affected by a future discovery: the extent and treatment of the archeological find. The road may have to be relocated and, the adjacent parcels may require enlargement or reduction in acreage or a predicted land use may have to be replaced by an alternative use (such as a park or school site in the above possibility).

This Sector Development Plan proposes to allow these and other minor adjustments by an administrative process (development review board) without penalty to the sponsors or their successors in title or process.

Should a realignment of right-of-way or elimination of right-of-way be discovered as in the City interest, then the existing (surplus) will revert in title (by subsequent deed) to the respective sector development plan

determined through the vacation procedure specified in the Subdivision Ordinance. The disposition of such land by auction, sale or conveyance to disinterested parties will be prohibited.

Likewise, the zoning established on either side of an adjusted, realigned or reverted right-of-way can be configured by the Development Review Board at the time of replatting if the affected lands are not altered by more than 5% of their original size. Special Zoning Hearing Examiner or Planning Commission hearings for such nominal adjustments should be discouraged.

The affordable design guidelines within the SU-2 Zone (page 4.12) are also subject to modifications when better building design and construction techniques evolve. This plan authorizes the City Planner with the concurrence of the Director of Public Works to authorize minor adjustments to the design guidelines that will facilitate the affordable housing objective without formal plan amendment.

The owners of record have agreed to adjust ownership limits to conform to the parcel boundary created by this plan when necessary. This plan encourages the affected parties to implement their agreement through the subdivision process. It encourages the City to expedite these land adjustments throughout the approval of bulk land subdivisions and waivers of financial guarantees.

The land requiring adjustments to reconcile ownership and tract boundaries are Parcels 1, 5, 6, 7, 14, 19, 32, 33 and 34. Ownership and parcel boundaries within Tracts 14, 32, 33, and 37 will be reconciled by platting each ownership within those parcels as a separate Tract (e.g. Tracts 32A and 32B). Each of these separate tracts will be greater than 5 acres (or be within a zone requiring site plans) and qualify for bulk land treatment pursuant to Section 7B of the City Subdivision Ordinance.

Parcels 1, 5, 6, 7, 14, 16, 17, 32 and 37 contain remnant lands of individual owners of record. The affected owners of record have agreed to exchange their remnant properties on an acre for acre basis to adjust to make ownership limits conform to parcel boundaries. Illustration 4 shows how these land exchanges will result in more developable, useable properties. The final locations of the adjusted property lines will be subject to negotiation among the affected owners of record and acreage calculations.

This plan encourages the Development Review Board to facilitate through the bulk land subdivision process the platting of remnant parcels where necessary for conveyances into simple ownership parcels.



RIO BRAVO  
SECTOR DEVELOPMENT PLAN

**CHAPTER 5**  
**PLAN**  
**IMPLEMENTATION**

## CHAPTER 5

### PLAN IMPLEMENTATION

#### A. DEVELOPMENT GOAL

The proposed land uses and circulation patterns will create a mixed use community that will provide a reasonable mix of housing close to employment, public services and amenities. The urban center will feature a central plaza that will be the hub of community activities and services. Retail commercial facilities and offices will be adjacent to the urban plaza. These non-residential uses will support the needs of people living within and adjacent to the sector development plan area. This will also help unite the new residential neighborhoods of the sector development plan area, the established communities of Westgate Heights and Atrisco Village, and the developing areas northeast of the plan area along Sage Road.

The sector development plan's public areas contain amenities and common themes that will convey the image of an attractive, viable community, rather than a series of individual subdivisions and projects. The open space and recreational trails will link each neighborhood to the urban center's plaza, the employment areas, the parks, the schools and other residential areas. The bike trails and landscaping along the arterial streets will complement the open space network, provide a continuous thread of landscaping that will connect each neighborhood to other parts of the plan area.

The street system will help create distinct residential areas. Each neighborhood will have a limited number of entry points from the major streets. These access points may be landscaped to provide appealing neighborhood entrances and streetscapes. Any reduced paving widths and centerline radii on local streets will reinforce the identity of each residential area by allowing more curvilinear streets that will reduce vehicle speed and through traffic.

Home ownership opportunity for a broad range of income levels will be emphasized in each neighborhood throughout the sector plan area. Increasing the supply of affordable housing, an explicit objective of the proposed Comprehensive Plan amendments, can be achieved in this sector development plan area as a model for other developing, master-planned neighborhoods City-wide.

A recommended "affordability" program, to be jointly sponsored by the public and private sectors included numerous techniques for attaining the Comprehensive Plan goal: more compact home designs, clustered dwellings, more useable yard space on smaller lots, reduced regulatory costs, and flexible performance criteria to encourage design creativity.

The plan area design guidelines suggest ways to instill greater value in each dwelling unit by master-planning entire residential areas, not simply single homes on individual lots. The standards emphasize neighborhoods as the building blocks of the sector development plan community. Subdivision and site planning at the neighborhood level allows the flexibility to design homes that are responsive to the changing needs of the market place, and consistent with the common design themes established for the entire plan area.

Adherence to the plan's objectives will encourage the development of compatible neighborhoods that help establish the area's identity as a unique community. This master plan approach will attain the Southwest Area plan objective of creating a community scale center of urban activity within a planned development area. This plan's proposal for a community with competitively priced homes, amenities, public services, and commercial activities can enhance the southwestern portion of the City by influencing development on other sites in the surrounding area to similar standards of quality and innovation.

- Dedicate additional right of way for the Snow Vista Channel realignment.
- Grant easements for major water and sewer facilities as identified.
- Vacate existing rights of way and utility easements that are no longer needed.
- Grant easements for open space trail corridors until such time as deeded right-of-way, and open space credits and specific alignments require dedication.
- Identify park sites for future dedication to City and assist in early selection or rejection of those sites.
- Grant easements for major gas, electric and telephone distribution lines and facilities needed to serve the plan area.

The owners of record must submit these plats to the City Development Review Board (DRB) for approval. In accordance with City requirements for bulk land plats, the DRB may waive requirements for financial guarantees for subdivision improvements. However, subsequent approval of plats or site plans that will lead to construction of a project will require construction or financial guarantees for construction of the infrastructure needed to serve the specific project.

## **D. STREETS**

### **1. Rio Bravo Boulevard**

The owners of record will dedicate the full 200' of right of way for the Rio Bravo Boulevard alignment proposed by this plan. In addition, one of the owners of record, Bellamah Community Development, may build an initial two lane section for Rio Bravo Boulevard between the east boundary of the plan area and 98th Street when required for development of the residential areas south of Gibson Boulevard.

The commitment for dedicating right of way and possibly building this portion of Rio Bravo Boulevard in advance of normal construction requirements is contingent upon:

- 1) Acceptance of the Rio Bravo Boulevard alignment proposed by this plan;
- 2) Timely completion of right of way acquisition and construction of Rio Bravo from Coors Boulevard west to the sector development plan area
- 3) Provision of acceptable interim access from Rio Bravo Boulevard to the properties within the sector development plan area until 98th Street and Unser Boulevard are built and permanent access from these facilities is established.

The construction of Rio Bravo Boulevard west of 98th Street will occur when required by development in accordance with established City policy.

The public sector will be responsible for the alignment, right of way acquisition, and construction of Rio Bravo Boulevard outside the sector development plan area and for construction exceeding the obligations and voluntary commitments of any one owner of record. The Bernalillo County Department of Public Works, the lead agency, is responsible for right of way acquisition for Rio Bravo Boulevard from Coors Boulevard to Paseo del Volcan, west of the plan area.

The County is now acquiring right of way for Rio Bravo Boulevard between Coors Boulevard and the sector development plan area. The commitment by this sector plan to dedicate right of way for Rio Bravo Boulevard may let the County apply left over acquisition funds to aid the construction of an initial two lane facility west of Coors Boulevard. The County may be able to complete this initial section within two years.

Access to land not located at an approved location could be provided by the proposed frontage road along Rio Bravo Boulevard (Illustration 13). The establishment of a frontage road system and the attached illustration may be modified or deleted pending the public process. Should a frontage road system not be approved, alternate access locations and/or acquisition of severance rights may become a consideration for modifying access limitations along arterial streets.

## **2. 98th Street**

The owners of record will dedicate the right of way for the 98th Street within the plan area. The owners of record will construct portions of 98th Street between Gibson Boulevard and the northern plan area boundary as required by development in accordance with City policy.

The construction of all or part of 98th Street may be accelerated to connect to Rio Bravo Boulevard if that facility is physically extended west of Coors Boulevard. This early construction, in advance of normal development requirements, is contingent on the extension of Rio Bravo Boulevard west of Coors Boulevard (see Bellamah, Rio Bravo Boulevard implementation, above). Otherwise, normal City policy for arterial street construction will apply.

The construction of the 98th Street alignment shown on this plan requires the relocation of a portion of the Snow Vista Channel. Albuquerque South, the affected owner of record, will provide the land needed for the new channel alignment through dedication or exchange. The new channel alignment will be constructed in accordance with established City and the Flood Control Authority's policy. The City will be responsible for the design, construction and maintenance of the 98th Street crossing of the Snow Vista Channel in accordance with existing public policy. However, the developer(s) may construct an interim crossing facility if required for early development of the residential areas in the northern part of the plan area.

## **3) Unser Boulevard**

The completion of Unser Boulevard from Central Avenue south to the plan area is not in the current City Transportation Improvement Program. Extension of Unser Boulevard from Central Avenue to the plan area will be the responsibility of other private or public development initiatives.

Within the sector development plan area, Unser Boulevard will be constructed according to City policy and Development Process Manual criteria, with adjacent development plans and subdivisions. Co-improvement agreements or other private agreements with land purchasers could facilitate the extension of Unser Boulevard to Flora Vista Avenue.

## **4) Gibson Boulevard**

Within the sector development plan area, Gibson Boulevard will be constructed when required by the development of adjacent sites.

Offsite extensions of Gibson Boulevard are contingent upon adjacent development and public policy on alignment, road classification and construction.

## **5) Other Streets**

All other streets within the plan will be constructed according to City policy and Development Process Manual criteria, with adjacent development plans and subdivisions.

Exceptions would be any traffic mitigation elements required for development above the intensities used in the Traffic Analysis (see Appendix B) and for any approved cost-reduction techniques approved as part of the plan.

Master plan lines will be constructed per the extension policies as the associated streets are constructed or serviceability dictates, whichever comes first. Local distribution lines will be installed with each subdivision or site development plan.

This sector development plan does not replace or change any City of Albuquerque policy for financing or installation of facilities. However, this sector development plan and the commitment by any owner of record to a development program is an incentive to petition for early-on Capital Improvement Program programming and advance design of City facilities.

## **2. Sanitary Sewer System**

The off-site alignment of Facility Line 395 will be determined within one year. This facility will be constructed with either Capital Improvement Program funds or on an area benefit basis. Installation of this line will coincide with the Rio Bravo Boulevard construction if possible.

Construction of major on site facilities will occur as associated roads are constructed or serviceability dictates, whichever comes first. Local services lines will be installed with each subdivision or development permit.

## **3. Gas, Electric, and Telephone**

Gas, Electric and Telephone service will be provided as required by development in accordance with the extension policies of the Public Service Company of New Mexico, Mountain Bell Telephone and The Gas Company of New Mexico.

## **F. DRAINAGE MANAGEMENT**

The owners of record will dedicate at no cost to the City the additional right of way required for the Snow Vista, Amole, and Sacate Blanco Channels to the extent depicted on Plate 4 of this plan and subject to the accommodation of joint-use of rights-of-way for trails and other public purposes. The owners of record and the Flood Control Authority may agree to exchange right of way for any relocation of the Amole channel for excess Flood Control Authority property not required for drainage management. Installation of master plan channel improvements required for ultimate development within and upstream of the sector development plan area will be through the City Capital Improvement Program process. Individual owners of record may elect to initiate improvements in advance of the Capital Improvement Program process and be reimbursed for the City portion.

The drainage management element of this plan identifies the drainage improvements associated with the development of the overall plan area. Site specific improvements will be identified by drainage reports required for approval of each subdivision or site development plan. Installation of drainage improvements required for each area will be in accordance with established City policy. Any rights of way dedicated for drainage ways, particularly the Amole and Sacate Blanco arroyos, shall be dedicated jointly to the City and particularly the Amole and Sacate Blanco arroyos, shall be dedicated jointly to the City and the Flood Control Authority for drainage and recreational uses to permit recreational trails within drainage ways.

RIO BRAVO  
SECTOR DEVELOPMENT PLAN

**APPENDIX A**  
**SOCIO-ECONOMIC**  
**PROJECTIONS**

## APPENDIX A: PLAN AREA SOCIO-ECONOMIC PROJECTIONS

The west side of Albuquerque will gain an increasing share of the City of the the Albuquerque urban area growth during the next 25 years. Since 1980 the westside has experienced significant growth in population, housing, and jobs. From 1980-85 the westside accounts FOR over 40% of the population increase in the Albuquerque urban area, 35% of the housing starts, and 15% of the new jobs.

\*\*\*\*\*

TABLE 1: 1980-1985 POPULATION CHANGES:  
ALBUQUERQUE URBAN AREA

	1980	1985	CHANGE	PCT. OF CHANGE
TOTAL URBAN AREA	423,538	464,765	41,227	100.0%
WEST OF RIVER	92,306	110,017	17,711	42.9%
NORTH OF I-40	27,715	43,793	16,257	39.4%
SOUTH OF I-40	64,591	66,045	1,454	3.5%

\*\*\*\*\*

TABLE 2: 1980-1985 HOUSING STARTS IN  
ALBUQUERQUE URBAN AREA

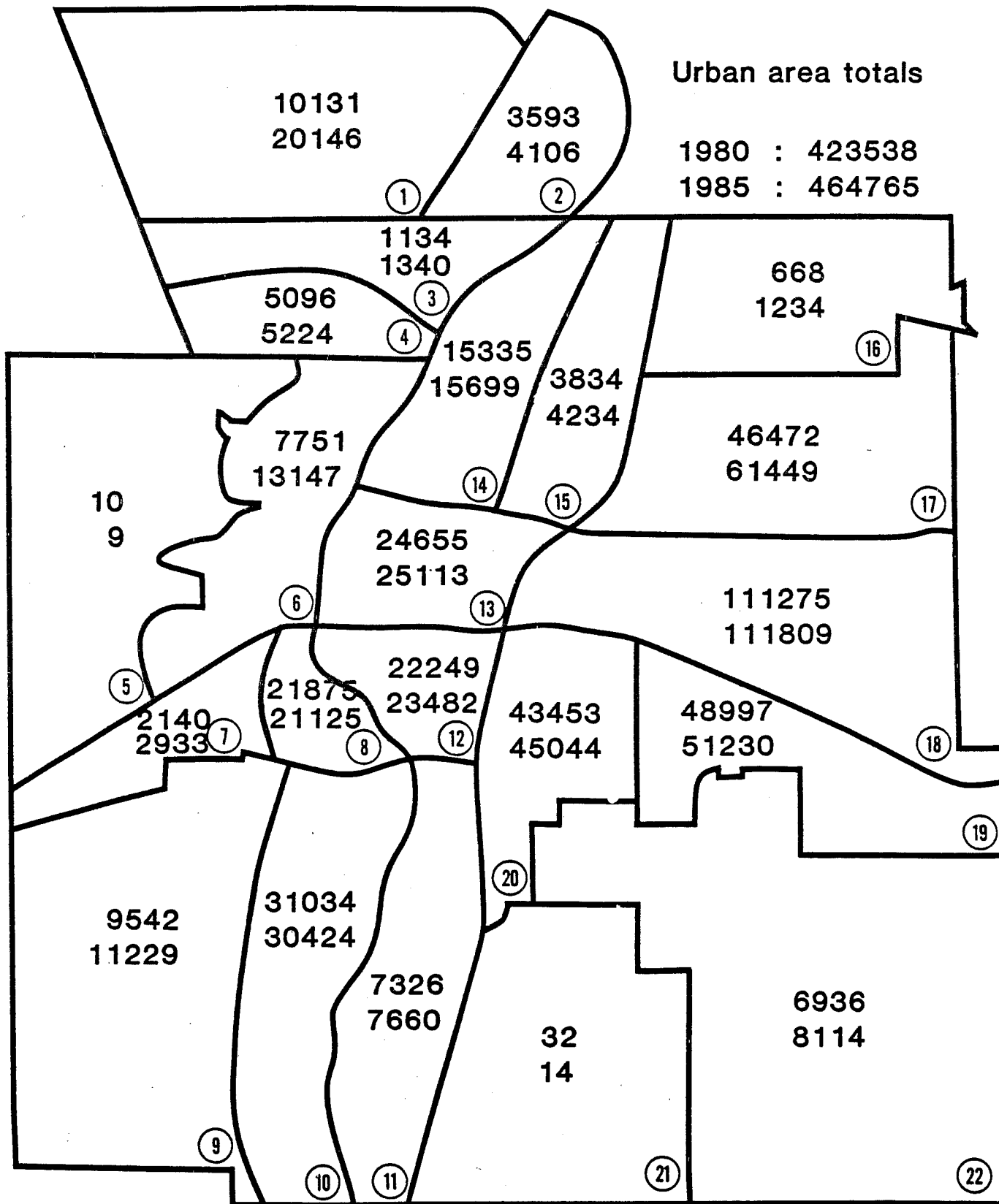
	SINGLE FAMILY	MULTI FAMILY	TOTAL STARTS	PERCENT OF TOTAL
TOTAL URBAN AREA	12,721	8,738	21,459	100.0%
WEST OF RIVER	6,177	1,379	7,632	32.6%
NORTH OF I-40	5,028	1,261	6,289	29.3%
SOUTH OF I-40	1,149	118	1,343	6.3%

\*\*\*\*\*

TABLE 3: 1980-1985 URBAN AREA EMPLOYMENT  
GROWTH

	1980	1985	GROWTH	PERCENT OF GROWTH
TOTAL URBAN AREA	190,956	218,701	27,745	100.0%
WEST OF RIVER	12,101	16,309	4,208	15.2%
NORTH OF I-40	4,492	7,744	3,252	11.7%
SOUTH OF I-40	7,609	8,565	956	3.5%

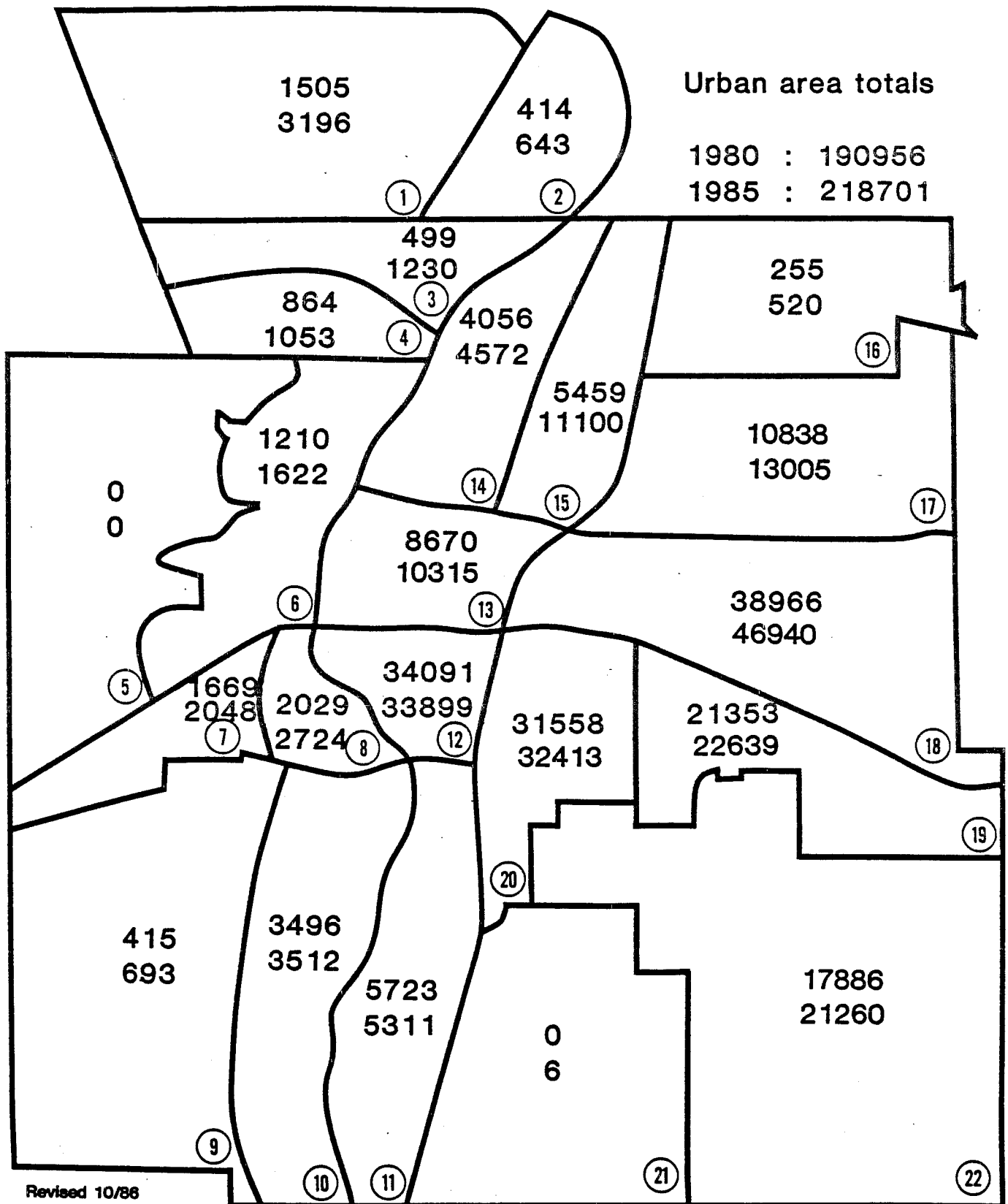
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## Superzone population

**1980 and 1985**





**Superzone employment  
1980 and 1985**

Although this growth has been concentrated north of the interstate, COG's 2010 projections indicate that the lands south of I-40 will absorb a much larger share of the region's growth over the next 25 years. Between 1985 and 2010, over one half of the region's population growth and over 40% of its job growth will occur west of the Rio Grande. The area south of I-40 will account for approximately 20% of the total metropolitan population and employment growth, compared to the 1980-85 capture rate of 3.5%.

\*\*\*\*\*

TABLE 4: 1985-2010 POPULATION GROWTH PROJECTIONS

	1985	2010	CHANGE	PERCENT OF CHANGE
TOTAL URBAN AREA	464,765	758,624	293,859	100.0%
WEST OF RIVER	110,017	264,792	154,775	52.7%
NORTH OF I-40	43,972	142,582	98,610	33.6%
SOUTH OF I-40	66,045	122,210	56,165	19.1%

\*\*\*\*\*

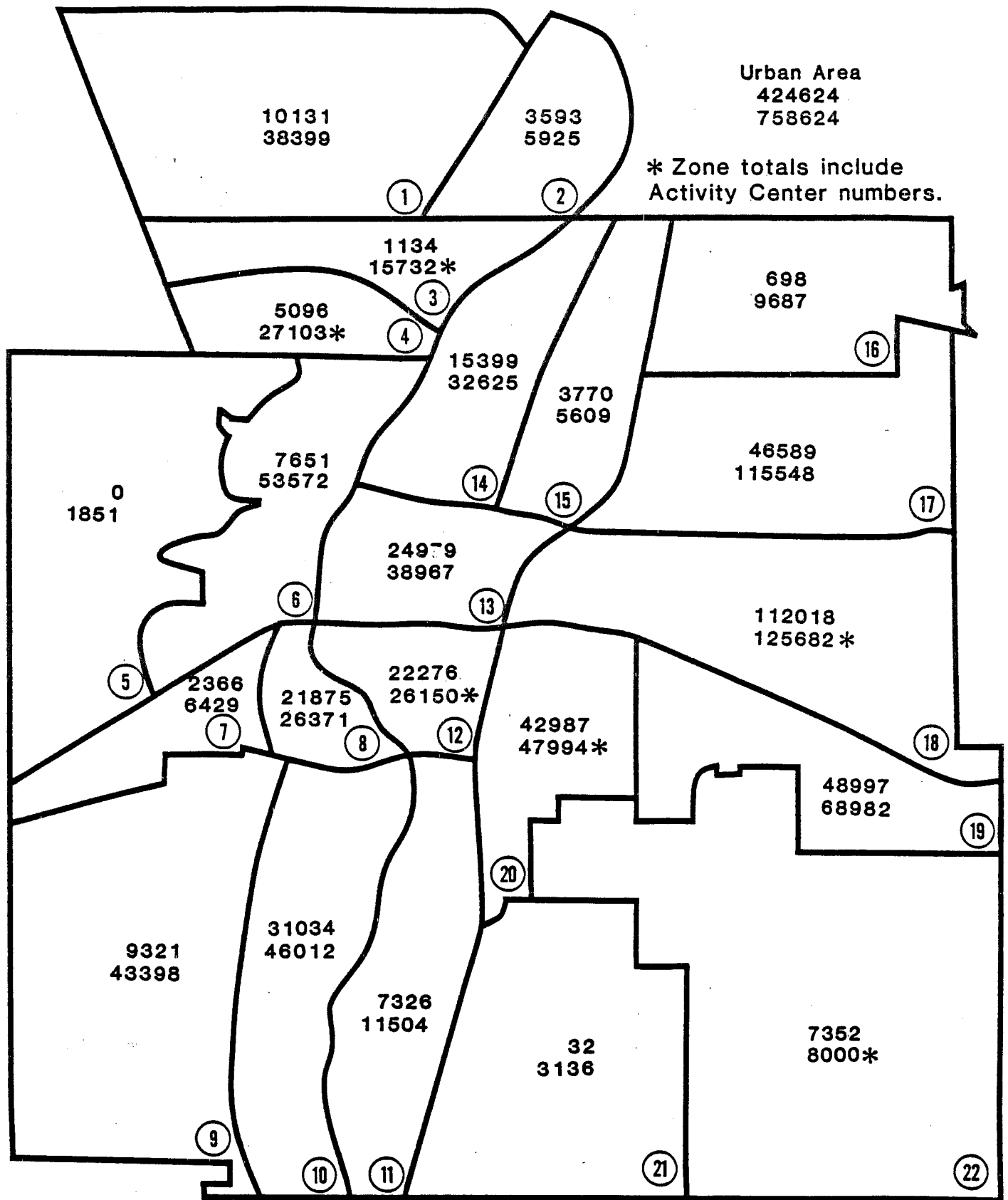
TABLE 5: 1985-2010 EMPLOYMENT GROWTH PROJECTIONS

	1985	2010	CHANGE	PERCENT OF CHANGE
TOTAL URBAN AREA	218,701	368,201	149,500	100.0%
WEST OF RIVER	16,309	79,718	63,409	42.4%
NORTH OF I-40	7,744	39,152	31,408	21.0%
SOUTH OF I-40	8,565	40,566	32,001	21.4%

\*\*\*\*\*

Within the southwest sector most non-residential development will occur within the I-40 corridor south of the interstate and north of Central. By the year 2010, COG projects that this area will have 17,930 jobs, 8,742 residents, and 3,497 dwelling units. This area will be particularly attractive to warehousing, travel related developments, and other uses that require interstate access or visibility. Retail and service commercial uses will be limited. Since commercial activity is affected by the location of the population, most commercial and office developments will be south of Central Avenue, particularly west of Coors.

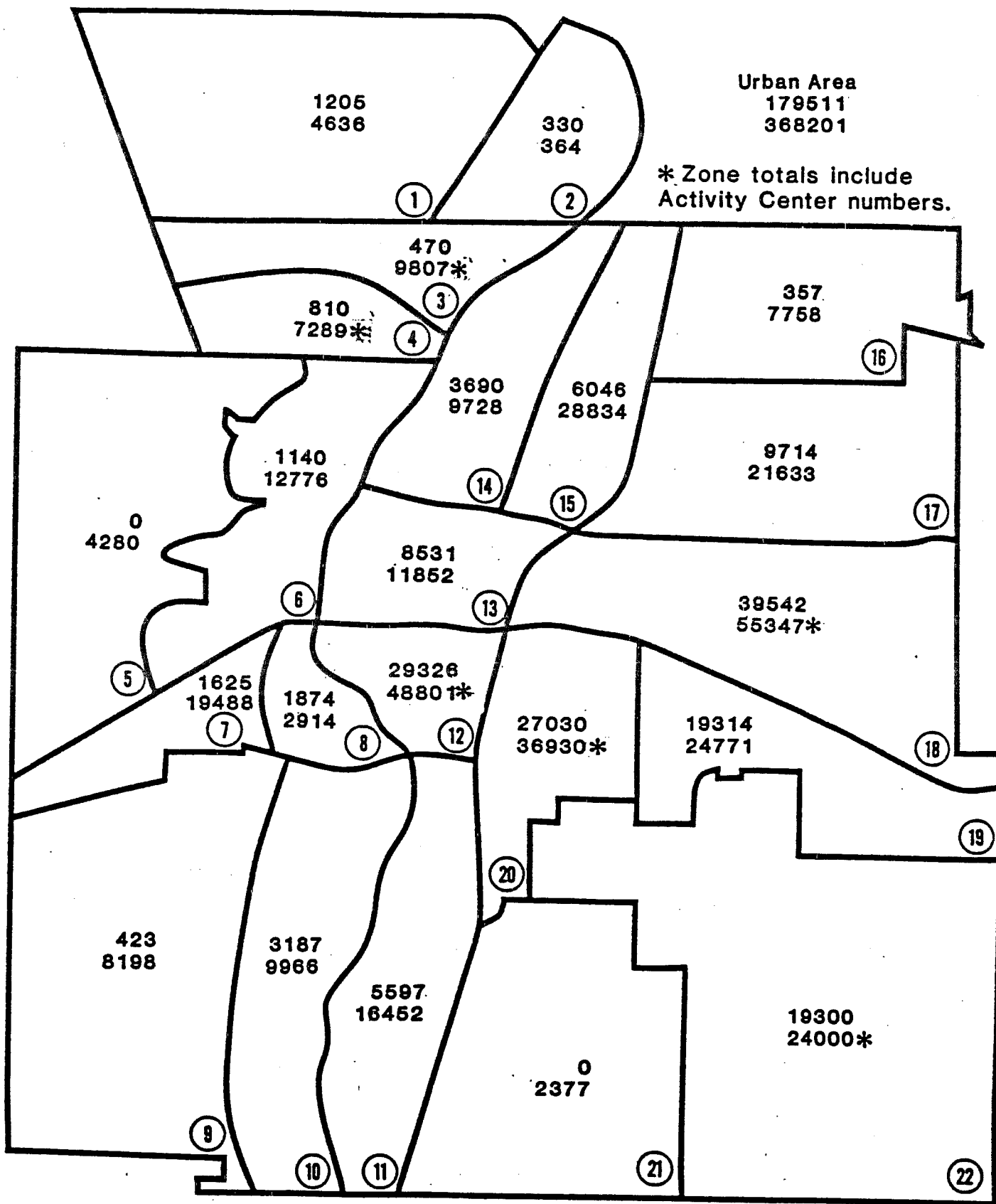
COG projects the area south of Central and west of Coors will increase approximately 32,000 in population and 7,500 in employment



# Year 2010 Forecast Population 1980/2010



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## Year 2010 Forecast Total Employment

1980/2010

\*\*\*\*\*

TABLE 6: PROJECTED POPULATION GROWTH:  
SOUTH WEST SECTOR, 1985-2010

	POPULATION	DUs	EMPLOYMENT	RETAIL EMPLOYMENT
I-40 CORRIDOR	8,742	3,497	17,930	1,565
SOUTH OF CENTRAL/ EAST OF COORS	15,588	6,235	6,454	1,555
SOUTH OF CENTRAL/ WEST OF COORS	32,169	12,868	7,505	2,348
TOTAL:	56,499	22,600	31,889	5,468

\*\*\*\*\*

Due to municipal service limitations, most of the short term growth will be contained in this area east of 106th street and north of Rio Bravo. After extension of adequate facilities beyond these limits City policy calls for development of moderate densities west to 118th Street and south to Parajito. All land beyond these limits is designated rural by the Southwest Area Plan and Comprehensive Plan Revisions recently approved by the Environmental Planning Commission. The purpose of this action is to reduce development pressures on the southwest valley and the base of the ceja by increasing development intensities north of Rio Bravo and east of 118th Street.

The Rio Bravo Sector plan area is well positioned to pick up a large share of this growth over the next ten years. Its northerly parts have water, sewer, and utilities available. The planned extensions of 98th Street, Unser and Rio Bravo are in progress. The construction of these arterials will provide the sector plan area with key economic linkages north, south and east to the rest of the City, and establish the area as a viable location for new development. The construction of the initial residential areas will raise the population south of Central to a level that will sustain first neighborhood scale, then community scale commercial activities. The proposed urban center offers an attractive opportunity as a center of commercial and community services that will draw together the new residential neighborhoods of the sector plan area, with the established communities of Westgate Heights and Atrisco Village, and the developing area northeast of the plan area along Sage Road.

The plan area's size and scale of development can help it create a distinct market niche as a new community. The sector plan provides significant amenities and common themes that convey a visible image of a attractive, identifiable community, rather than a series of individual subdivisions and projects. The affordable design standards provide the opportunity to bring competitively priced units with attractive amenities to the southwest part of the City. This master plan approach will give the Rio Bravo sector plan area a significant advantage in attracting persons already seeking homes in the southwest part of town as well as those who are now looking in other parts of the urban area.

The commitments of the sector plan owners of record for dedication of rights of way and construction of infrastructure point to an early construction start that will give the sector plan area a key timing advantage over any efforts to initiate large scale, masterplanned development in the area.

Based on these considerations, we anticipate that the sector plan area will attract 33% of the total housing demand in the area, or approximately 7,000 units. The final overall densities in the area may be more or less depending upon the land utilization of the single family development that occurs and depending upon landowner willingness to withhold land until a market for multifamily development occurs.

The amount of nonresidential development will depend, largely, upon the overall densities and residential land utilization within the sector plan area. City policy calls for the concentration of development within the Urban Center and Established Urban designations. Both the Southwest Area Plan and the West Central corridor plan suggest limitations on non-residential zoning on vacant land outside the sector plan area to encourage more intense around the plan's urban center. For this reason, the sector plan area may capture over one-half the nonresidential development projected to occur west of Coors and South of Central.

This would result in the sector plan area having at build out approximately 3,750 jobs, or one job for each 1.9 housing units.

\*\*\*\*\*

TABLE 7: PROJECTED EMPLOYMENT IN RIO BRAVO  
SECTOR PLAN AREA

	S. CENTRAL W. COORS	RIO BRAVO SECTOR PLAN	RIO BRAVO PERCENT
RETAIL	2,348	1,409	60.0%
INDUSTRIAL	1,016	508	50.0%
OTHER/OFFICE	<u>4,141</u>	<u>2,071</u>	<u>50.0%</u>
TOTAL	7,505	3,987	53.1%

\*\*\*\*\*

Development at these levels would result in the ultimate development of approximately 1,425,000 S.F. of space for non-residential use, based on existing employee/floor area ratios for non-residential development.

\*\*\*\*\*

TABLE 8: SPACE REQUIREMENTS FOR PROJECTED  
NON-RESIDENTIAL USES

	EMPLOYEES	SQ. FT. PER EMPLOYEE	GROSS FLOOR AREA	FLOOR AREA RATIO	NET ACRES REQUIRED
RETAIL	1,409	500	704,400	.19	85
INDUSTRIAL	508	402	204,216	.30	16
OFFICE/OTHER	2,071	250	517,625	.25	48
TOTAL	3,987		1,426,241		148

\*\*\*\*\*

The Rio Bravo sector plan allocates sufficient land to accommodate the anticipated levels of residential and non-residential development. The plan area proposes approximately 191 gross acres for non-residential uses within the urban center portion of the sector plan area. Approximately 50 acres of this gross area consists of lands that will be used for streets, drainage, open space trails and utilities. Deduction of this area results in a total of approximately 141 developable acres for non-residential use within the Urban Center.

\*\*\*\*\*

TABLE 9: NON-RESIDENTIAL ZONING REQUESTED  
WITHIN THE URBAN CENTER VICINITY

	GROSS ACRES APPROXIMATE	NET ACRES APPROXIMATE	MINIMUM NET ACRES REQUIRED
C-1/C-2 USES:	119.8	85.6	85.0
O-1 USES	40.5	28.5	48.0
IP USES	30.8	26.7	16.0
TOTAL:	191.1	140.8	148.0

\*\*\*\*\*

The total non-residential acreage in the Urban Center portion is about the minimum needed to accommodate the projected demand for non-residential uses within the sector plan area. Additionally, approximately 44 gross acres in dispersed locations (Parcels 8, 24, and 25) outside the Urban Center vicinity are provided to accommodate neighborhood and community scale needs (removed from the central location). If the non-residential areas develop at the highest probable intensities, the sector plan area would have at full build out, approximately 1,750,000 square feet of office, retail, and industrial space and 5,160 jobs.

TABLE 10: PROJECTED MAXIMUM NON RESIDENTIAL USES  
AND EMPLOYMENT WITHIN SECTOR PLAN AREA

	Approx. Gross Acres	Approx. Net Acres	Probable F.A.R.	Probable Gross Floor Area	Probable Jobs
I. URBAN CENTER VICINITY					
G-1/C-2 uses	86.9	62.4	.19	516,778	1,034
O-1 uses	73.4	51.7	.25	562,577	2,250
1P uses	30.8	26.7	.30	348,916	868
II. DISPERSED LOCATIONS					
G-1/C-2 uses	22.2	18.0	.19	148,975	298
O-1 uses	22.2	16.3	.25	177,507	710
III. TOTAL PLAN AREA	235.5	175.1		1,754,754	5,160

The projected maximum level of non-residential development shown in Table 10 above was used to establish a "worst case" scenario for the Traffic Analysis prepared by Gruen Associates (Appendix B). The Gruen traffic study indicates that the proposed transportation system will provide acceptable levels of service at the maximum probable development intensities within the plan area.



RIO BRAVO  
SECTOR DEVELOPMENT PLAN

**APPENDIX B**

**TRAFFIC  
ANALYSIS**

**GRUEN ASSOCIATES**

**FRED PEARSON, P.E.**

**APPENDIX B**

**TRAFFIC ANALYSIS**

- I. PRELIMINARY TRAFFIC ANALYSIS**  
**PROPOSED RIO BRAVO SECTOR DEVELOPMENT PLAN,**  
**DECEMBER, 1987**
  
- II. PEAK HOUR TRAFFIC ANALYSIS**  
**RIO BRAVO SECTOR DEVELOPMENT PLAN,**  
**FEBRUARY 26, 1988 - REVISED MARCH 30, 1988**

**I.**

**PRELIMINARY TRAFFIC ANALYSIS  
PROPOSED RIO BRAVO SECTOR DEVELOPMENT PLAN**

**Prepared by  
GRUEN ASSOCIATES**

**December, 1987**

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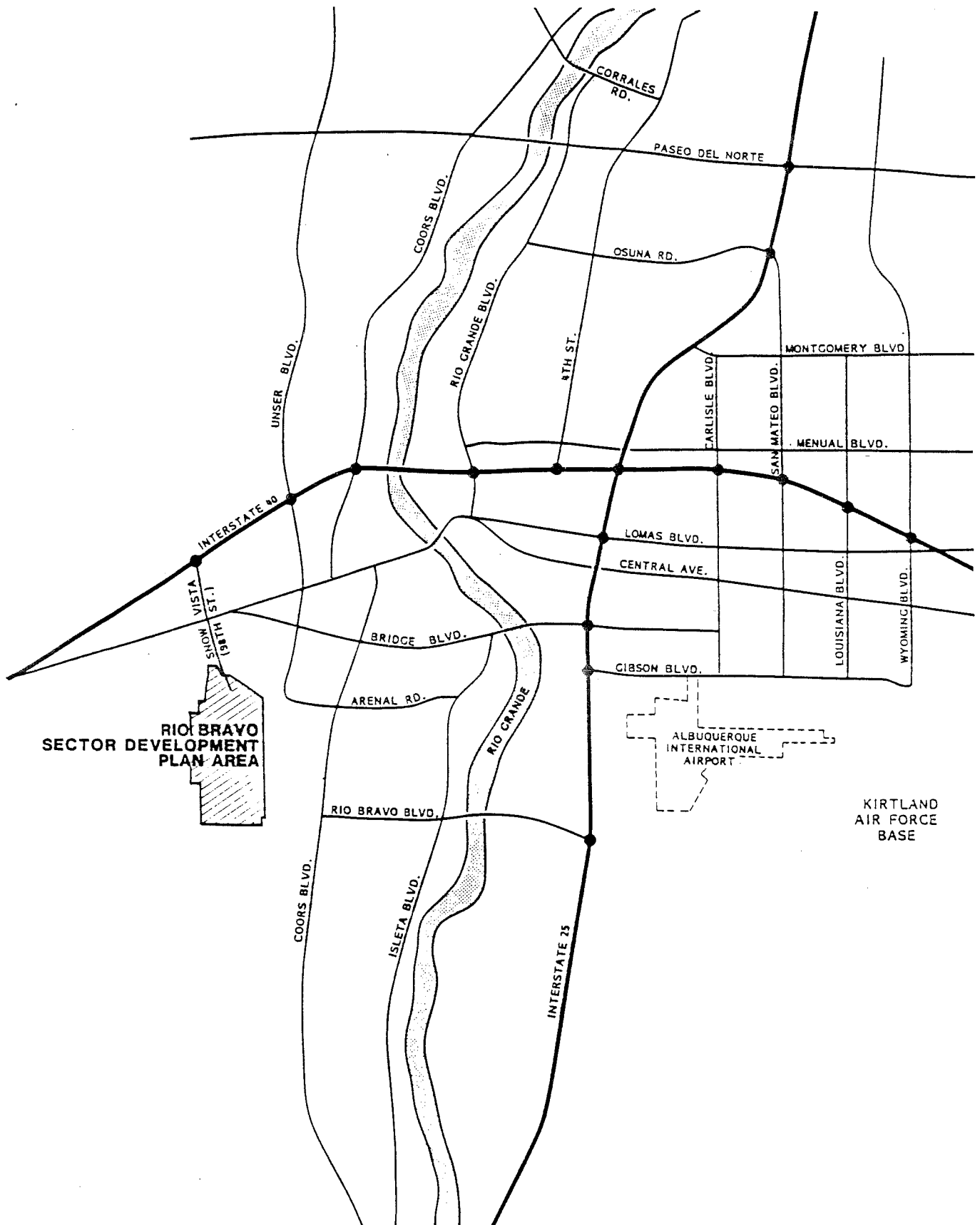
## 1. INTRODUCTION

This traffic analysis provides an evaluation of the proposed access and circulation system for the Rio Bravo Sector Plan. Traffic projections have been prepared based on the proposed Sector Plan development levels. Major street traffic volume and capacity requirements have been established, and right-of-way and numbers of lanes have been determined. Based on this analysis, it is concluded that the proposed major street system will provide a high level of accessibility and traffic circulation for the Sector Plan as well as for the southwest area of Albuquerque.

The Rio Bravo Sector Development Plan includes approximately 1,289 acres of undeveloped land south of the existing residential developments of Westgate Heights and Atrisco Village in the southwest Albuquerque urban area. The Sector Plan area is strategically located within the region, with excellent future access to central Albuquerque areas, the Airport and the areas east of the Rio Grande via Rio Bravo Boulevard and the proposed Gibson Boulevard extension. Good access to Central Avenue, Bridge Boulevard, I-40 and other areas to the north will be provided via Unser Boulevard and 98th Street. (See Figure 1).

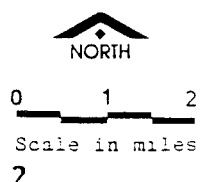
The Sector Plan proposes a mixed use community containing an urban center consistent with the Southwest Area Plan. Residential and non-residential uses are proposed around this central focus to create a neighborhood-oriented urban center concept while also incorporating conventional zoning on multi-party landholdings. One of the Sector Plan's major objectives is to provide affordable housing opportunities for southwest area residents. The Plan's housing element seeks to maintain homeownership options by keeping housing prices in line with incomes.

Residential densities in the Sector Plan are compatible with both the existing current Comprehensive Plan designations and the designations proposed by the Southwest Area Plan and Comprehensive Plan revisions. Design guidelines which can reduce development costs without compromising housing quality are proposed in the Sector Plan.



# RIO BRAVO SECTOR DEVELOPMENT PLAN

Gruen Associates



REGIONAL MAP

## 2. EXISTING CONDITIONS

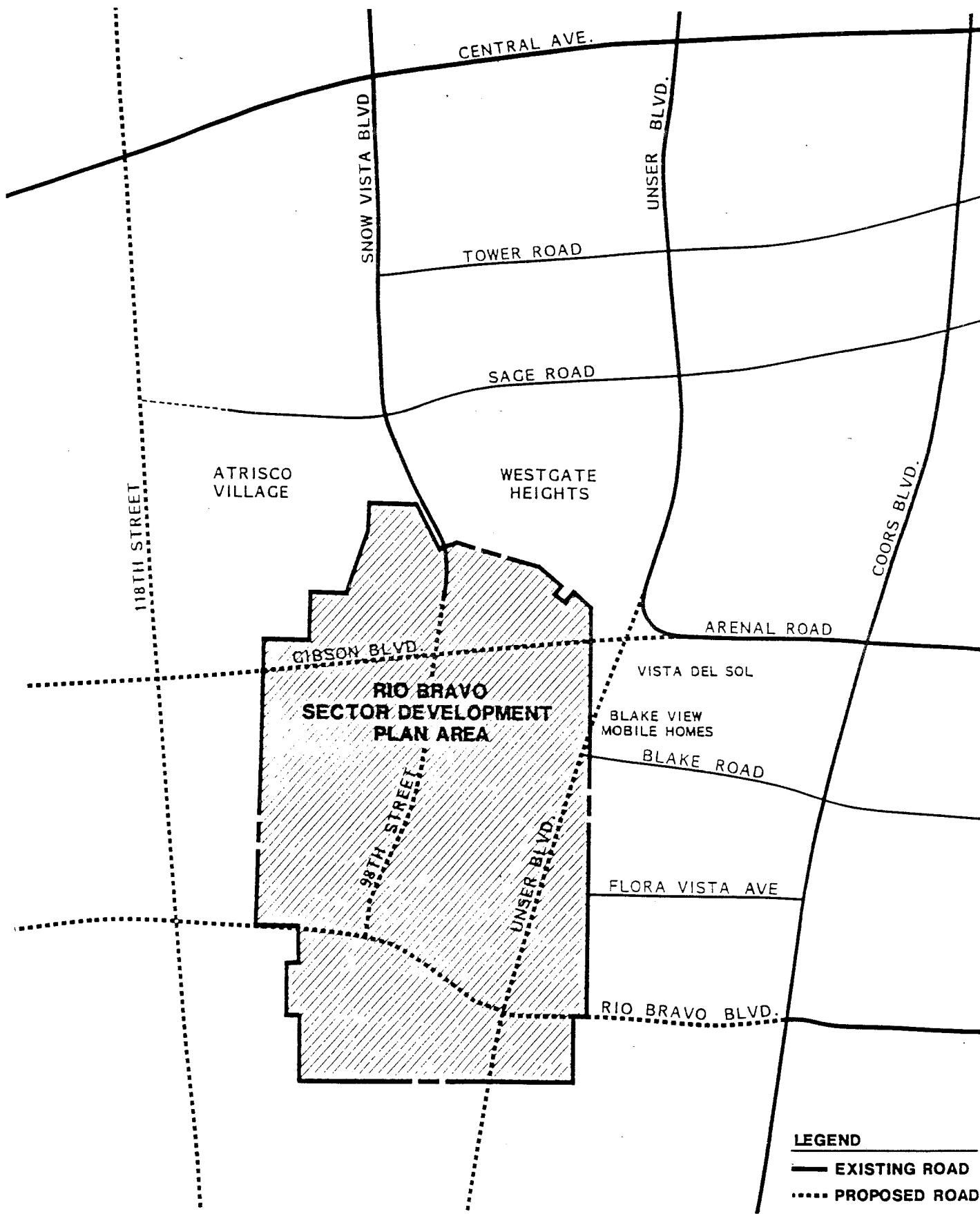
Most of the land surrounding the Sector Plan area is presently vacant. The residential neighborhoods of Atrisco Village and Westgate Heights and the Truman Middle School are located along the northerly plan area boundary. East of the plan area are the Vista del Sol and Blake View Mobile Home parks and several other residential developments located along Blake Road. AMAFCA land and drainage facilities, including the Hubbell Lake Diversion Channel and the Amole detention area, are south of Blake Road and east of the plan area. Some single-family low density residential uses are between the AMAFCA lands and Coors Boulevard. The remaining lands east, south and west of the plan area are either agricultural or vacant.

## 3. TRANSPORTATION PLANNING FRAMEWORK

The Albuquerque/Bernalillo County Comprehensive Plan designates the northern portion of the Sector Plan area as an urban center and most of the balance of the plan area as developing urban area. An established urban area designation is indicated on the Plan just southeast of Atrisco Village, between the Snow Vista Channel and the existing development.

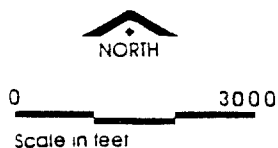
The Long Range Major Street Plan establishes locations, right-of-way requirements, and access restrictions for major streets throughout the urban area. The Rio Bravo Sector Plan area will be served by a planned network of arterial streets shown on the Long Range Major Street Plan. (See Figure 2). These streets include:

- Unser Boulevard, a north-south limited access principal arterial, will connect the plan area north to I-40, and south to Rio Bravo, with possible extension to Pajarito Boulevard
- 98th Street, a proposed north-south principal arterial, will provide access from the western portion of the plan area to I-40, the



# RIO BRAVO SECTOR DEVELOPMENT PLAN

Gruen Associates



VICINITY MAP



northwest mesa, the south valley and Albuquerque International Airport via Rio Bravo.

- Rio Bravo Boulevard, a limited access principal arterial, will tie the plan area east across the Rio Grande to I-25 and west to Paseo del Volcan. The Bernalillo County Road Department has initiated a route location study for the future extension of Rio Bravo Boulevard west of Coors Boulevard.
- Gibson Boulevard, a proposed east-west principal arterial, will link the northern portion of the plan area eastward to Kirtland Air Force Base and west to Paseo del Volcan. This corridor is currently under study by the City of Albuquerque and cooperating agencies through the South Urban Area Corridor Study (SUACS) to determine the alignment for portions of this new principal arterial route and river crossing.

The alignments of these arterial roads within the Sector Plan area have not been formally established by the Urban Transportation Planning Policy Board. However, based on the Sector Plan analysis, specific arterial street alignments are recommended as shown. Following approval of the Sector Plan, the recommended alignments will be taken to the TCC and UTPPB for inclusion in the Long Range Major Street Plan.

The Southwest Area Plan was approved by the City and County planning Commissions on September 23, 1987. Pending final adoption by the City Council, this document sets forth the guidelines for implementing the Comprehensive Plan policies. The proposed Sector Plan is consistent with the Southwest Area Plan recommendations.

#### **4. PROPOSED SECTOR PLAN CONCEPT**

The proposed Sector Plan land use and circulation patterns have been designed to create a viable community that will provide a mix of housing close to jobs, public services and amenities. The urban center will feature a central plaza that will be the hub of community activities and services. Retail commercial facilities and offices will be adjacent to the urban plaza. These non-residential uses will support the needs of people living within and adjacent to the Sector Plan area. They also will help to link the new residential neighborhoods of the sector plan area, the established communities and Westgate Heights and Artrisco Village, and the developing areas northeast of the plan area along Sage Road.

The Sector Plan's public areas contain amenities and common themes that will convey the image of an attractive planned community, rather than a series of individual subdivisions and projects. The open space and recreational trails will link each neighborhood to the urban plaza, the employment areas, the parks, the schools and other residential areas. The bike trails and landscaping along the arterial streets will complement the open space network and provide a continuous thread of landscaping that will connect each neighborhood to other parts of the plan area.

The street system will help create distinct residential areas. Each neighborhood will have a limited number of entry points from the major streets. These access points may be landscaped to provide appealing neighborhood entrances and streetscapes. Local street design will reinforce the identity of each residential area by allowing curvilinear streets that will discourage high speeds and through traffic.

The Sector Plan objectives support the development of compatible neighborhoods that establish the area's identity as a unique community. This master plan approach will help to create a community-scale center of urban activity within a planned development area. The Sector Plan's proposal for a community with competitively priced homes, amenities,

public services, and commercial activities can enhance the entire southwest part of town by attracting growth of similar quality in the surrounding area.

## 5. PROPOSED SECTOR PLAN DEVELOPMENT

Table 1 summarizes the planned development levels for the 1,289-acre Sector Plan area. A total of 7,278 residential dwelling units is proposed, 4,644 single family units and 2,634 multi-family units. Non-residential floor area is proposed at 1,694,118 square feet, providing approximately 4,533 jobs in the Sector Plan area.

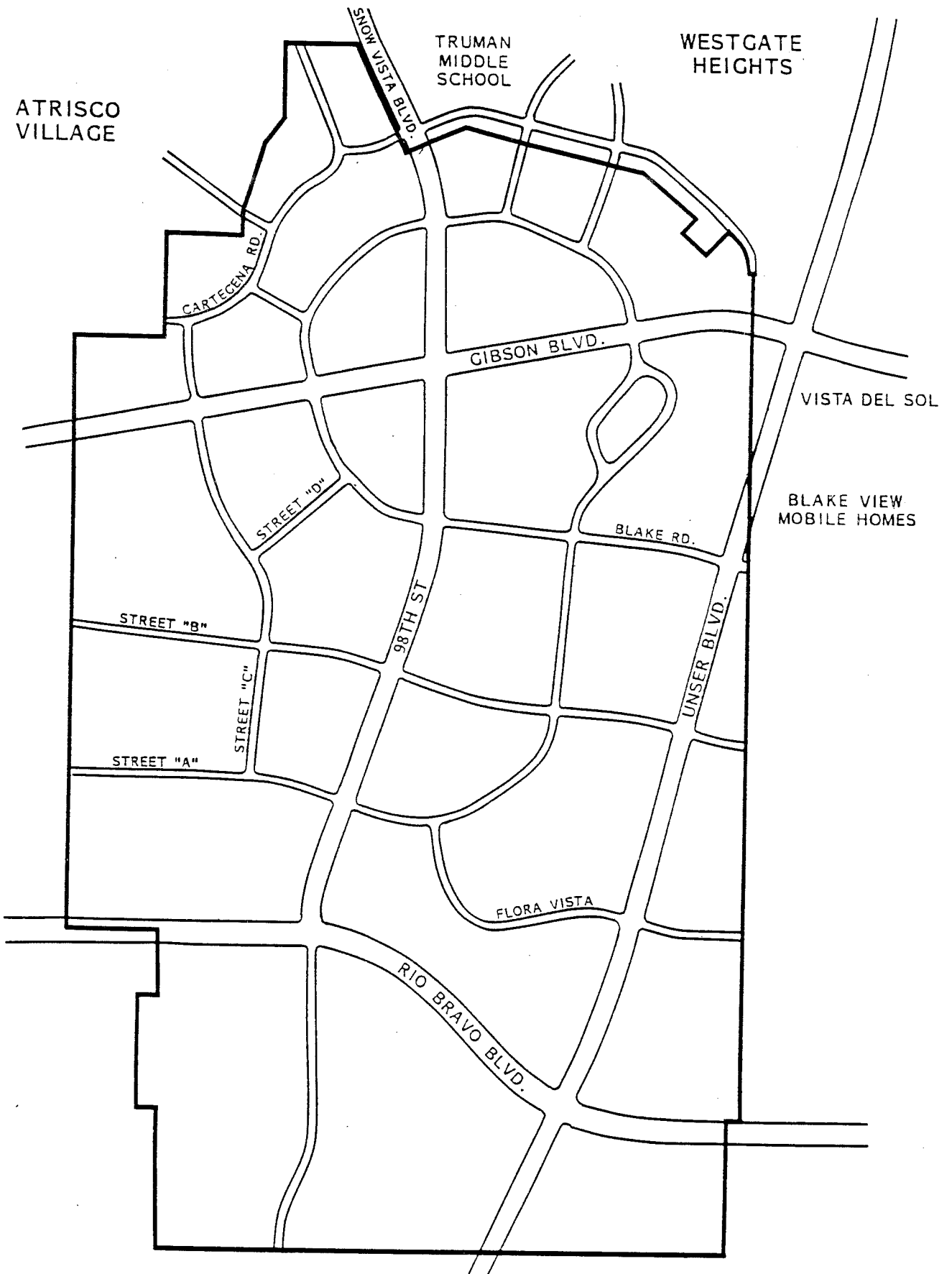
**TABLE 1**  
**PROPOSED SECTOR PLAN HOUSING AND EMPLOYMENT DATA**

Gross Area	1,289 acres
Net Area	1,076 acres
Dwelling Units	7,278
Single Family - 4,644	
Multi-Family - 2,634	
Non-Residential Area	1,694,118 Square Feet
(Gross floor area)	
Estimated Jobs	4,533

## 6. MAJOR STREET SYSTEM

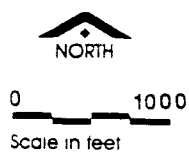
The transportation network for the Sector Plan includes proposed alignments for the arterial and collector streets on the Long Range Major Street Plan, plus local and collector street extensions to provide efficient circulation and access. (See Figure 3). Major facilities included in this network are:

Rio Bravo Boulevard, a limited access principal arterial (200' right-of-way), providing connections from the Sector Plan area east across the Rio Grande and west to Paseo del Volcan. Direct access to Rio Bravo Boulevard will be limited to Unser Boulevard and 98th Street



# RIO BRAVO SECTOR DEVELOPMENT PLAN

Gruen Associates



7A

## PROPOSED CIRCULATION

through the Sector Plan area. Frontage roads serving adjacent properties, walkways and bike trails can be accommodated within the 200' right-of-way. A northerly alignment has been recommended for Rio Bravo Boulevard to best fit Sector Plan requirements and physical constraints. Continued coordination with the current County Study of Rio Bravo Boulevard alignments will be required.

Unser Boulevard, a primary arterial (156' right-of-way) is located in the easterly portion of the Sector Plan area. This north-south thoroughfare will connect the plan area northward to I-40 and the northwest mesa and southward to Rio Bravo Boulevard. Intersections will be provided at the locations shown on the plan. The distance between intersections is consistent with the established intersection spacings for Unser south of Central.

98th Street, a principal arterial (156' right-of-way) between Rio Bravo and the northern boundary of the plan area, will link Rio Bravo to I-40 and provide efficient north-south access to the Urban Center. The alignment of 98th Street in the northern portion of the plan area will cross the Snow Vista channel to avoid the existing overhead PNM transmission lines. Bikeways and walkways can be included within the 156' right-of-way. The extension of 98th Street south of Rio Bravo will be a potential collector facility (68' right-of-way). Immediately south of Rio Bravo Boulevard, an 86' transition section will be used.

Gibson Boulevard, a principal arterial (156' right-of-way) in the northerly portion of the plan area, will provide east-west access to the Urban Center and adjacent uses within the Sector Plan area. Bikeways and walkways can be accommodated within the 156' right-of-way. Continued coordination with the City's Gibson Corridor Study will be necessary.

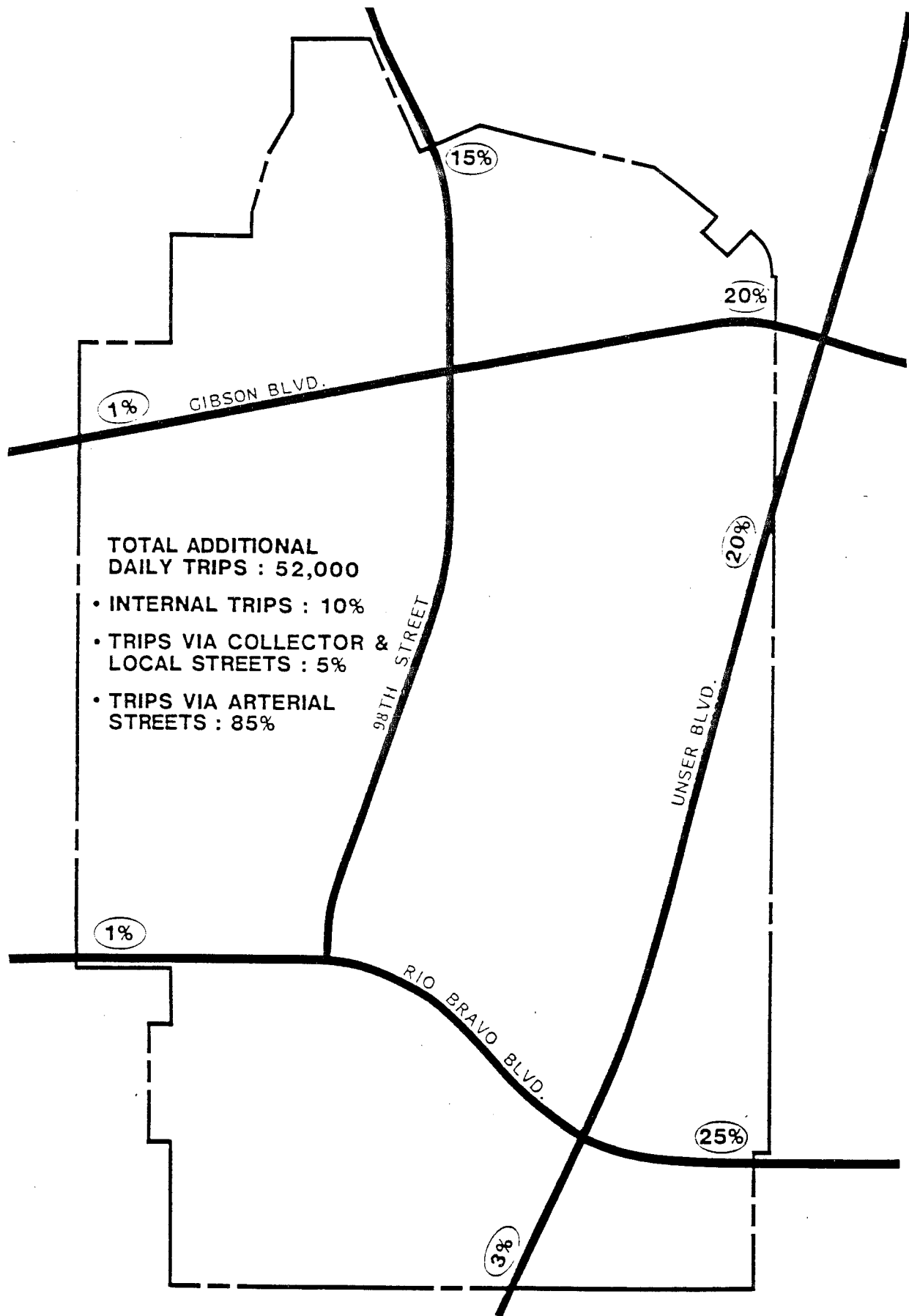
## 7. TRAFFIC GENERATION

Table 2 summarizes the dwelling units and employment anticipated for the Sector Plan in comparison to the Middle Rio Grande Council of Governments' Year 2010 projections for this area. An increase of 5,346 dwelling units and 2,147 jobs is anticipated, based on the proposed Sector Plan development. This would translate to an increased trip generation of approximately 52,000 trips per day.

**TABLE 2**  
**COMPARISON OF PROPOSED RIO BRAVO SECTOR PLAN ESTIMATES AND**  
**YEAR 2010 COUNCIL OF GOVERNMENTS PROJECTIONS**

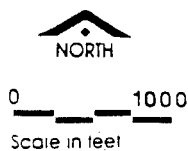
	<u>DWELLING UNITS</u>	<u>EMPLOYMENT</u>	<u>TOTAL</u>
Proposed			
Sector Plan Estimates	7,278	4,533	N/A
Year 2010 COG			
Projections	1,932	2,386	N/A
Difference	<u>5,346</u>	<u>2,147</u>	<u>N/A</u>
Additional Daily Trip Generation within Sector Plan Area	42,768	9,232	52,000

Figure 4 illustrates the anticipated distribution of the additional traffic to and from the Sector Plan area. Rio Bravo Boulevard is expected to carry approximately 25% of the additional Sector Plan traffic, since it is the most important arterial street linking this area to other parts of the urban region to the east. Gibson Boulevard would attract approximately 20% of the additional Sector Plan traffic, as would Unser Boulevard. 98th Street is expected to carry approximately 15% of the traffic to and from the Sector Plan area.



# RIO BRAVO SECTOR DEVELOPMENT PLAN

Gruen Associates



# DISTRIBUTION OF SECTOR PLAN TRAFFIC

## 8. PROJECTED TRAFFIC VOLUMES AND CAPACITY

Figure 5 summarizes the Middle Rio Grande Council of Governments' projected traffic volumes for the year 2010 in this area (Nov. 1986, Option 4). Additional Sector Plan traffic projections developed by Gruen Associates and based on the trip generation estimates provided in Section 7 are also shown, reflecting additional Sector Plan development above the levels assumed for the COG projections.

Combined total traffic volume projections for the Sector Plan are presented in Figure 6. These figures reflect the COG Year 2010 projections, plus additional traffic generation resulting from the proposed Sector Plan development.

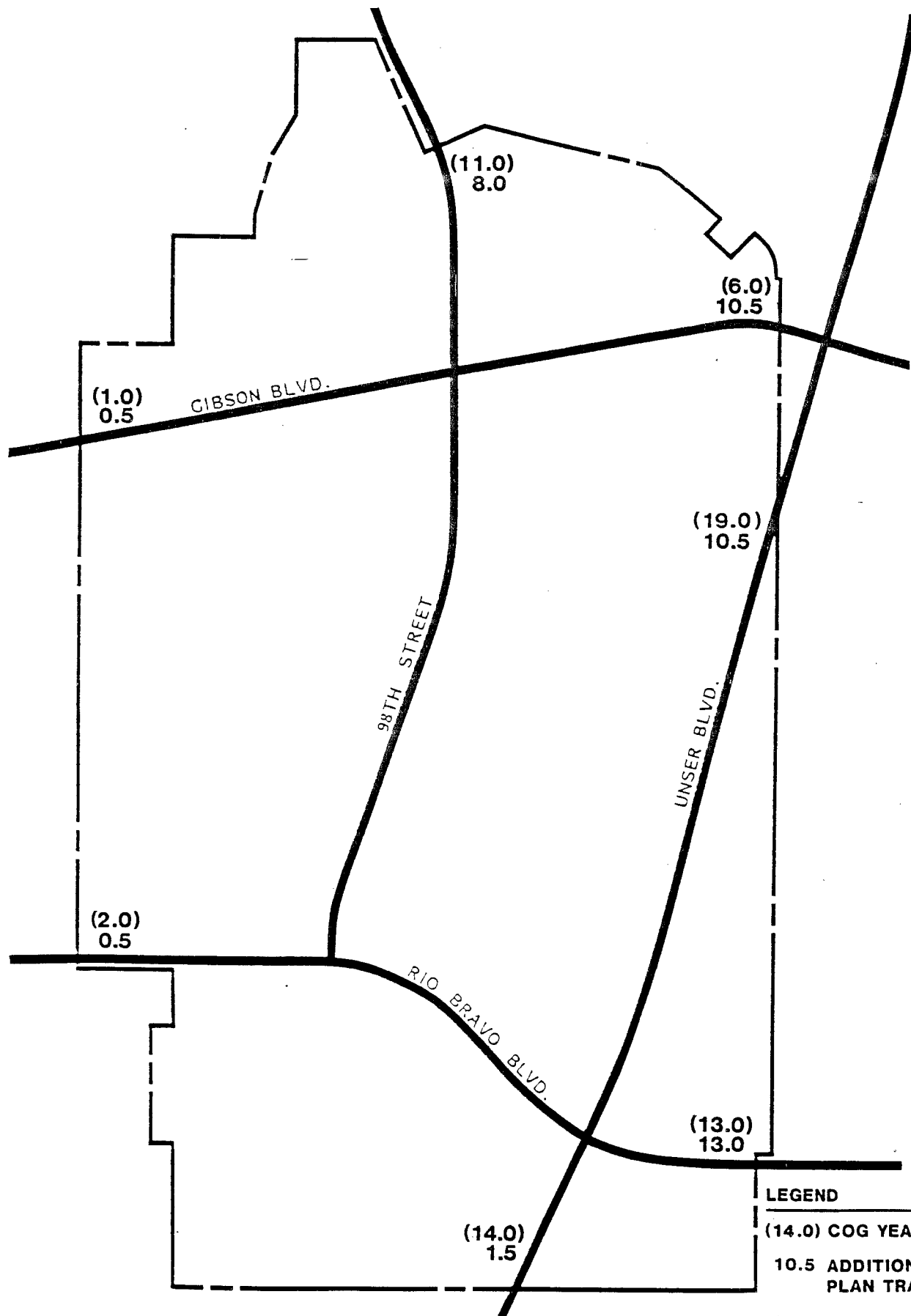
Total future traffic volumes at the Sector Plan area boundary are projected as follows:

Rio Bravo Boulevard (east)	26,000 vehicles/day
Gibson Boulevard (east)	16,500 vehicles/day
Unser Boulevard (north)	29,500 vehicles/day
98th Street (north)	19,000 vehicles/day

Traffic capacity is a function of the classification and number of lanes for the major streets which will provide access to the Rio Bravo Sector Plan. The following future major street capacities have been used for this analysis based on Middle Rio Grande Council of Governments' base case network assumptions and the Long Range Major Street Plan Classifications:

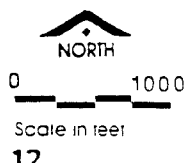
		<u>Number</u> <u>of Lanes</u>	<u>Daily</u> <u>Capacity</u>
Rio Bravo Blvd. - Principal Arterial	200' R/W	6	38,000
Gibson Blvd. - Principal Arterial	156' R/W	6	38,000
Unser Blvd. - Principal Arterial	156' R/W	6	38,000
98th St. - Principal Arterial	156' R/W	6	38,000



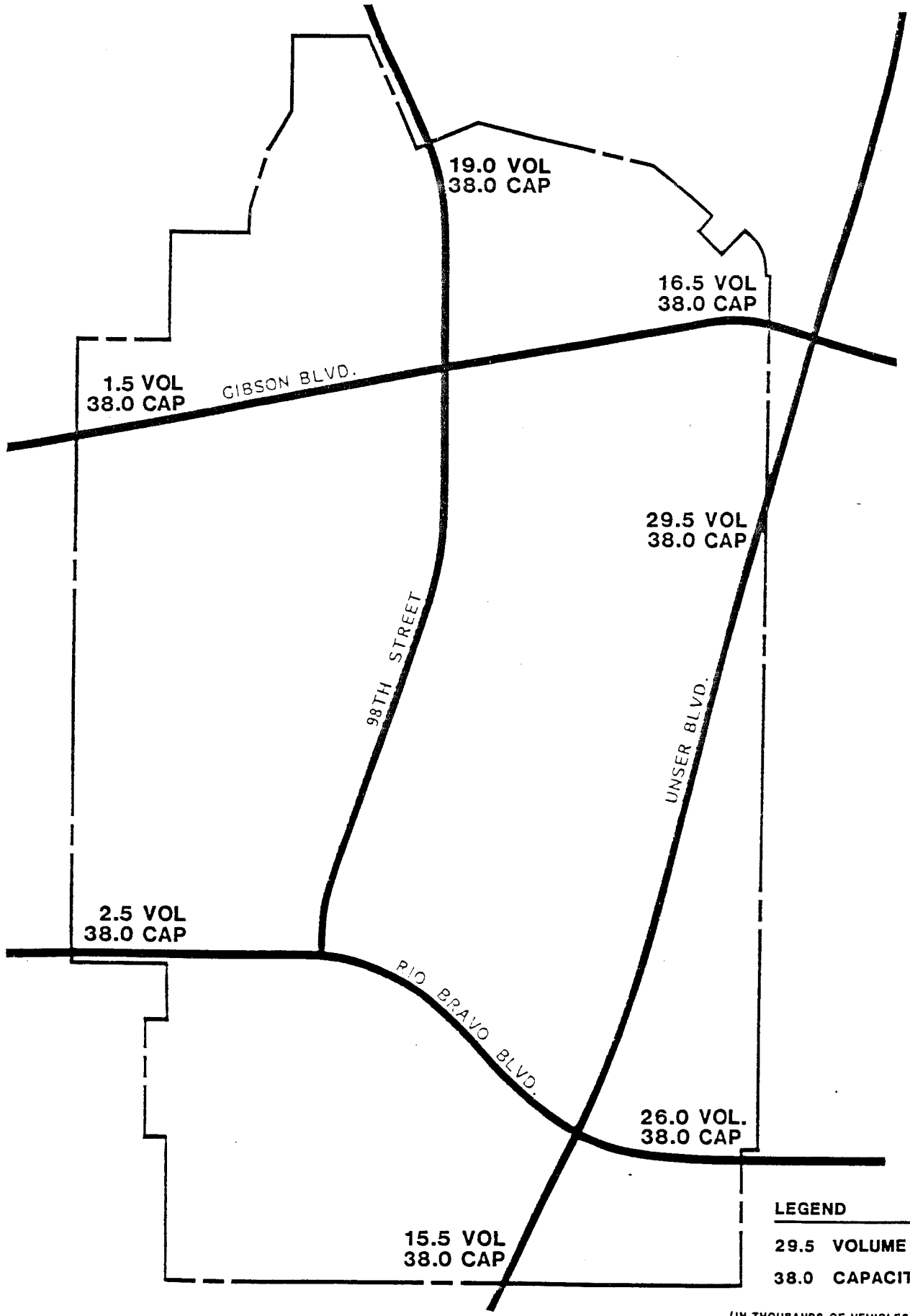


# RIO BRAVO SECTOR DEVELOPMENT PLAN

Green Associates

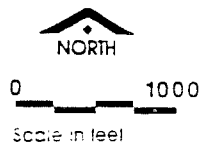


## PROJECTED COG YEAR 2010 TRAFFIC & ADDITIONAL SECTOR PLAN TRAFFIC



# RIO BRAVO SECTOR DEVELOPMENT PLAN

Gruen Associates



## PROJECTED TRAFFIC VOLUME & CAPACITY

Based on the projected traffic volumes and capacities of the principal arterials serving the Rio Bravo Sector Plan area, it is concluded that the number of lanes, anticipated right-of-way and daily traffic capacity of the proposed system will be satisfactory to serve future traffic needs in this area. Maximum daily traffic on these principal arterial routes ranges from 16,500 to 29,500 vehicles/day, while capacity of up to 38,000 vehicles can be anticipated.

A Stage construction program should be developed to coordinate the timing of the major street improvements in this area with traffic capacity requirements based on development schedules. A new Rio Bravo connection to the east would have the highest priority in establishing the stage construction program. Connections to the north via Unser and/or 98th Street would also provide important regional access. Future extensions to the south and to the west would serve much lower traffic demand and could be deferred to later stages in the program.

## **II.**

### **PEAK HOUR TRAFFIC ANALYSIS RIO BRAVO SECTOR DEVELOPMENT PLAN**

**Prepared by**

**GRUEN ASSOCIATES**

**February 26, 1988**

**Revised March 30, 1988**

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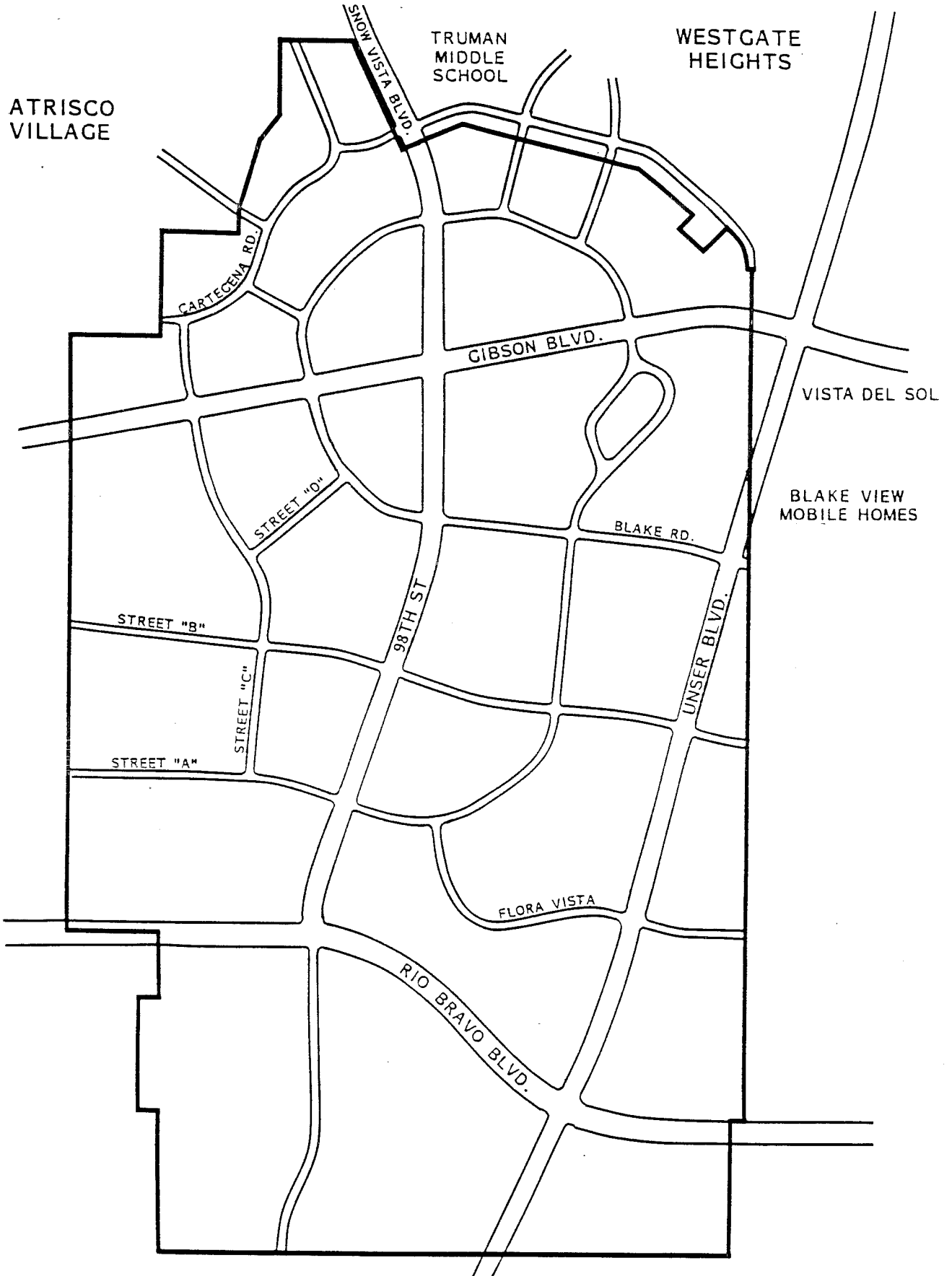
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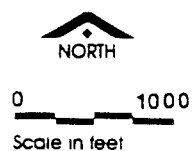
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# RIO BRAVO SECTOR DEVELOPMENT PLAN

Gruen Associates



## PROPOSED CIRCULATION

FIGURE 3

Center. The alignment of 98th Street in the northern portion of the plan area will cross the Snow Vista Channel to avoid the existing overhead PNM transmission lines. The extension of 98th Street south of Rio Bravo will be a potential collector facility (68' right-of-way). Immediately south of Rio Bravo Boulevard, an 86' transition section will be used.

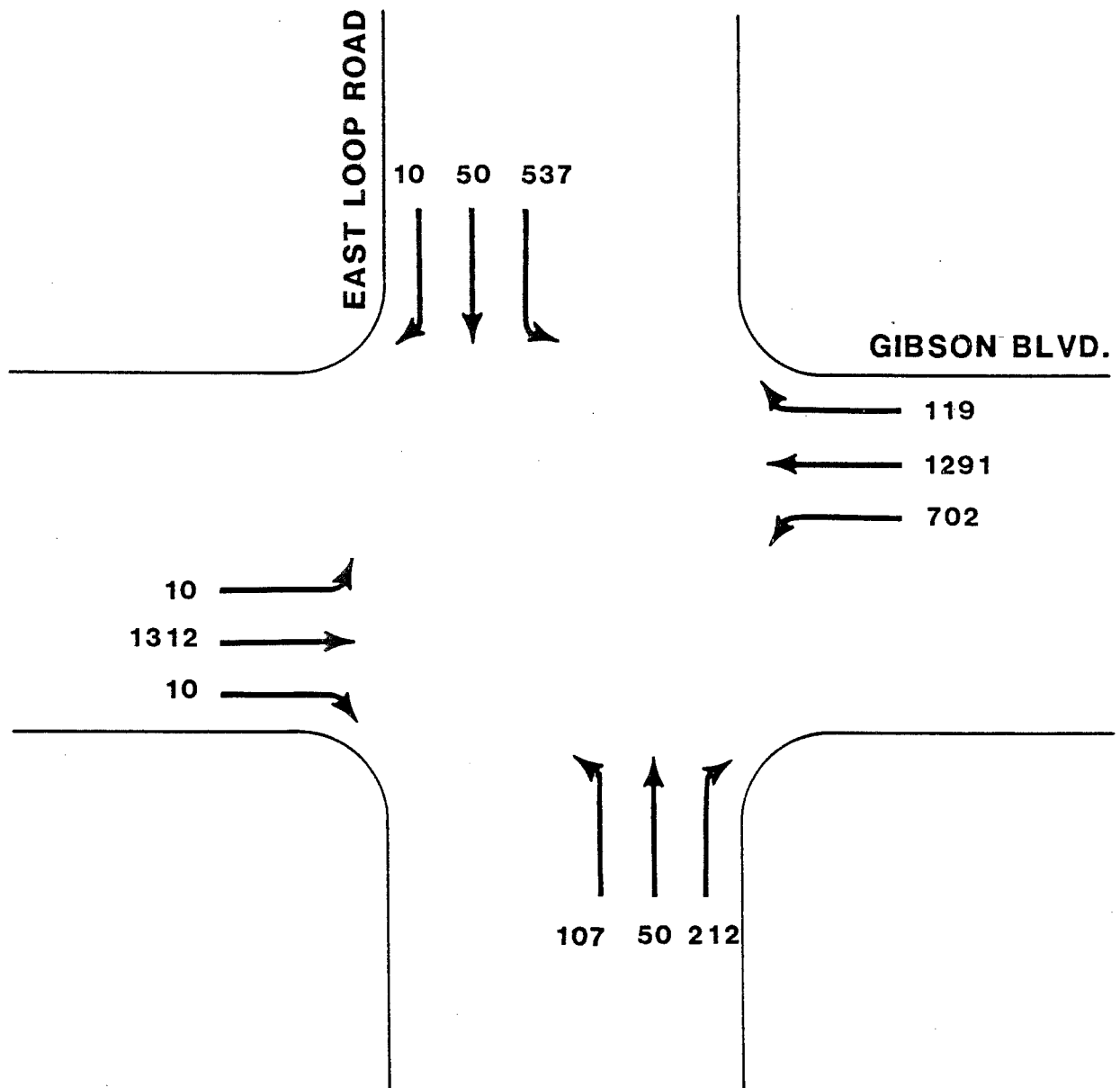
#### **4. PROPOSED LAND USE AND DEVELOPMENT**

Table 1 summarizes planned development levels for the 1,289-acre Sector Plan area. A total of 7,278 residential dwelling units is proposed, 4,644 single family units and 2,634 multi-family units. Commercial floor area totalling 886,847 square feet is planned. Non-retail employment is projected to provide 2,640 jobs in the Sector Plan area.

#### **5. ESTIMATED TRIP GENERATION**

Table 1 also presents peak hour trip generation estimates for the Sector Plan, based on the ITE Trip Generation Manual, Third Edition. Tables 2 and 3 summarize the trip generation rates and trip generation estimates by land use category and direction. Residential uses account for approximately 46% of total Sector Plan peak hour trip generation, while commercial uses account for 43% of peak hour traffic. Non-retail employment area (O-I and SU/IP) account for the remaining 11% of the Sector Plan peak hour traffic. Excellent directional balance between traffic entering and leaving is anticipated in the p.m. peak hour for the Sector Plan as a whole, as shown in Tables 1 and 3, due to the varied mix of Sector Plan land uses which tends to balance out the offsetting directional peaking patterns of specific residential and non-residential activities.



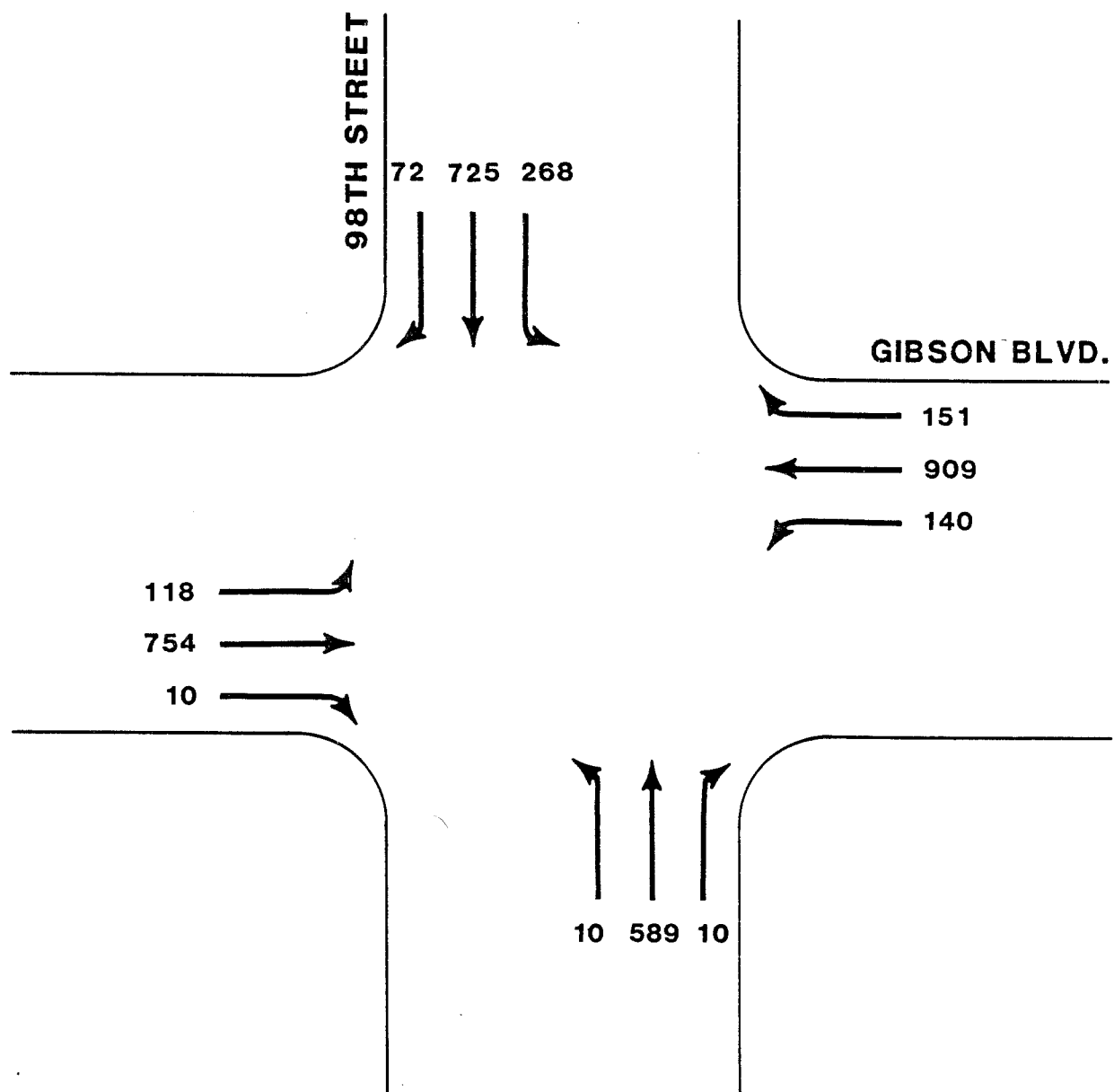


  
NORTH  
SCHEMATIC

**EAST LOOP ROAD & GIBSON BLVD.**

RIO BRAVO  
SECTOR DEVELOPMENT PLAN

PEAK HOUR TRAFFIC PROJECTIONS  
YEAR 2010

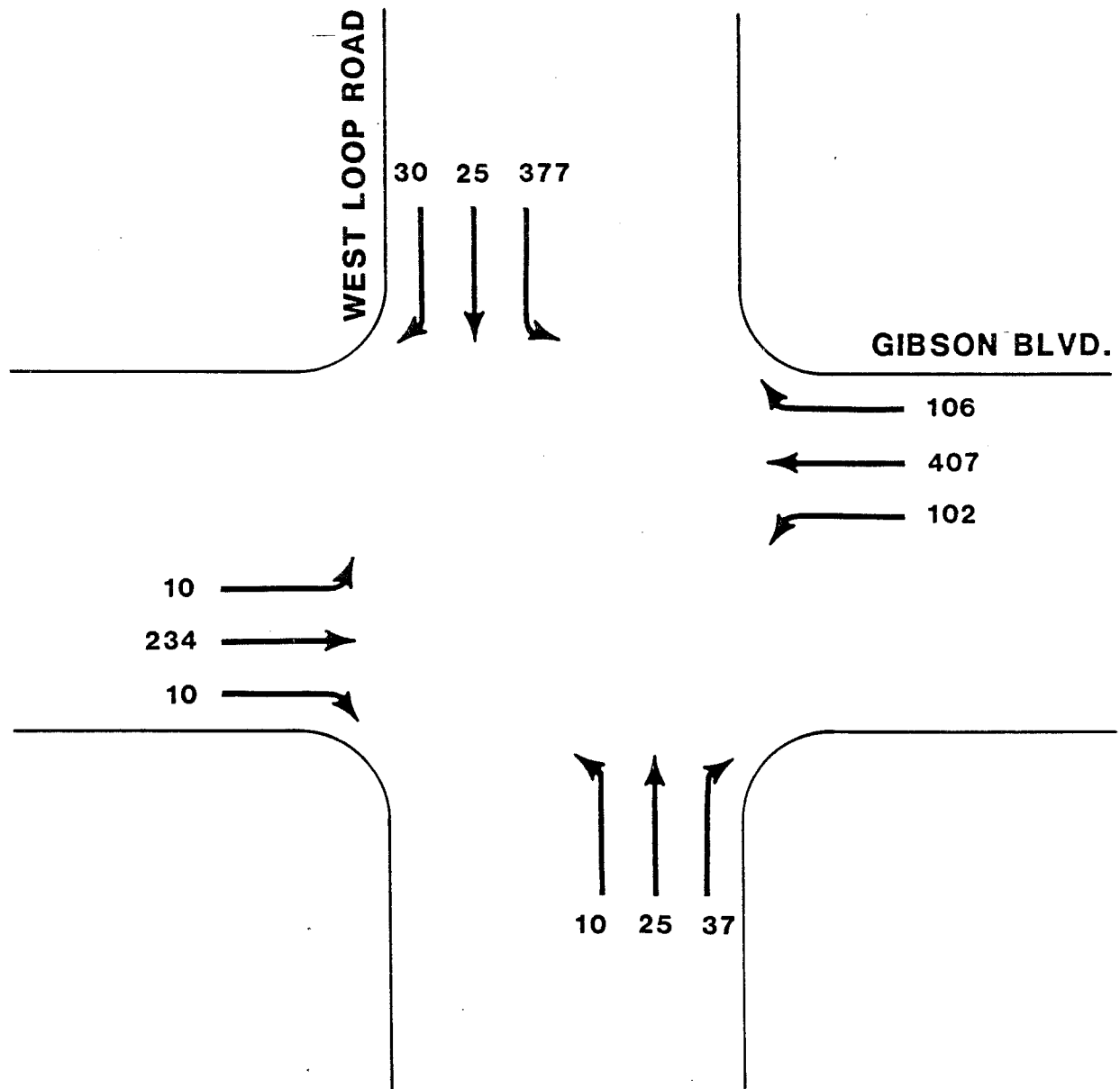


  
NORTH  
SCHEMATIC

**98TH STREET & GIBSON BLVD.**

RIO BRAVO  
SECTOR DEVELOPMENT PLAN

PEAK HOUR TRAFFIC PROJECTIONS  
YEAR 2010

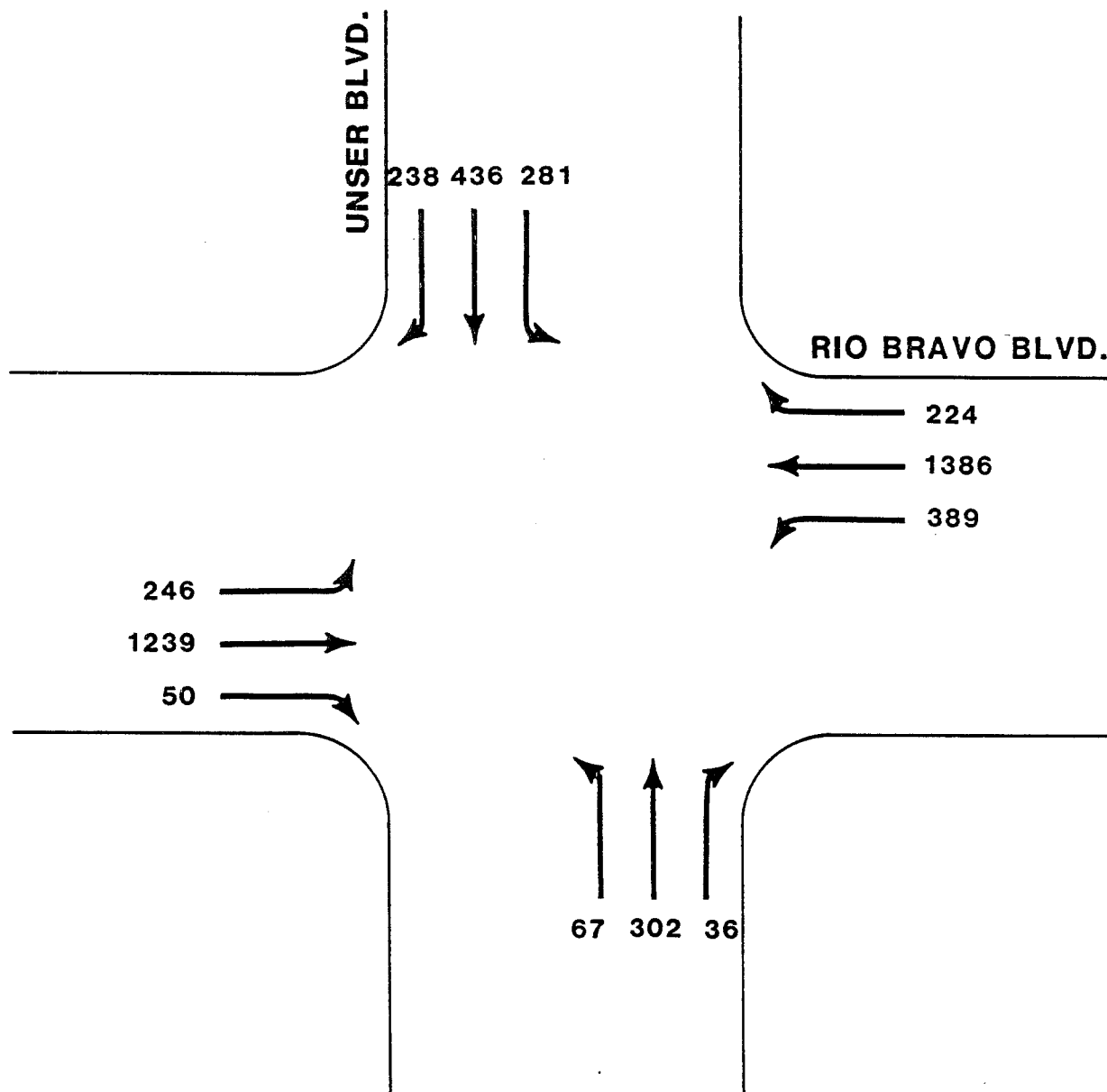


  
NORTH  
SCHEMATIC

**WEST LOOP ROAD & GIBSON BLVD.**

RIO BRAVO  
SECTOR DEVELOPMENT PLAN

PEAK HOUR TRAFFIC PROJECTIONS  
YEAR 2010

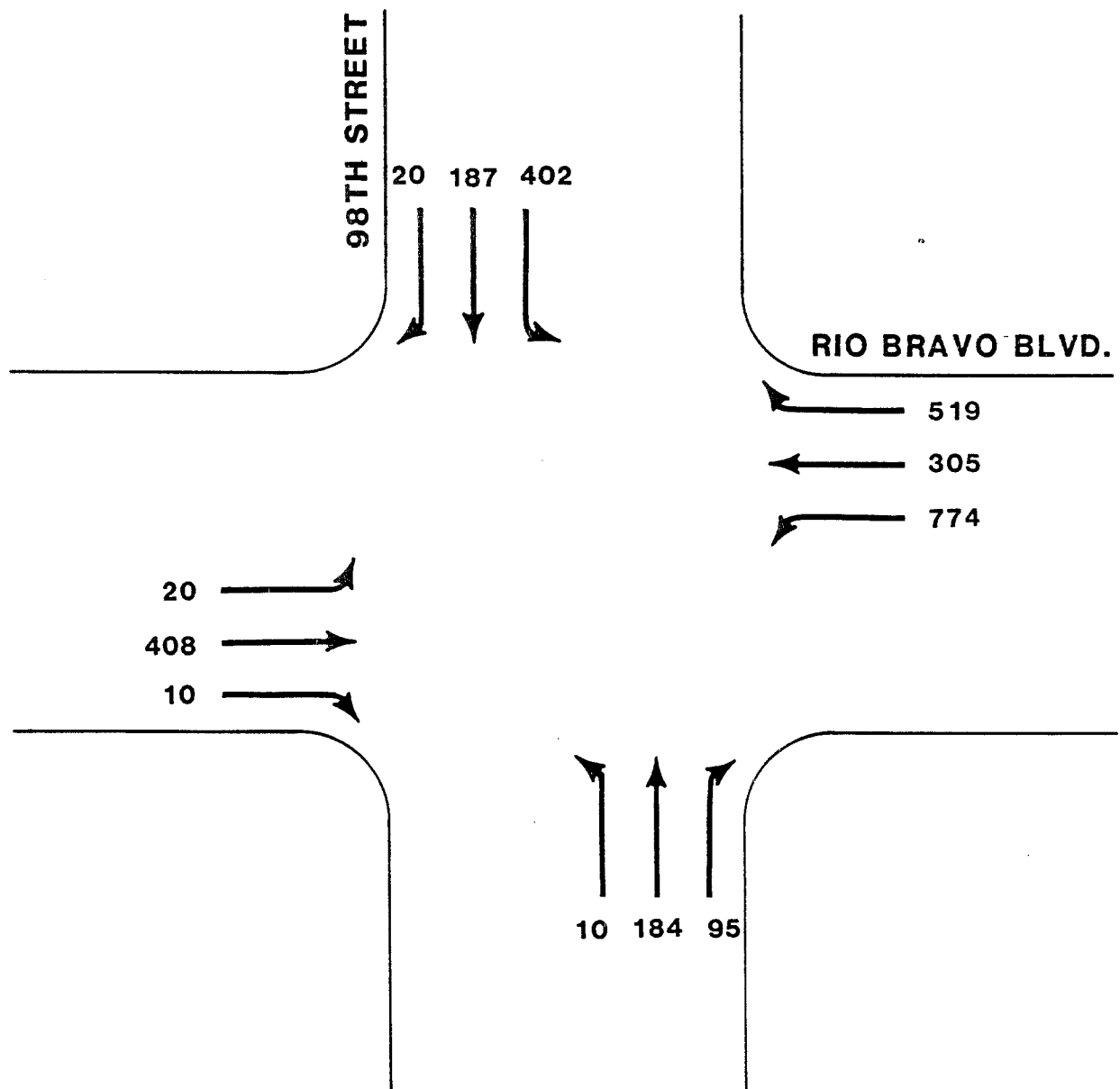


**SCHEMATIC**

**UNSER BLVD. & RIO BRAVO BLVD.**

**RIO BRAVO  
SECTOR DEVELOPMENT PLAN**

**PEAK HOUR TRAFFIC PROJECTIONS  
YEAR 2010**



**SCHEMATIC**

**98TH STREET & RIO BRAVO BLVD.**

**RIO BRAVO  
SECTOR DEVELOPMENT PLAN**

**PEAK HOUR TRAFFIC PROJECTIONS  
YEAR 2010**

These six intersections were selected for detailed turning movement analysis in response to City staff requests, and represent the basic controls on major street traffic capacity in this area. Within the Sector Plan area, these locations include all the intersections of two Principal Arterials, most of the major intersections along Gibson Boulevard (including both Loop Road intersections), and both Rio Bravo Boulevard intersections with other Principal Arterials.

## 7. INTERSECTION CAPACITY ANALYSIS

Intersection capacity analysis was carried out for the six major Sector Plan intersections noted previously, using the 1985 Highway Capacity Manual Planning Application and projected year 2010 traffic forecasts. Individual intersection capacity worksheets are included at the end of this section. Table 4 summarizes the results of the peak hour intersection capacity analyses.

**TABLE 4**  
**INTERSECTION CAPACITY ANALYSIS**  
**P.M. PEAK HOUR, YEAR 2010**  
**RIO BRAVO SECTOR DEVELOPMENT PLAN AREA**

<u>INTERSECTION LOCATION</u>	<u>MAXIMUM SUM OF CRITICAL VOLUMES<sup>1</sup></u>	<u>CAPACITY LEVEL<sup>1</sup></u>
Gibson Blvd. and Unser Blvd.	1312	Near Capacity
Gibson Blvd. and East Loop Rd.	1111	Under Capacity
Gibson Blvd. and 98th Street	940	Under Capacity
Gibson Blvd. and West Loop Rd.	589	Under Capacity
Rio Bravo Blvd. and Unser Blvd.	1102	Under Capacity
Rio Bravo Blvd. and 98th Street	867	Under Capacity

<sup>1</sup> Source: 1985 Highway Capacity Manual, Planning Application. See worksheets for individual intersection capacity calculations. Capacity criteria are as follows:

Volumes:	
0 to 1200	Under Capacity
1201 to 1400	Near Capacity
over 1401	Over Capacity

Intersection traffic lane assumptions are presented in the individual capacity worksheets. A basic six-lane cross section plus median left turn lane was initially assumed for all Principal Arterial streets, while a four-lane cross section plus median left turn lane was initially assumed for the West and East Loop Road intersections at Gibson Boulevard and for the 98th Street collector facility south of Rio Bravo Boulevard.

The initial basic lane assumptions were modified to optimize levels of traffic service in response to specific turning movement projections at individual intersections. Revisions are summarized below:

Gibson Blvd. at Unser Blvd. (outside Sector Plan area)

Assume a southbound right turn only lane on Unser Boulevard to accommodate southbound right turn traffic approaching this major intersection.

Gibson Blvd. at East Loop Road

Assume dual left turn lanes westbound on Gibson Boulevard and dual left turn lanes southbound on the East Loop Road approach to this intersection to accommodate the concentrated left turn demands created by access control along Gibson Boulevard.\*

Gibson Blvd. at 98th Street

No change in basic lane assumptions.

Gibson Blvd. at West Loop Road

No change in basic lane assumptions.

Rio Bravo Blvd. at Unser Blvd.

Assume westbound right turn only lane and dual left turn lanes westbound to accommodate the concentrated left turn demand created by access control along Rio Bravo Boulevard.

Rio Bravo Blvd. at 98th Street

Assume dual left turn lanes westbound on Rio Bravo Boulevard and dual left turn lanes southbound on the 98th Street approach to this intersection to accommodate the concentrated left turn demand created by access control along Rio Bravo Boulevard.

Based on these lane refinements, each of the six major intersections is expected to operate satisfactorily, thus assuring good arterial traffic service and a high level of regional accessibility for the Rio Bravo Sector Development Plan area.

\* This report assumes signalized intersections as shown in the plan, supplemented by additional unsignalized access as required.

The Gibson Boulevard/Unser Boulevard intersection (outside the Sector Plan area) is projected to be near capacity under the year 2010 conditions analyzed. Each of the other five major intersections analyzed is projected to operate at "under capacity" levels, with total critical volumes ranging from 589 to 1111 vehicles per hour, reflecting excellent levels of traffic service for the Sector Plan area.

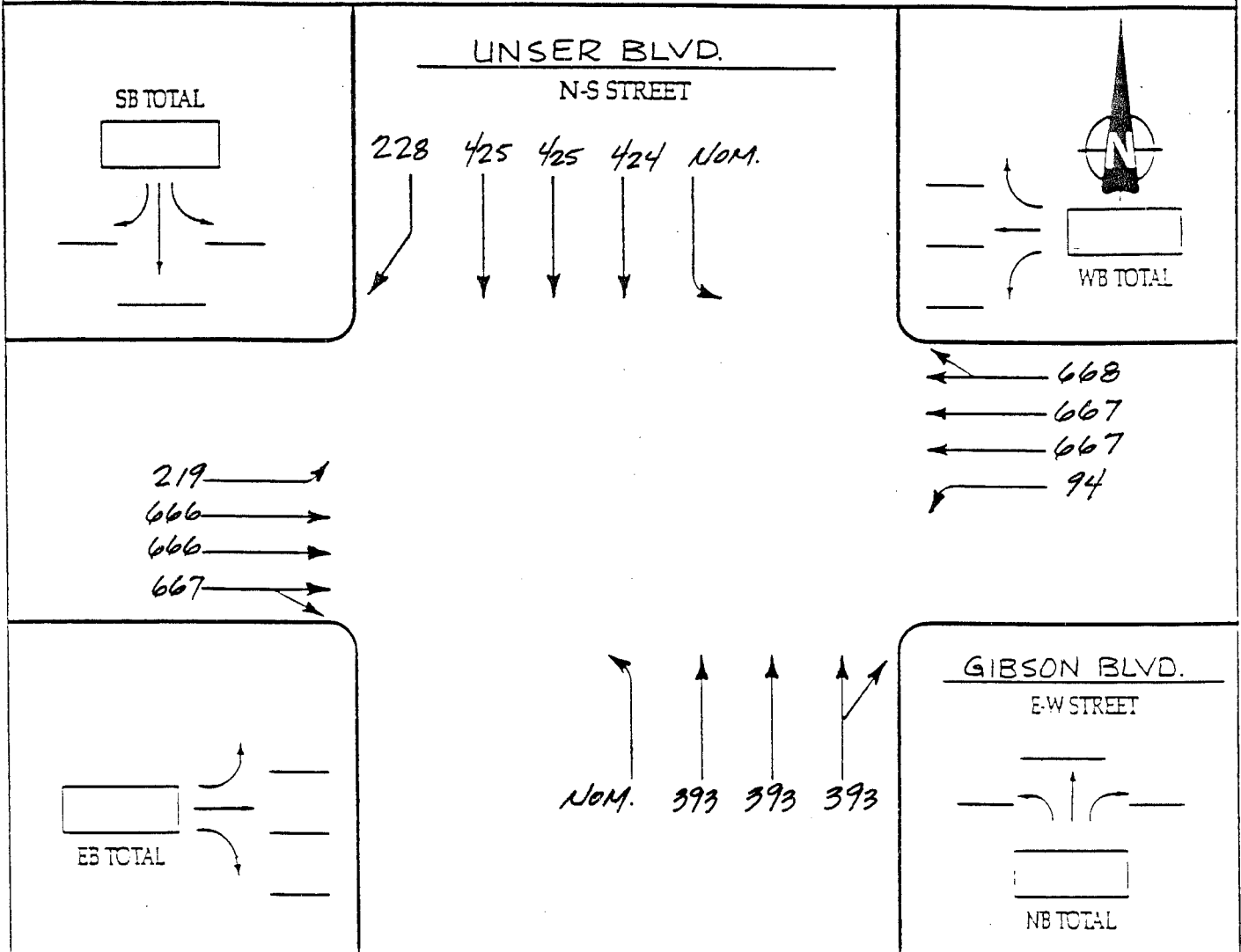


# PLANNING APPLICATION WORKSHEET

Intersection: GIBSON BLVD & UNSER BLVD. Date: 2/26/88

Analyst: J. ARTHUR, GRUEN ASSOC. Time Period Analyzed: P.M. PEAK HOUR,  
YEAR 2010

Project No. 6451, RIO BRAVO SEC. PLAN City/State: ALBUQUERQUE, N.M.



EB LT = <u>219</u>	NB LT = <u>NOM.</u>	<table><tr><th>MAXIMUM SUM OF CRITICAL VOLUMES</th><th>CAPACITY LEVEL</th></tr><tr><td>0 TO 1,200</td><td>UNDER</td></tr><tr><td>1,201 to 1,400</td><td>NEAR</td></tr><tr><td>&gt; 1,400</td><td>OVER</td></tr></table>	MAXIMUM SUM OF CRITICAL VOLUMES	CAPACITY LEVEL	0 TO 1,200	UNDER	1,201 to 1,400	NEAR	> 1,400	OVER
MAXIMUM SUM OF CRITICAL VOLUMES	CAPACITY LEVEL									
0 TO 1,200	UNDER									
1,201 to 1,400	NEAR									
> 1,400	OVER									
WB TH = <u>668</u>	SB TH = <u>425</u>									
<div>WB LT = <u>887</u></div> <div>WB TH = <u>94</u></div>	<div>SB LT = <u>425</u></div> <div>SB TH = <u>NOM.</u></div>									
EB TH = <u>667</u>	NB TH = <u>393</u>									
<div>EB LT = <u>761</u></div>	<div>NB TH = <u>393</u></div>									

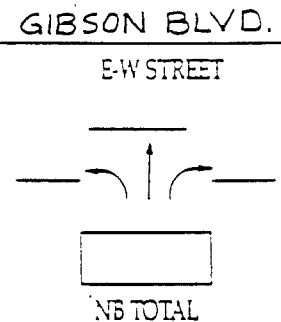
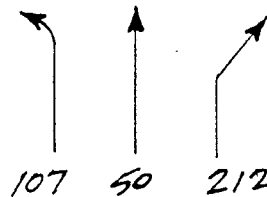
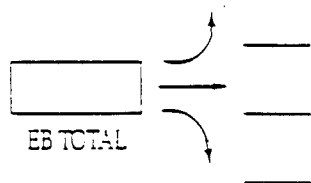
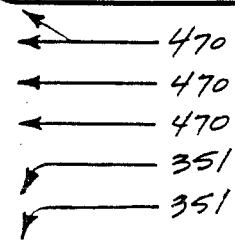
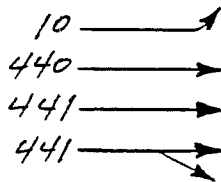
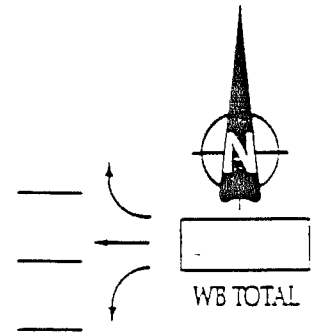
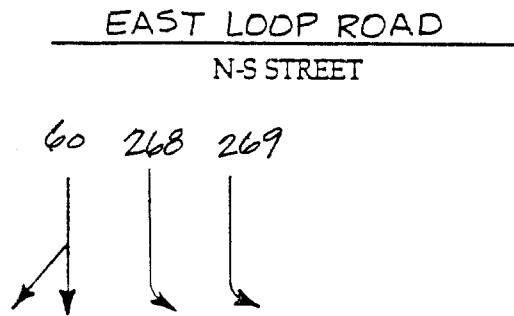
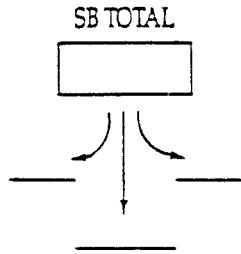
887 + 425 = 1312 STATUS: NEAR  
E-W CRITICAL N-S CRITICAL

# PLANNING APPLICATION WORKSHEET

Intersection: GIBSON BLVD. & EAST LOOP ROAD Date: 2/26/88

Analyst: J. ARTHUR, GRUEN ASSOC. Time Period Analyzed: P.M. PEAK HOUR,  
YEAR 2010

Project No. 6451, RIO BRAVO SEC. PLAN City/State: ALBUQUERQUE, N.M.



EB LT = 10  
WB TH = 470  
WB LT = 351  
EB TH = 441

480  
792

OR

NB LT = 107  
SB TH = 60  
SB LT = 269  
NB TH = 50

167  
319

OR

MAXIMUM SUM OF CRITICAL VOLUMES	CAPACITY LEVEL
0 TO 1,200	UNDER
1,201 to 1,400	NEAR
> 1,400	OVER

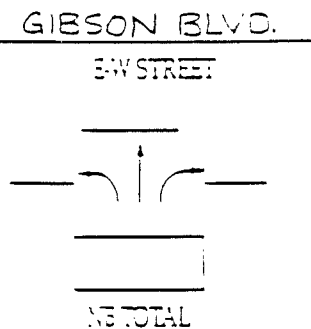
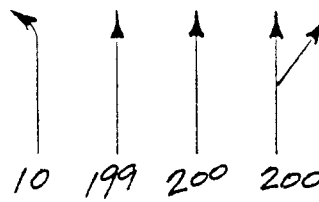
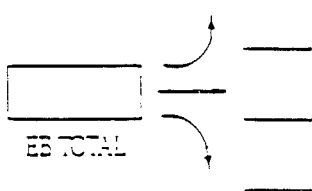
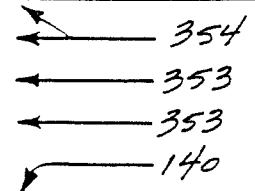
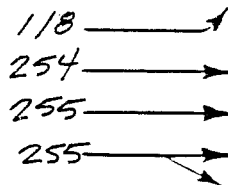
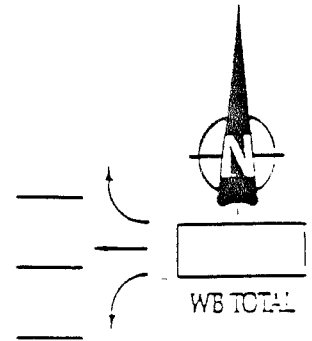
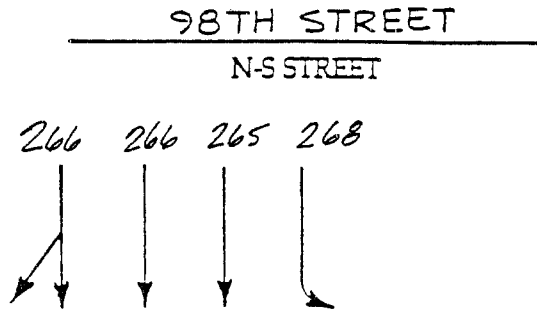
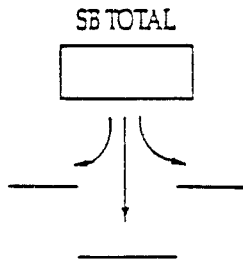
792 + 319 = 1111 STATUS? UNDER  
E-W CRITICAL N-S CRITICAL

# PLANNING APPLICATION WORKSHEET

Intersection: GIBSON BLVD. & 98TH STREET Date: 2/26/88

Analyst: J. ARTHUR, GRUEN ASSOC. Time Period Analyzed: P.M. PEAK HOUR,  
YEAR 2010

Project No. 6451, RIO BRAVO SEC. PLAN City/State: ALBUQUERQUE, N.M.



EB LT = 118  
WB TH = 354  
WB LT = 140  
EB TH = 255

OR

472  
395

NB LT = 10  
SB TH = 266  
SB LT = 268  
NB TH = 200

OR

276  
468

MAXIMUM SUM OF CRITICAL VOLUMES	CAPACITY LEVEL
0 TO 1,200	UNDER
1,201 to 1,400	NEAR
> 1,400	OVER

472 - 468 = 940 STATUS: UNDER

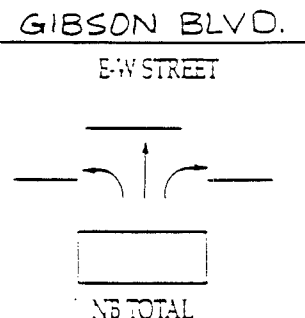
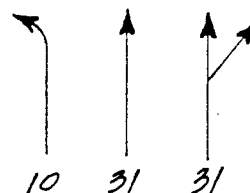
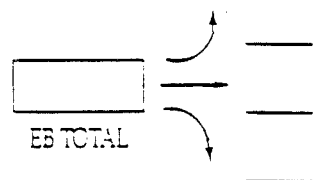
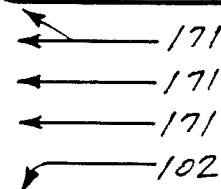
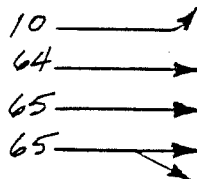
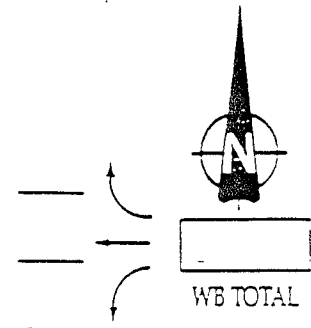
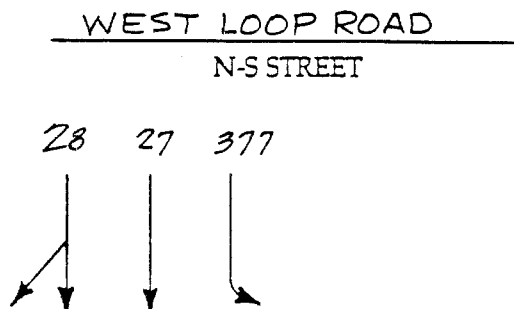
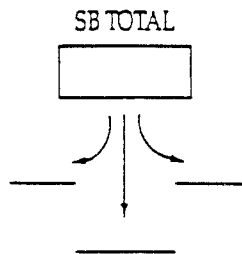
EW CRITICAL N-S CRITICAL

# PLANNING APPLICATION WORKSHEET

Intersection: GIBSON BLVD. & WEST LOOP ROAD Date: 2/26/88

Analyst: J. ARTHUR, GRUEN ASSOC. Time Period Analyzed: P.M. PEAK HOUR,  
YEAR 2010

Project No. 6451, RIO BRAVO SEC. PLAN City/State: ALBUQUERQUE, N.M.



EB LT = 10  
WB TH = 171  
181  
WB LT = 102  
EB TH = 65  
167

OR

NB LT = 10  
SB TH = 28  
38  
SB LT = 377  
NB TH = 31  
408

OR

MAXIMUM SUM OF CRITICAL VOLUMES	CAPACITY LEVEL
0 TO 1,200	UNDER
1,201 to 1,400	NEAR
> 1,400	OVER

181 + 408 = 589 STATUS: UNDER  
E-W CRITICAL N-S CRITICAL

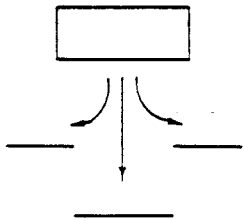
# PLANNING APPLICATION WORKSHEET

Intersection: RIO BRAVO BLVD. & UNSER BLVD. Date: 2/26/88

Analyst: J. ARTHUR, GRUEN ASSOC. Time Period Analyzed: P.M. PEAK HOUR,  
YEAR 2010

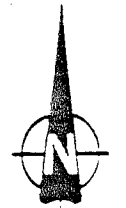
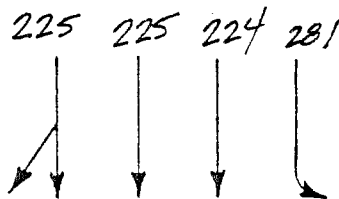
Project No. 6451, RIO BRAVO SEC. PLAN City/State: ALBUQUERQUE, N.M.

SB TOTAL

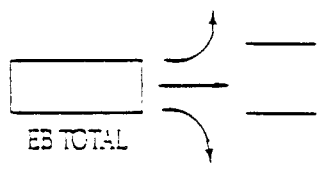
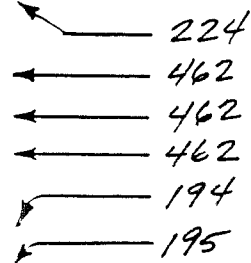
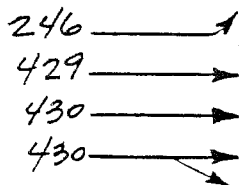
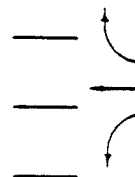


UNSER BLVD.

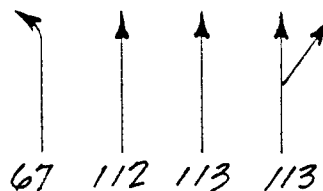
N-S STREET



WB TOTAL



EB TOTAL



RIO BRAVO BLVD.

E-W STREET



NS TOTAL

EB LT = 246

WB TH = 462

WB LT = 708

WB TH = 195

EB TH = 430

EB TH = 629

OR

NB LT = 67

SB TH = 225

SB LT = 292

SB TH = 281

NB TH = 113

NB TH = 394

OR

MAXIMUM  
SUM OF CRITICAL  
VOLUMES

CAPACITY  
LEVEL

0 TO 1,200

UNDER

1,201 to 1,400

NEAR

> 1,400

OVER

708 - 394 = 1102

E-W CRITICAL

N-S CRITICAL

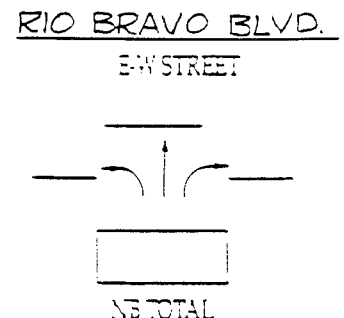
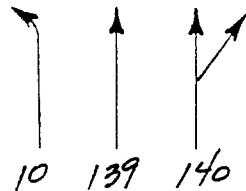
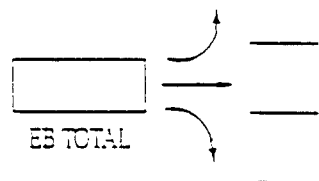
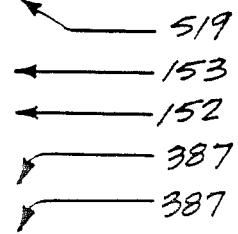
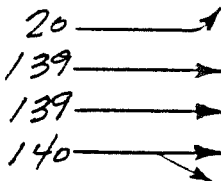
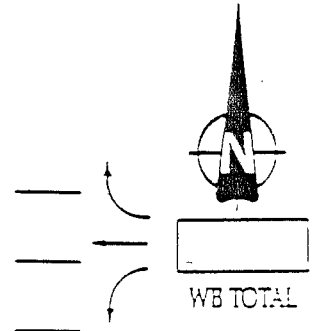
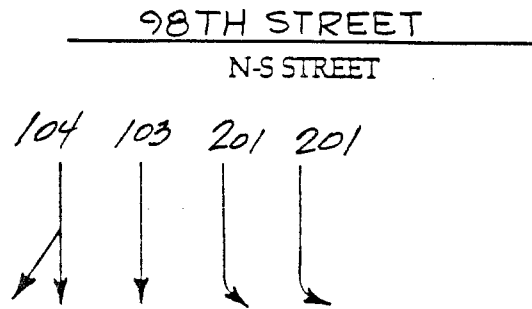
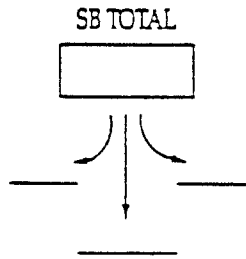
STATUS: UNDER

# PLANNING APPLICATION WORKSHEET

Intersection: RIO BRAVO BLVD. & 98TH STREET Date: 2/26/88

Analyst: J. ARTHUR, GRUEN ASSOC. Time Period Analyzed: P.M. PEAK HOUR,  
YEAR 2010

Project No. 6451, RIO BRAVO SEC. PLAN City/State: ALBUQUERQUE, N.M.



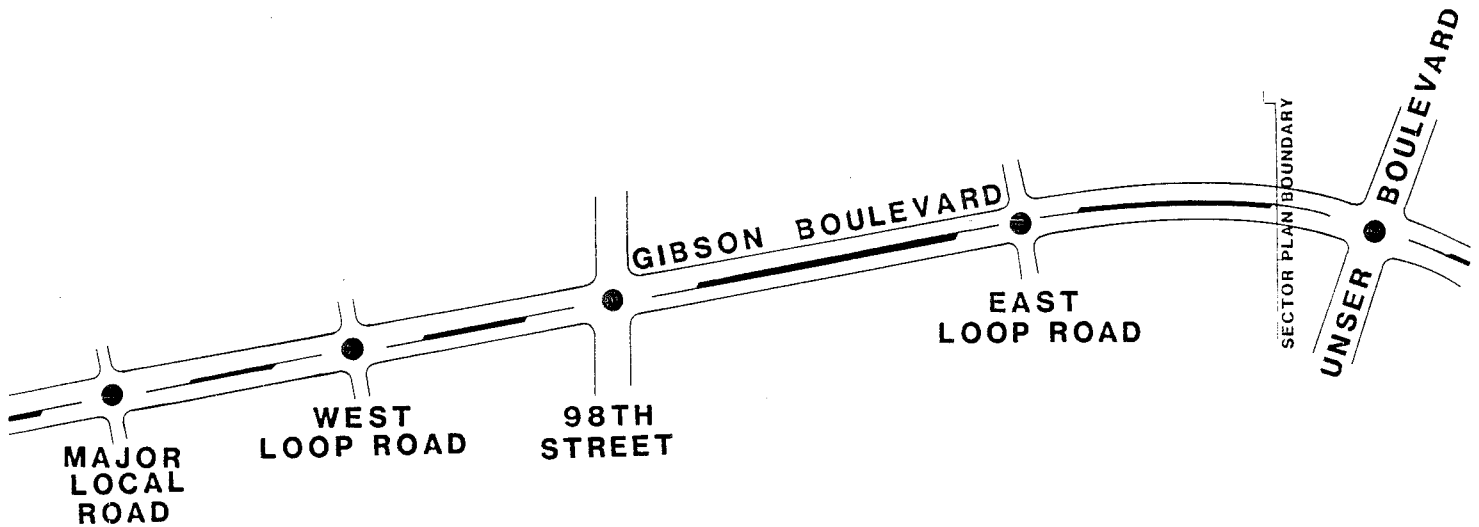
EB LT = 20  
WB TH = 153  
WB LT = 173  
EB TH = 139  
526 } OR

NB LT = 10  
SB TH = 104  
SB LT = 201  
NB TH = 140  
341 } OR

MAXIMUM SUM OF CRITICAL VOLUMES	CAPACITY LEVEL
0 TO 1,200	UNDER
1,201 to 1,400	NEAR
> 1,400	OVER

526 - 341 = 867 STATUS: UNDER  
E-W CRITICAL N-S CRITICAL

9. GIBSON BOULEVARD INTERSECTIONS AND ACCESS TO URBAN CENTER AREA, FEBRUARY 12, 1988



LEGEND:

- Indicates proposed full intersections along Gibson Blvd. Intersection signalization is anticipated at full development at the Unser, 98th and the two Loop Road intersections. Stop sign control is expected to operate satisfactorily at the most westerly intersection. Additional right turn only access to and from Gibson Blvd. is recommended to provide parcel access as indicated schematically in Figure 12.

FIGURE 11

GIBSON BOULEVARD INTERSECTIONS

9. GIBSON BOULEVARD INTERSECTIONS AND ACCESS TO URBAN CENTER AREA, FEBRUARY 12, 1988

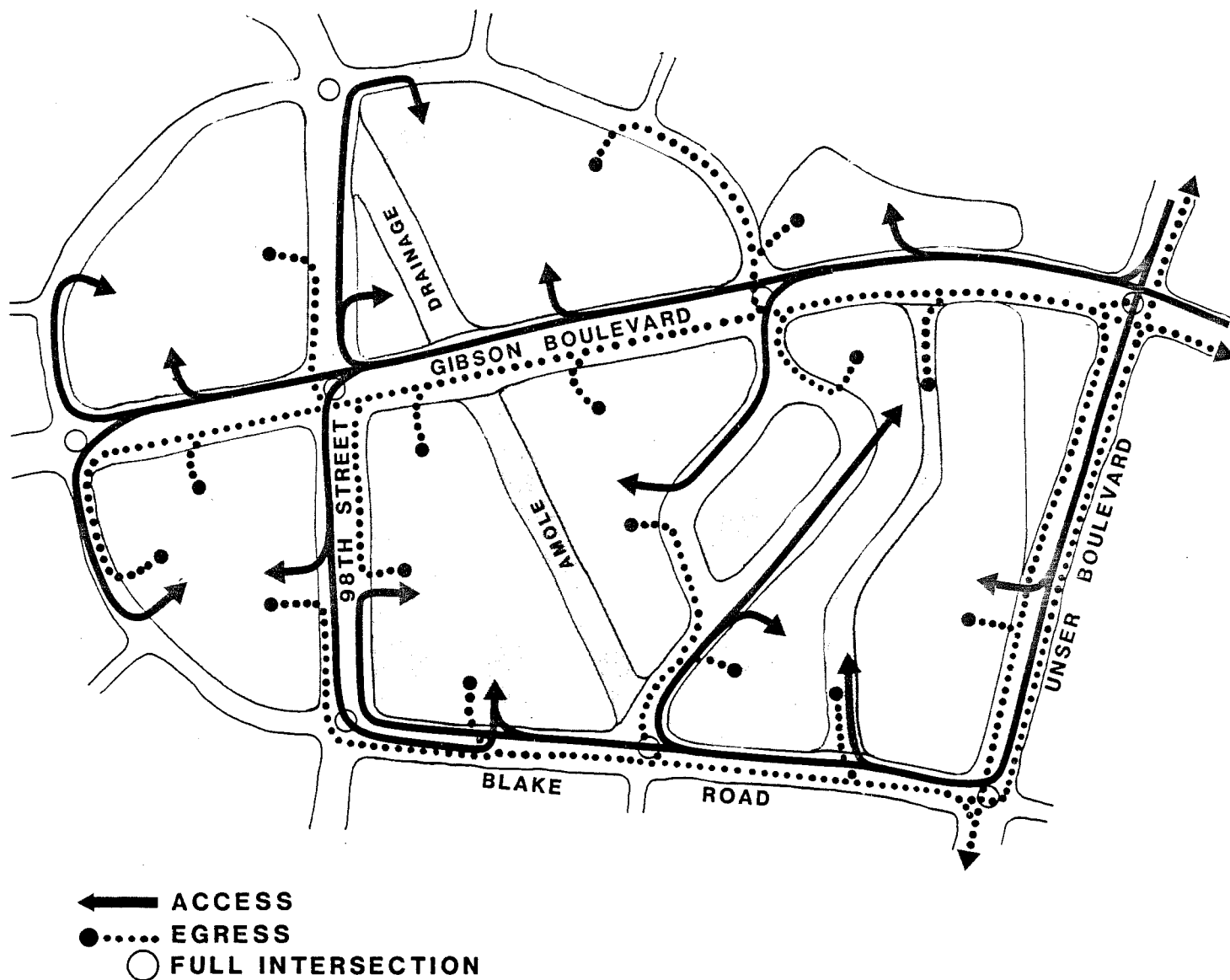


FIGURE 12

PROPOSED ACCESS FROM GIBSON BLVD. AND UNSER BLVD. TO  
AND FROM NON-RESIDENTIAL PARCELS IN URBAN CENTER AREA



## **10. REVISED TRAFFIC FORECASTS, MARCH 30, 1988**

The anticipated mix of commercial land uses in Parcels 5 and 6 of the Sector Plan was modified by Community Sciences Corporation following review of the initial allocations. Retail floor area was reduced by 191,430 sq. ft. and reassigned to non-retail office-type uses, thus increasing non-retail employment by an estimated 1009 jobs. The revisions are shown in Table 5.

Table 7 summarizes the revised PM peak hour trip generation estimates. A significant net reduction in trips results from the shift from retail to non-retail uses, due to the very intense peak hour trip generation rates created by neighborhood retail uses.

Traffic assignments at the Gibson-Unser intersection were updated to reflect the revised trip generation to and from Parcels 5 and 6, as shown in Figure 13. In addition, estimates were made for potential left turn and right turn volumes not previously estimated at this intersection, by assuming these left turn and right turn volumes at 10% of total approach volumes.

The revised intersection traffic projections for the Gibson-Unser intersection were re-analyzed using the Highway Capacity Manual Planning Application, assuming separate right turn lanes on each approach. The projected intersection level of service was improved from 1312 vph to 1190 vph sum of critical lane volumes in the year 2010, (Figure 14). The revised projections reflect an "Under Capacity" level of service for this location, indicating that the Gibson-Unser intersection is expected to operate satisfactorily at the projected volumes with full development of the Sector Plan.

TABLE 5  
PROPOSED SECTOR PLAN DEVELOPMENT LEVELS AND PROJECTED TRIP GENERATION

ZONE	SIN.FAM. UNITS	MULTI- FAM.U	NON- RETAIL	COMM'L SQ.FT.	PM IN	ESTIMATED PEAK HOUR TRIPS OUT	TOTAL
1 0-1	0	0	501	95179	40	230	271
1 0-2	0	0	0		305	324	628
2 R-T/R-D	65	0	0		41	24	65
3 R-T/R-D	72	0	0		45	27	72
4 C-2	0	182	0		73	36	109
4 C-2	0	0	0	59459	190	202	392
4 0-1	0	0	60		5	20	32
4 R-T/R-D	60	0	0		38	22	60
5 R-3	0	600	0		240	120	360
5 C-2*	0	0	481	60914	232	420	660
5 PARK	0	0	0		0	0	0
6 C-2*	0	0	528	66873	257	470	727
7 SU/IP	0	0	868		69	399	469
8 0-1	0	0	218		17	100	118
9 R-T	75	0	0		47	28	75
10 R-T/R-D	151	0	0		95	56	151
11 R-2	0	378	0		151	76	227
12 R-T/R-D	138	0	0		87	51	138
13 R-T/R-D	192	0	0		121	71	192
14 R-2	0	716	0		286	143	430
15 R-T/R-D	155	0	0		98	57	155
16 R-T/R-D	160	0	0		101	59	160
17 R-T/R-D	130	0	0		82	48	130
18 R-T/R-D	169	0	0		106	63	169
19 R-T/R-D	275	0	0		173	102	275
20 R-T/R-D	262	0	0		165	97	262
21 R-T/R-D	461	0	0		290	171	461
22 R-T/R-D	204	0	0		129	75	204
23 R-T/R-D	250	0	0		158	93	250
24 0-1	0	0	492		39	226	266
24 C-2	0	0	0	62900	201	214	415
25 C-2	0	0	0	86075	275	293	568
26 R-T/R-D	239	0	0		151	88	239
27 R-T/R-D	142	0	0		89	53	142
28 R-T/R-D	140	0	0		88	52	140
29 R-T/R-D	136	0	0		86	50	136
30 R-T/R-D	140	0	0		88	52	140
31 R-T/R-D	214	0	0		135	79	214
32 R-T/R-D	355	0	0		224	131	355
33 R-2	0	486	0		194	97	292
34 C-2	0	0	501	63728	204	217	421
34 0-1	0	0	0	200289	40	230	271
35 C-2	0	0	0		641	681	1322
36 R-T/R-D	91	272	0		109	54	163
37 R-T/R-D	83	0	0		57	34	91
38 R-T/R-D	83	0	0		52	31	83
39 R-T/R-D	128	0	0		52	31	83
40 R-T/R-D	74	0	0		81	47	128
41 R-T/R-D	0	0	0		47	27	74
TOTALS	4644	2634	3649	695417	6496	6288	12784

\* Parcel 5 and 6 C-2 data revised 3/27/88

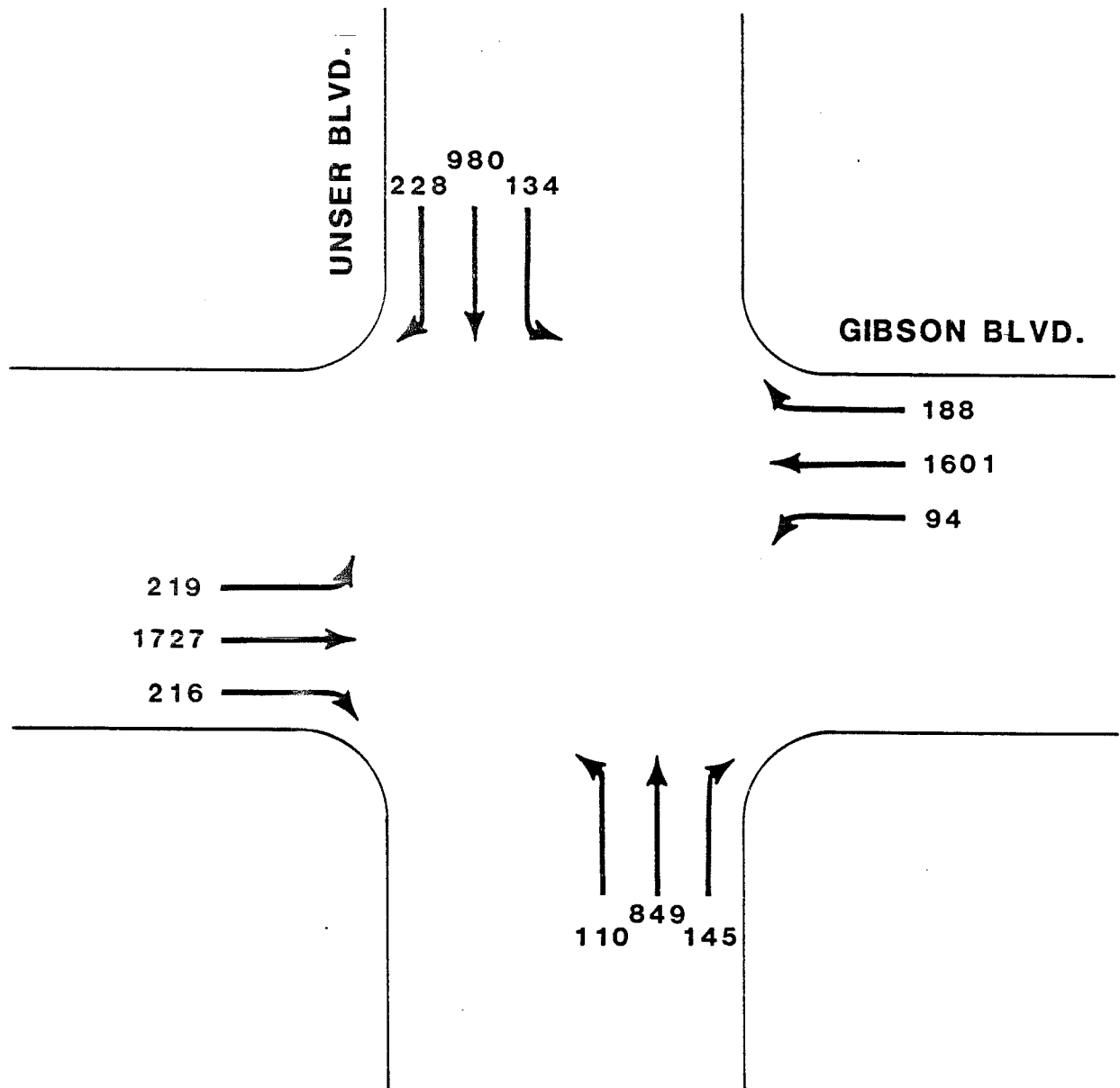
**TABLE 6**  
**TRIP GENERATION RATES**  
**RIO BRAVO SECTOR PLAN**

<u>RIO BRAVO SECTOR PLAN LAND USE CATEGORIES AND ITE CODES</u>	<u>P.M. PEAK HOUR TRIP GENERATION RATES<sup>1</sup></u>		
	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
#210 Single Family Residential	0.63	0.37	1.00/D.U.
#220 Multi-Family Residential	0.40	0.20	0.60/D.U.
#711 Office	0.08	0.46	0.54/Job
#821 Commercial	3.20	3.40	6.60/1000 S.F.

<sup>1</sup> Rates based on ITE Trip Generation Manual, Third Edition.

**TABLE 7**  
**TRIP GENERATION SUMMARY**  
**RIO BRAVO SECTOR PLAN**  
**REVISED MARCH 29, 1988**

<u>SECTOR PLAN LAND USES</u>	<u>ESTIMATED P.M. PEAK HOUR TRIPS</u>		
	<u>IN</u>	<u>OUT</u>	<u>TOTALS</u>
Single Family Residential 4,644 D.U.	2,926	1,718	4,644
Multi-Family Residential 2,634 D.U.	1,054	527	1,581
Non-Retail Employment 3,649 Jobs	292	1,678	1,970
Commercial Floor Area 695,417 Square Feet	<u>2,224</u>	<u>2,365</u>	<u>4,589</u>
TOTALS	6,496	6,288	12,784



  
NORTH  
SCHEMATIC

**UNSER BLVD. & GIBSON BLVD.**  
**REVISED MARCH 28, 1988**

RIO BRAVO  
SECTOR DEVELOPMENT PLAN

PEAK HOUR TRAFFIC PROJECTIONS  
YEAR 2010

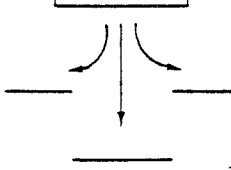
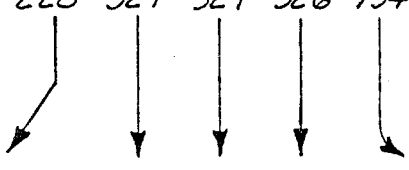
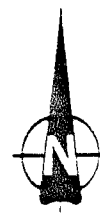
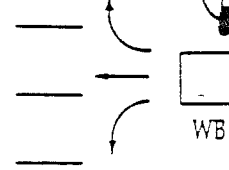
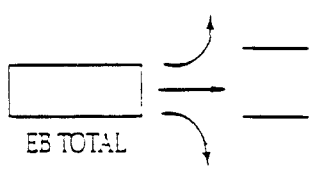
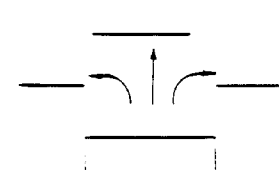
# PLANNING APPLICATION WORKSHEET

REVISED

Intersection: GIBSON BLVD. & UNSER BLVD. Date: MARCH 28, 1988

Analyst: J. ARTHUR, GRUEN ASSOC. Time Period Analyzed: P.M. PEAK HOUR,  
YEAR 2010

Project No. 6451, RIO BRAVO SEC. PLAN City/State: ALBUQUERQUE, N.M.

<p style="text-align: center;">SB TOTAL</p> <div style="border: 1px solid black; width: 50px; height: 20px; margin: 0 auto;"></div> 	<p style="text-align: center;"><u>UNSER BLVD.</u> N-S STREET</p> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <span>228</span><span>327</span><span>327</span><span>326</span><span>134</span> </div> 	 <p style="text-align: center;">WB TOTAL</p> <div style="border: 1px solid black; width: 50px; height: 20px; margin: 0 auto;"></div> 
<div style="display: flex; flex-direction: column; align-items: flex-end;"> <div>219 →</div> <div>576 →</div> <div>576 →</div> <div>575 →</div> <div>216 ↘</div> </div>	<div style="display: flex; flex-direction: column; align-items: center;"> <div>↙</div> <div>↕</div> <div>↕</div> <div>↕</div> <div>↗</div> </div>	<div style="display: flex; flex-direction: column; align-items: flex-end;"> <div>188 ↖</div> <div>534 ←</div> <div>533 ←</div> <div>534 ←</div> <div>94 ↙</div> </div>
<p style="text-align: center;">EB TOTAL</p> <div style="border: 1px solid black; width: 50px; height: 20px; margin: 0 auto;"></div> 	<div style="display: flex; flex-direction: column; align-items: center;"> <div>↖</div> <div>↕</div> <div>↕</div> <div>↕</div> <div>↗</div> </div>	<p style="text-align: center;"><u>GIBSON BLVD.</u> E-W STREET</p>  <p style="text-align: center;">NB TOTAL</p> <div style="border: 1px solid black; width: 50px; height: 20px; margin: 0 auto;"></div>

<p>EB LT = <u>219</u></p> <p>WB TH = <u>534</u></p> <div style="border: 1px solid black; padding: 2px; display: inline-block;">753</div>	<p>NB LT = <u>110</u></p> <p>SB TH = <u>327</u></p> <div style="border: 1px solid black; padding: 2px; display: inline-block;">437</div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left;">MAXIMUM SUM OF CRITICAL VOLUMES</th> <th style="text-align: left;">CAPACITY LEVEL</th> </tr> <tr> <td>0 TO 1,200</td> <td>UNDER</td> </tr> <tr> <td>1,201 to 1,400</td> <td>NEAR</td> </tr> <tr> <td>&gt; 1,400</td> <td>OVER</td> </tr> </table>	MAXIMUM SUM OF CRITICAL VOLUMES	CAPACITY LEVEL	0 TO 1,200	UNDER	1,201 to 1,400	NEAR	> 1,400	OVER
MAXIMUM SUM OF CRITICAL VOLUMES	CAPACITY LEVEL									
0 TO 1,200	UNDER									
1,201 to 1,400	NEAR									
> 1,400	OVER									
<p>WB LT = <u>94</u></p> <p>EB TH = <u>576</u></p> <div style="border: 1px solid black; padding: 2px; display: inline-block;">670</div>	<p>SB LT = <u>134</u></p> <p>NB TH = <u>283</u></p> <div style="border: 1px solid black; padding: 2px; display: inline-block;">417</div>									
<p>OR</p>										
<p>OR</p>										

753      -      437      =      1190      STATUS: UNDER  
 E-W CRITICAL      N-S CRITICAL

FIGURE 14