



## **7.0 Building Design Standards General to All Zones**

---

### 7.0 Building Design Standards General to All Zones

R



7



- 7.1. Purpose/Intent:** The Building Design Standards for the Volcano Heights Sector Development Plan should establish a coherent urban character and encourage enduring and attractive development.

All development plans shall comply with the standards below.

Three key design principles for Volcano Heights support the preservation, sustainability, and visual quality of different development **character zones**:

- Buildings should use building elements and details to achieve a **pedestrian-oriented** public realm within the Town and Village Centers and Mixed-Use and **Transition Zones**, along **'A' Streets**, and at **'A'** street intersections.
- Compatibility is not meant to be achieved through uniformity, but through variations in building elements to achieve individual building identity.
- Building **façades** should include architectural details and ornamentation to create variety and interest.

The design of buildings and their relationship to **adjacent** streets should depend on the context of the development. Generally, the corridor should become more **pedestrian-oriented** farther from the Paseo del Norte/ Unser Boulevard intersection within each development quadrant, along the proposed **transit corridor**, and particularly within the Town Center. Generally, buildings should be located and designed to provide visual interest and create enjoyable, human-scaled spaces between and among buildings.

#### **7.2. Building Orientation**

- 7.2.1.** Buildings shall be oriented toward **'A' Streets**, where the **lot** has frontage along an **'A'** Street. All other buildings shall be oriented toward Civic Spaces. Where a building does not front on an **'A'** Street or Civic Space, the building shall be oriented toward a **'B' Street**.

- 7.2.2.** Primary entrances to buildings shall be located on the street along toward which the building is oriented or toward civic spaces, where applicable. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection.

- 7.2.3.** All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or **alleys**.

- 7.2.4.** Garages, carports, or new surface parking for residential buildings shall be located and accessed from **'B' Streets** or **alleys** at the rear of residential buildings.

- 7.2.5.** Service entrances shall be screened from **abutting** single-family residences as well as the public **ROW** as per **Section 6.8.4 starting on page 120** in this Plan.

- 7.3. Building Massing and Scale:** Commercial and mixed-use buildings shall be simply massed with flat or low pitched roofs with **parapets**, projecting roofs, or both. Commercial and mixed-use buildings located on a corner have flexibility for corner treatments but must adhere to the frontage requirements in the Site Development Standards in **Sections 5 and 6**.

7.0 Building Design Standards General to All Zones

R

7

**7.4. Zero Lot Line Structures:** Prior to being issued a building permit, a property owner wanting to build a structure with a wall on a lot line shall submit to the City a maintenance easement agreement signed by the abutting property owner, unless the building is part of an attached unit development.

**7.5. Structure Color**

- 7.5.1. In order to minimize the visual impact of development, colors shall be restricted to light reflective values between 20 and 50 percent. Metal items such as vents, cooling units, and other mechanical devices on roofs are subject to this regulation.
- (i) This range of color general includes yellow ochres, browns, dull reds, and grey-greens, similar to the natural colors found on the mesa and escarpment. This middle range of reflectance is intended to avoid very light and very dark colors.
  - (ii) Stucco, block, and/or brick shall have integral color other than the standard grey.
  - (iii) Other materials with colors similar to those illustrated in **Exhibit 7.1** may be used, as long as they have integral color other than the standard grey and meet the standards for reflectivity and harmony with colors in the natural landscape. [See Section **9.7.3 starting on page 150** for more details about restrictions for walls and fences.]

APPROPRIATE COLORS FROM THE NATURAL LANDSCAPE



LIGHT REFLECTANCE VALUES

Chart Color	LRV %	Chart Color	LRV %
122 Straw	41.83	135 Sahara	34.63
106 Buckskin	34.73	116 Adobe	24.03
118 Suede	37.67	124 Coral	34.93
117 Fawn	45.48	115 Cottonwood	32.18

LRV data is from El Rey Stucco; El Rey does not guarantee the LRV data provided. Colors are illustrative from El Rey Standard Color for Premium Stucco Finish. Color reproduction in this Plan is not an exact representation of the El Rey color chart.

Exhibit 7.1 – Sample Colors

NOTE: These sample colors are stucco with integrated color as manufactured by El Rey traditional cementitious stucco in Albuquerque. This compound includes cement, hydrated lime, sand aggregates, and iron oxide pigments. Since the stucco is integrally colored, it will never need to be painted. Like many natural landscapes, the traditional cement stucco is breathable and appears slightly different during each season and at alternate times of the day.

Exhibit 7.1 – Sample Colors

## CHAPTER II: REGULATIONS

### 7.0 Building Design Standards General to All Zones

R



7



7.5.2. In keeping with New Mexico tradition, accent colors on front doors, window sashes, trim, and other incidental elements up to 20% of a façade are allowed. The intent is to avoid overwhelming the building's basic color or creating a visual distraction from the adjacent streets, lots, public areas, or most importantly, open space, whether private or public.

#### 7.6. Design of Parking Structures

7.6.1. All frontages of parking structures located on '**A**' Streets or Civic Spaces shall not have parking uses on the ground floor to a minimum depth of 30 feet along the street frontage.

7.6.2. The amount of street frontage devoted to a parking structure shall be minimized by placing the shortest dimension along a street edge or by lining the ground floor with retail or other uses.

7.6.3. Parking structure **façades** on all '**A**' Streets or Civic Spaces shall be designed with both vertical (façade rhythm of 20 feet to 30 feet) and horizontal (aligning with horizontal elements along the block) **articulation**.

7.6.4. Where above-ground structured parking is located at the perimeter of a building with frontage along an '**A**' Street or Civic Space, it shall be screened in such a way that cars on all parking levels are completely screened from view from all **adjacent** public streets. Parking garage ramps shall not be visible from any public street. Ideally, ramps should not be located along the perimeter of the parking structure. Architectural screens shall be used to articulate the **façade**, hide parked vehicles, and shield lighting.

7.6.5. When parking structures are located at corners, corner architectural elements shall be incorporated such as corner entrances, signage, and glazing.

7.6.6. Parking structures and **abutting** sidewalks shall be designed so pedestrians are clearly visible to entering and exiting automobiles and, in turn, can see the automobiles.

## 7.0 Building Design Standards General to All Zones

**7.7. Design of Residential Garages**

7.7.1. See “Other Uses” items **OU-6** and **OU-7** in the **Table 4.4 starting on page 64** to determine whether garages are permitted in the relevant character zone. The following standards apply where residential garages are permitted by right or conditionally.

7.7.2. Where alleys are available, residential garages shall be accessed via the alley.

7.7.3. Townhouses and courtyard apartments shall use rear-loaded garages.

7.7.4. Front-loaded garages on residential lots less than 40 feet wide shall be prohibited. Garages on these lots shall be either Garage Type A or D in **Exhibit 7.2** per the standards in **Table 7.1**.

7.7.5. Lots equal to or greater than 40 feet shall use any of the garage types in **Exhibit 7.2** per the requirements in **Table 7.1**.

7.7.6. Where front-loaded garages are allowed, the garage façade shall not exceed 50% of the total front façade area, inclusive of porches, so that garages do not dominate the front façade.

7.7.7. Front-loaded three-car garages are not permitted on **lots** equal to or less than 70 feet wide. Three-car garages on lots greater than 70 feet wide shall have a third garage setback of three (3) feet minimum from the primary garage **façade**.

7.7.8. Where there is no **setback** from the property line, gutters and downspouts shall drain to the street or **water harvesting** area to avoid impact to **abutting lots**.

7.7.9. Individual garage bays shall be no greater than 12 feet wide. For garages with multiple bays, all garage doors shall be divided into single bays separated by at least a 16-inch pier or column.

7.7.10. The color of garage doors shall blend with or complement the exterior wall color in order to minimize the prominence of the garage door.

**TABLE 7.1 – GARAGE TYPES\***

Lot Width	Allowable Garage Types*	Front Garage Setback from Main Façade (Front-loaded)	Side Garage Setback from Property Line (Side-accessed)	Rear Garage Setback from Property Line (Rear-loaded)
40+ Feet	A,B,C,D,E,F	10 ft. Minimum	5 ft. Minimum	2 ft. Minimum
Less than 40 Feet	A,D	10 ft. Minimum	5 ft. Minimum	2 ft. Minimum

\* See **Exhibit 7.2** – Garage Type Diagrams

Note 1: Garage Type D shall have a minimum of 5 linear feet of fenestration on the street façade and be articulated to resemble the main structure.

Note 2: Garage Types D and F may be accessed from either front or side.

Note 3: Driveway access from a ‘B’ Street, including drive pad but exclusive of wings, is limited to 12 feet for Garage Types B, C, D, E, and F except where providing access from **alleys**.

R

7

## 7.0 Building Design Standards General to All Zones

R

7

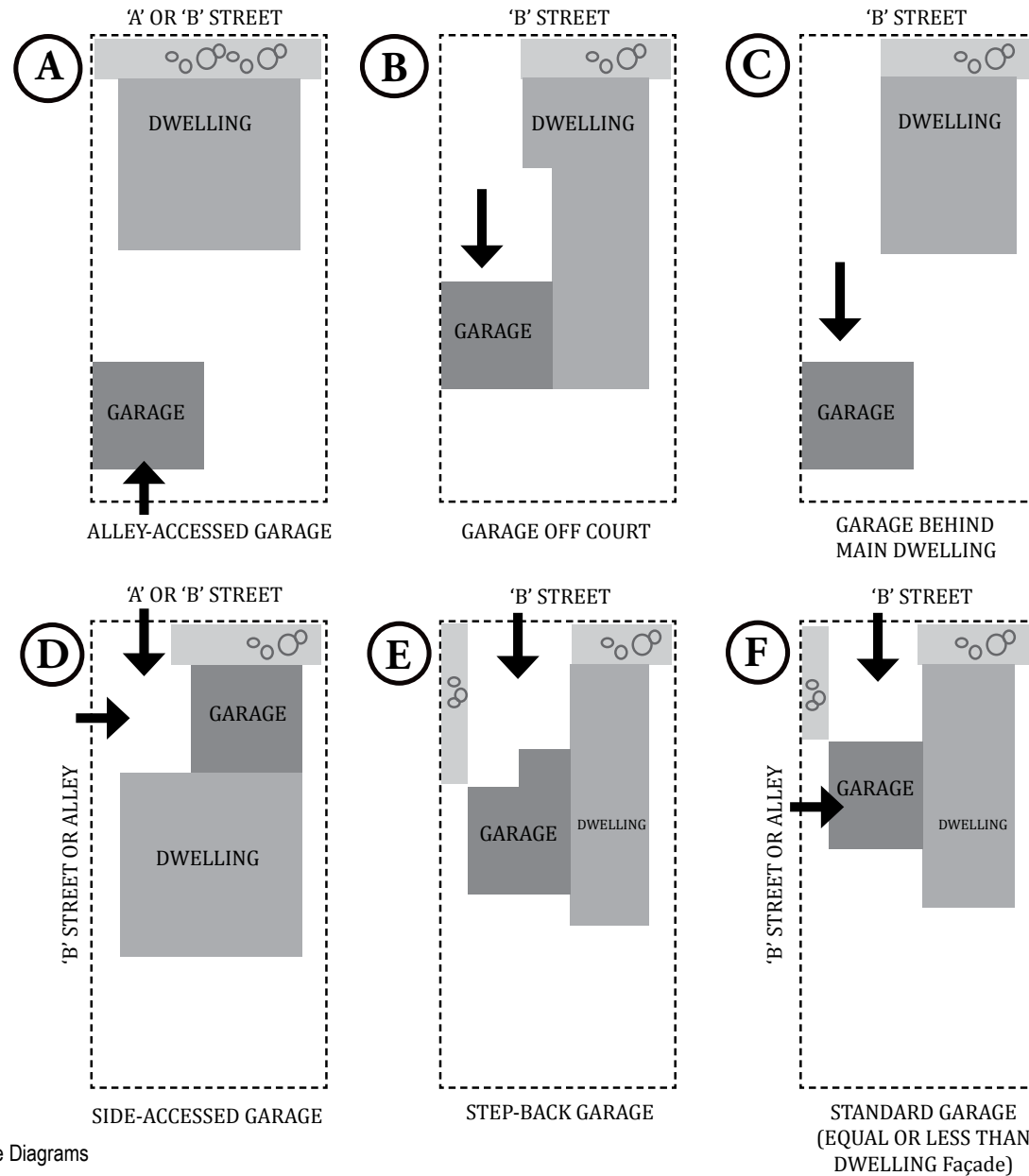


Exhibit 7.2 – Garage Type Diagrams

7.0 Building Design Standards General to All Zones



- 7.8. **Design of Automobile-related Buildings**
  - 7.8.1. Any buildings associated with any automobile-related use shall also have a pedestrian entrance on an **‘A’ Street**.
  - 7.8.2. See also **Section 6.8. Street Screens starting on page 120.**
  - 7.8.3. See also **Section 6.9. Design of Site Elements for Automobile-related Uses starting on page 121.**

- 7.9. **Wireless Telecommunications Facilities (WTFs)**
  - 7.9.1. Wireless telecommunications antennas shall be permitted, pursuant to City Zone Code §14-16-3-17, on rooftops and shall be architecturally integrated and/or screened entirely with a screen the same color as the principal building on which it is mounted. Antennas shall not be visible from any adjacent ‘A’ street.
  - 7.9.2. Concealed, free-standing WTFs are not permitted. Free-standing, array WTFs are not permitted, consistent with City Zoning Code §14-16-3-17, the Wireless Telecommunications Regulations.
  - 7.9.3. Collocation on existing structures, including but not limited to public utility structures, is encouraged.

---

This Page Left Intentionally Blank