

ALBUQUERQUE & BERNALILLO COUNTY

COMPREHENSIVE PLAN

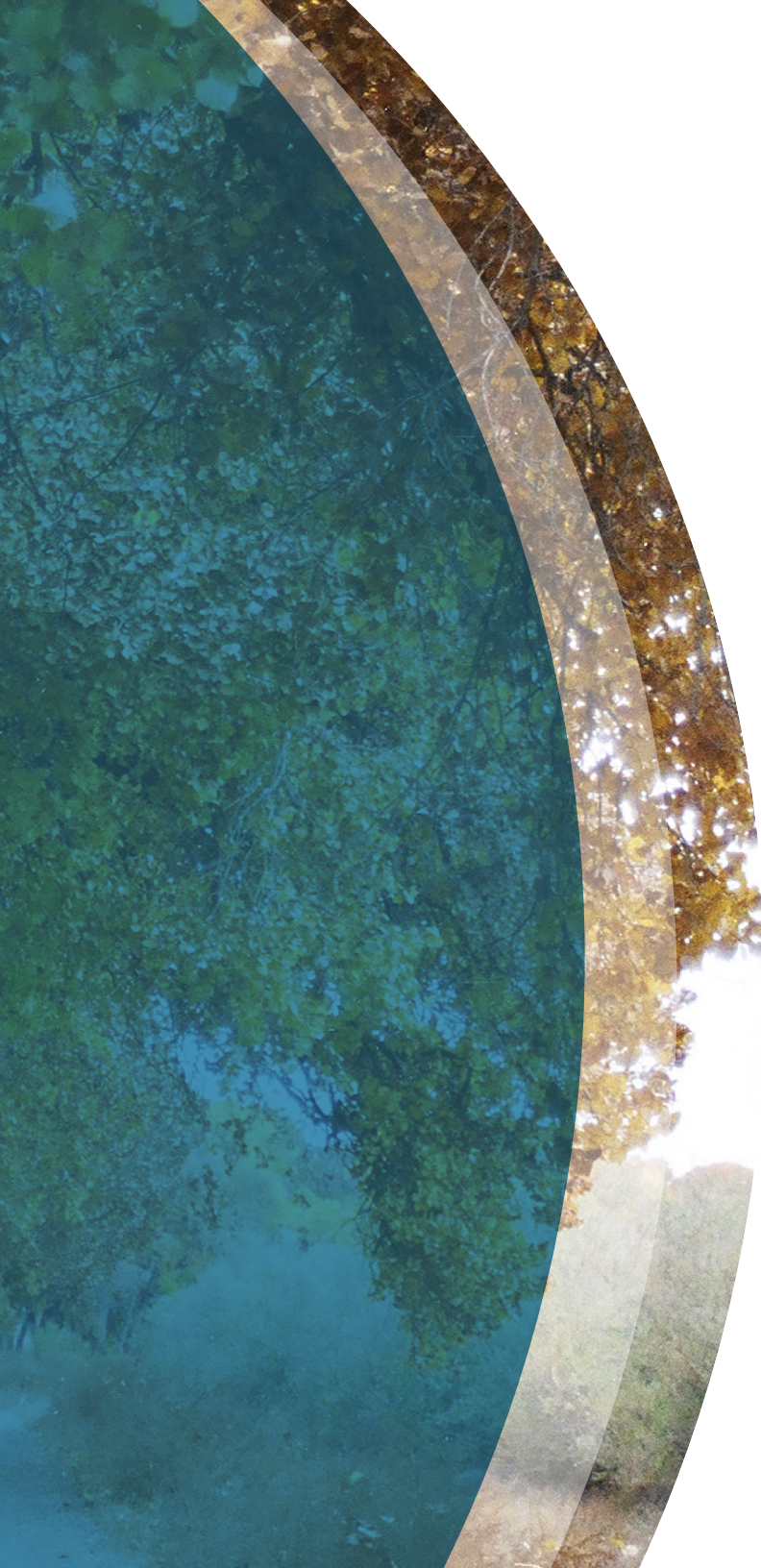
As Adopted By City Council in MARCH 2017



IMPROVING PLACE FROM PLANNING TO ZONING







Albuquerque/Bernalillo County **Comprehensive Plan**

AS ADOPTED BY CITY COUNCIL
MARCH 2017



IMPROVING PLACE FROM PLANNING TO ZONING



SILVER



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Acronyms

A	Albuquerque
AASHTO	American Association of State Highway Transportation Officials
ABC	Albuquerque/Bernalillo County
ABCWUA	Albuquerque Bernalillo County Water Utility Authority
ABQ	Albuquerque
ABQ RIDE	Albuquerque Transit Department (City)
ADA	Americans with Disabilities Act
AGIS	Albuquerque Geographic Information System (City, Division of Planning Department)
AMAFCA	Albuquerque Metropolitan Arroyo Flood Control Authority
AMI	Area Median Income
APD	City of Albuquerque Police Department
APS	Albuquerque Public Schools
BBER	University of New Mexico Bureau of Business and Economic Research
BC	Bernalillo County
BCSO	Bernalillo County Sheriff's Office
BNSF	Burlington Northern & Santa Fe Railway
BRT	Bus Rapid Transit

CIP	Capital Implementation Program (City) or Capital Improvement Program (County)
CNM	Central New Mexico Community College
Comp Plan	Comprehensive Plan
CPA	Community Planning Area
CPTED	Crime Prevention through Environmental Design
DASZ	Data Analysis Subzone
DMD	Department of Municipal Development (City)
DPM	Development Process Manual
EPA	United States Environmental Protection Agency
FHWA	Federal Highway Administration
GO	General Obligation (Bonds)
HMP	Hazard Mitigation Plan
HUD	US Department of Housing and Urban Development
IDO	Integrated Development Ordinance
IPGR	Infrastructure Planning & GEO Resources Department (County)
ITE	Institute for Transportation Engineers
LOS	Level of Service
LRTS	Long Range Transportation System (Guide)
MMLOS	Multi-Modal Level of Service
MPOS	Major Public Open Space (City, Division of Parks & Recreation Department)
MRA	Metropolitan Redevelopment Area
MRCOG	Mid-Region Council of Governments

MRGCD	Middle Rio Grande Conservancy District
MRMPO	Mid-Region Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NACTO	National Association of City Transportation Officials
NMDOT	New Mexico Department of Transportation
NMGC	New Mexico Gas Company
NMPRC	New Mexico Public Regulation Commission
NPS	National Park Service
NTMP	Neighborhood Traffic Management Program (City)
PCC	Planned Communities Criteria
PNM	Public Service Company of New Mexico (electric utility)
PROS	Parks, Recreation, and Open Space (County)
RMRTD	Rio Metro Regional Transit District
SDP	Sector Development Plan
STEM	Science, Technology, Engineering, and Math
SU	Special Use
SWRP	Southside Water Reclamation Plant
TOD	Transit-Oriented Development
UNM	University of New Mexico
VMT	Vehicle Miles Traveled
WRMS	Water Resources Management Strategy





Chapter 1
INTRODUCTION

INTRODUCTION

1.1 A Plan as Unique as Albuquerque & Bernalillo County

In the heart of central New Mexico, Albuquerque and Bernalillo County have been shaped over centuries by a unique geology, natural setting, and settlement by Native American, Spanish, Anglo, and other cultures. This rich history contributes to the physical and social fabric of our region. Our physical and cultural distinctiveness provides the foundation for many of our residents' identity, our sense of place, and our quality of life.

The area's beautiful and diverse landscape encompasses the Rio Grande Valley and surrounding Bosque, volcanoes on the West Mesa, and forested Sandia Mountains to the east. Complemented by a mild and sunny climate, this landscape provides breathtaking vistas and countless year-round outdoor activities including hiking, skiing, biking, camping, equestrian sports, and wildlife watching. Residents and tourists alike are attracted to the vibrant and deeply rooted arts and culture scene and the famous New Mexico cuisine that melds the region's historic Hispanic and native heritages. Compared to many other regions,

our residents enjoy a low cost of living and manageable traffic, further contributing to our high quality of life.

This Plan refers to the city and unincorporated area of Bernalillo County as the "Albuquerque area" – not to elevate the City's concerns or neglect the needs and contributions of county and rural areas, but rather to recognize the interdependence of rural and urban areas that contribute to the future success of the larger metropolitan area. The Albuquerque area offers a range of lifestyles from urban to rural, which is part of what gives our community its sense of place and makes our economy diverse and robust.

The Albuquerque area is the state's largest population center, accounting for over 675,000 people.¹ The city and county are part of a larger metropolitan area of nearly one million residents, which comprises neighboring Sandoval, Valencia, and Torrance counties.



Image credit: Bill Tondreau

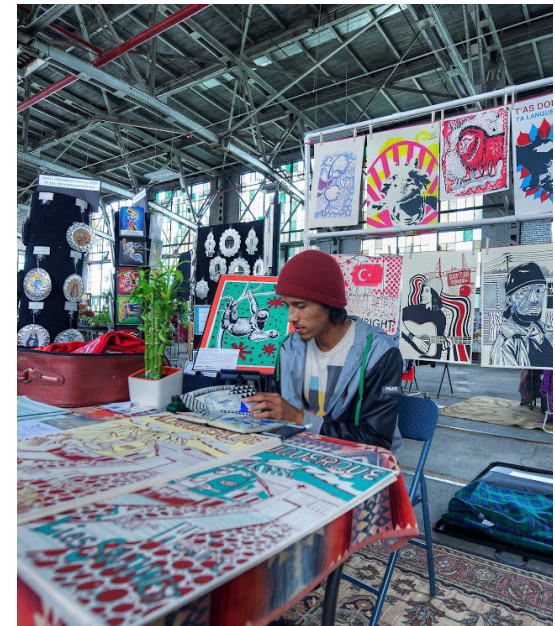


Image credit: Sean Poitras

A community steeped in culture and surrounded by natural features.

Centered on the intersection of Interstate 40 and Interstate 25 and home to two airports and a regional rail system, the area is also the state’s primary transportation and commercial hub. The convergence of transportation systems here connects the region and our economy to the rest of the state, nation, and other countries.

Albuquerque serves as an educational center, home to prestigious higher education institutions including the University of New

By 2040, the population of the Albuquerque area is expected to increase by 311,000 people, representing a 46% increase from 2012.

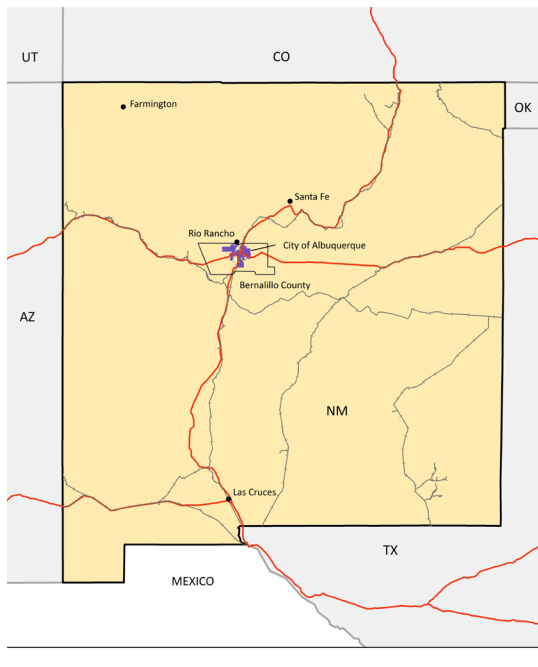


Figure 1-1: Location Map of Albuquerque and Bernalillo County



The Albuquerque area is a vibrant and growing community.



Image credit: City of Albuquerque



INTRODUCTION

Mexico, the Central New Mexico Community College, and the Southwestern Indian Polytechnic Institute. We are also home to the largest concentration of hospitals and medical providers in the state, which supports the local population and draws patients from across the Southwest.

By 2040, the population of the Albuquerque area is expected to increase by 311,000 people, representing a 46 percent increase from 2012,² and we need to accommodate this growth in a sustainable way. The long-term vitality and happiness of our residents hinge on thoughtfully locating, designing, and integrating new places for residents and businesses in a way that reflects our vision for the future. This will help us preserve what we love most about our region, while preparing for future challenges and working to secure prosperity for the next generation.

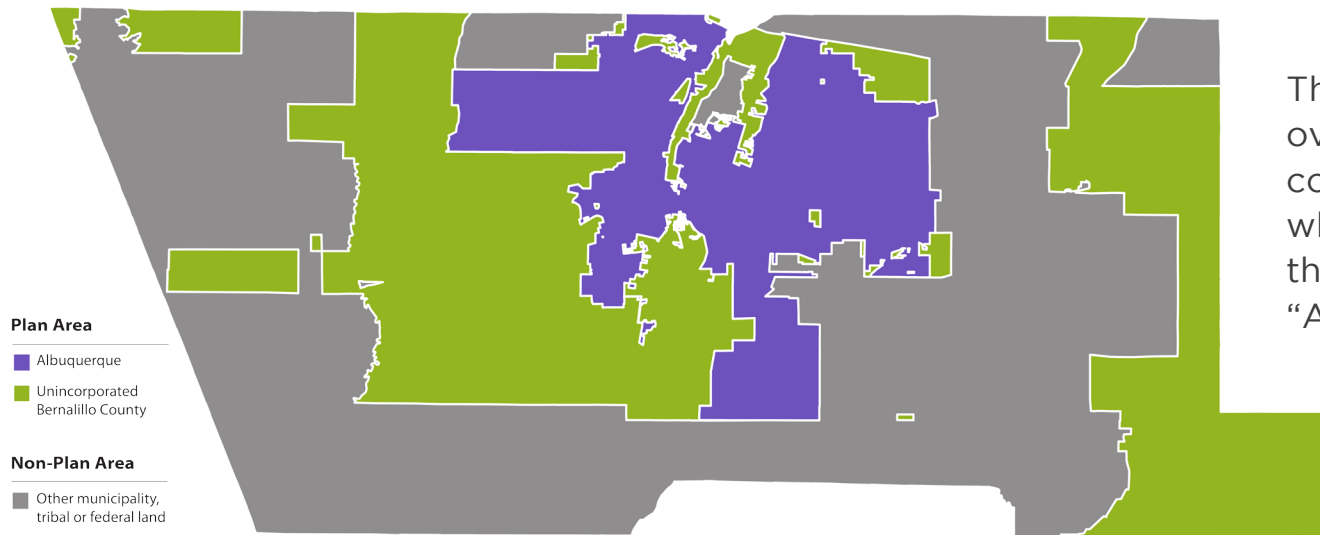
Several ongoing planning efforts make us proud, like protecting and enhancing the region's parks and natural areas, successful water conservation efforts, and revitalization in Downtown, Uptown, 4th Street, Sawmill, and Central Avenue. Other issues threaten the livability of our city and county and require our attention:



Image credit: City of Albuquerque

Residents take pride in their community and heritage.

- **Economic development:** Although the region is relatively affordable, it is also recovering slowly from the 2008 recession. As population grows, we need to ensure that the economy grows with it and promotes prosperity for everyone.
- **Water:** In our dry climate, supporting new and existing residents also means that we have to manage our water resources sustainably in the face of climate change.
- **Environmental justice:** After making significant gains in protecting our natural environment, we will need to continue to develop and implement strategies to address the environmental health hazards that affect vulnerable populations more severely in some areas of our community.
- **Housing affordability and services:** The number of households experiencing poverty is increasing. Ensuring access to quality affordable housing and health and social services for families and individuals is critical.
- **Connectivity:** While transit ridership has increased significantly in the past decade, many people still lack convenient access to transit, and pedestrians and cyclists face poor connectivity and threats to their safety.



This Plan has jurisdiction over unincorporated county and city land, which is referred to throughout as the “Albuquerque area.”

Figure 1-2: Geographic Scope of the Comp Plan

1.2 Geographic Scope of the Plan

The Albuquerque/Bernalillo County Comprehensive Plan (Comp Plan) guides growth and development within Albuquerque’s municipal limits and the unincorporated portions of Bernalillo County. Unincorporated Bernalillo County includes federal lands, such as Cibola National Forest, but does not include Kirtland Air Force Base, tribal lands, or other municipalities.

Although neighboring jurisdictions are not directly addressed in this Plan, coordination is

managed through the regional transportation planning organization, the Mid-Region Council of Governments (MRCOG), which includes Bernalillo, Sandoval, Valencia, and Torrance counties.

1.3 Benefits & Limits of Comprehensive Plans

The Comp Plan is primarily a land use document. It has the power to shape land use and zoning decisions as the Rank 1 Master Plan for both Albuquerque and

Bernalillo County. While a comprehensive plan can suggest priorities for economic development or housing, it only has direct influence over land use decisions. At the same time, the distinctive benefit of comp plans is how they identify and confront significant issues in a holistic way. Rank 2 and Rank 3 City and County plans are more focused and deal with topics such as parks, solid waste, transportation, or smaller geographic areas. Only a comprehensive plan fully considers how the whole community’s values, needs, people, and places are interrelated and interdependent.

INTRODUCTION

This Comp Plan identifies issues that are central to the region's future success and describes how we can preserve and enhance the special places we value, even as we grow and evolve.

The Comp Plan provides goals and policies in each topic area to guide private development land use decisions, relevant City and County governing departments, and decision-makers as they contemplate new plans and public investments affecting the whole community. In instances where other entities or organizations have more control over or impact on a particular issue, the Comp Plan's goals and policies direct the City and County to coordinate appropriately.

1.4 Legal Purpose of the Comp Plan

The Comp Plan is the general plan for Albuquerque and Bernalillo County, providing a course of action for urban conservation and development and for environmental management. Its statutory purpose, in NMSA 1978, Section 3-19-9(A), is "to guide and accomplish a coordinated, adjusted and harmonious development of the City, which will, in accordance with existing, and future needs, best promote health, safety, morals, other, convenience,

prosperity or the general welfare, as well as efficiency and economy in the process of development."

The Comp Plan is prepared in accordance with State law (NMSA 1978, Sections 3-19-1 to -12), which authorizes municipalities to "prepare a general or master plan which may be referred to as the general plan."³ Article IX of Albuquerque's City Charter, adopted in 1971, requires that City officials "in the interest of the public in general shall protect and preserve environmental features such as water, air, and other natural endowments, ensure the proper use and development of land, and promote and maintain an aesthetic and humane urban environment." The County is also authorized to conduct long-range planning by state statute in NMSA 1978, Section 4-57-1 to -3.

1.5 Comprehensive Planning in Albuquerque and Bernalillo County

The first Albuquerque/Bernalillo County Comprehensive Plan was prepared in 1975 with resident assistance in response to rapid growth after 1960. It included both policies and maps designating open space areas,

This comprehensive plan describes how we can preserve and enhance the special places we value, even as we grow and evolve.

six "metropolitan" areas (with prescribed housing density ranges), and urban centers. The 1975 Plan's development strategy was based on four objectives:

1. Emphasize infill development
2. Balance public improvements between proposed new development and existing service area needs
3. Create an open space network
4. Support existing and new diverse neighborhoods

The Albuquerque and Bernalillo County Planning Commissions commenced a revision in 1986 that largely replaced the 1975 plan to address issues and choices

Comp Plan 101

WHAT IS THE COMP PLAN?

This Comp Plan is a policy document jointly adopted by the City of Albuquerque and Bernalillo County. It describes the community's vision for the future of the built and natural environment and provides goals, policies, and implementing actions to achieve that vision. In this way, the Comp Plan shapes the future of Albuquerque and the unincorporated areas of Bernalillo County by guiding decisions about growth, development, and public investments related to land use, transportation, urban design, parks and open space, housing, economic development, community identity, infrastructure, community facilities, and services.

HOW WILL IT BE USED?

The Comp Plan will be used to analyze zone change requests and development proposals and to shape other planning efforts made by the City and County, including as representatives

to regional bodies such as MRCOG and the Albuquerque Water Utility Authority (ABCWUA). The Comp Plan includes policies that address many potentially conflicting challenges, issues, and opportunities for development. Staff and decision-makers must weigh all applicable policies on a case-by-case basis. The Comp Plan can also guide how the City and County prioritize infrastructure investments, and how they should coordinate with other public agencies and private partners to harness the necessary resources to implement and fulfill the community vision.

Comprehensive Plans typically include:

- A brief historic, cultural, and geographic context
- A community vision for future growth
- Existing conditions and trends
- Goals and policies grouped
- Actions to implement the vision

GOALS & POLICIES

The Comp Plan is the main policy document used to guide discretionary decisions about changes to zoning and the adoption of new plans. The Plan relies on coordinated zoning standards and capital investment programs to give “teeth” to the “shoulds” that it sets out. The advantage of policy language is the ability to aspire to outcomes that may not be achievable through individual regulations. Where “should”



is used in this Comp Plan, it is not merely a suggestion but rather the appropriate language to indicate policy. “Shall” indicates regulations and are appropriate in zoning codes and ordinances.

The Comp Plan, along with zoning regulations, will be the primary implementation tool for the Centers & Corridors Vision, illustrated in the Vision Map (**Figures 3-1 and 3-2**).

HOW & WHEN WILL IT CHANGE?

The Comp Plan guides growth to 2040. It is anticipated that the Comp Plan will be updated every five years to account for changing conditions and minor issues, but it is not expected to undergo a major rewrite for twenty years.

INTRODUCTION

identified by residents and staff. This version was adopted in 1988 and was amended again in 2002 to establish a “Centers and Corridors” framework for future growth.

In 2016, the Plan was updated to better coordinate land use and transportation, improve the viability of biking and walking options for better mobility and access for all residents and workers, and promote placemaking for economic development and community engagement.

The 2016 update confirms and strengthens the Centers and Corridors framework from 2002, which prioritizes infill and growth in more urban areas and encourages any growth undeveloped areas outside the urban footprint to remain low density or develop as Master Planned communities with Centers and Corridors. Although emphases have shifted, the overarching goals and vision for the region remain the same.

1.6 How Does the Comp Plan Relate to Other Plans?

By ordinance, other adopted City and County plans are subordinate to and must be consistent with this Comp Plan. Both entities



Image credit: City of Albuquerque

Residents participating in a visioning exercise that informed the Comp Plan.

will continue using existing Rank 2 Facility Plans for a handful of services and networks, such as electricity, trails and bikeways, and public Open Space. While the Comp Plan remains the overall guiding policy document for both the City and the County, implementation will differ between the two jurisdictions (see **Figure 1-2**).

1.6.1 UNINCORPORATED BERNALILLO COUNTY

The County will continue using the current system of ranked plans for specific areas, neighborhoods, and corridors to provide additional guidance beyond the Comp Plan. In the County, Development Areas guide density (for zoning purposes), site development plans, master plans, and other planning documents for specific areas and

developments. The current Bernalillo County Comprehensive Zoning Ordinance will remain in effect following the adoption of the updated Comp Plan.

1.6.2 CITY OF ALBUQUERQUE

From the 1970s through 2014, the City adopted almost 100 standalone plans to provide guidance beyond the Comp Plan for smaller geographic areas. These plans included over 1,300 policies that range from very general to narrowly targeted. The system became increasingly difficult to implement and administer, as plan boundaries sometimes overlapped, and policies often conflicted. Many were not coordinated with other City policies and plans, and most were not updated over time.

The 2016 Comp Plan update simplifies this structure by incorporating land use and development-related policies that should be extended citywide or to larger geographic areas from the City's Rank 2 Area Plans and Rank 3 Sector Development Plans (SDPs) into the Comp Plan. Information, goals, and policies have been updated as much as possible and coordinated across topics. This approach is intended to improve consistency and legibility of the City's guiding policies,

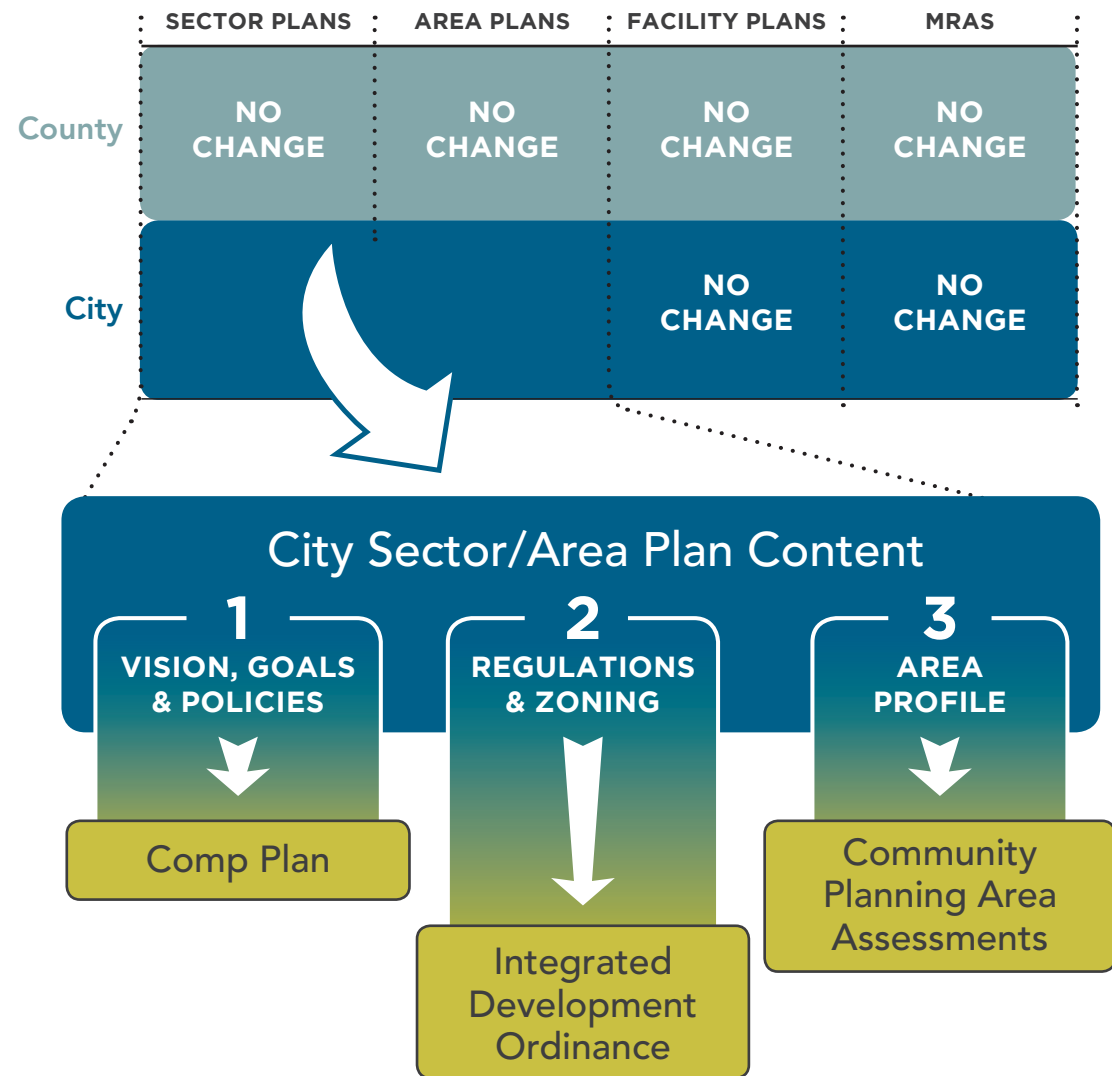


Figure 1-3 How the 2016 Update Affects the Land Use Planning Framework in the City and County

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so that they can be more easily accessed and applied by staff and the public. The City will continue to use Rank 2 Facility Plans and Rank 3 Metropolitan Redevelopment Area Plans as standalone documents.

In the future, the City plans to replace sector planning efforts with a proactive, ongoing five-year cycle of assessments of Community Planning Areas (CPAs) to understand the pressures and needs of neighborhoods and recommend updates to policies in the Comp Plan, regulations in the zoning code, and/or implementation steps for agencies and departments.

1.6.3 METROPOLITAN TRANSPORTATION PLAN

The Comp Plan is coordinated with MRCOG's Metropolitan Transportation Plan (MTP). The Center and Corridor designations in the Comp Plan go into greater detail to provide guidance for implementation to the City and County as local jurisdictions.

The MTP is updated every four years, so the Comp Plan's goals and policies must be broad and adaptable enough to remain relevant and responsive to the MTP's more frequent update cycle. A five-year cycle for updates to the Comp Plan, coordinated with

the City's CPA assessments, is proposed to ensure that the Comp Plan and the MTP remain in alignment to achieve regional and local goals.

1.7 Building the Vision

The Vision described in **Chapter 3** reaffirms many goals from the previous Comp Plan and brings our priorities into sharper focus. Through public workshops, focus groups, and surveys conducted in 2015-2016, community members pointed to goals that are still important and suggested new goals for the future.

The public engagement process inspired thoughtful ideas about challenges we face and opportunities we have to improve our community (see **Appendix B** for more about public engagement). With a better understanding of our shared vision for the community's future, we have updated the Comp Plan goals and policies to coordinate our efforts for each topic in order to move us toward our Centers and Corridors vision.

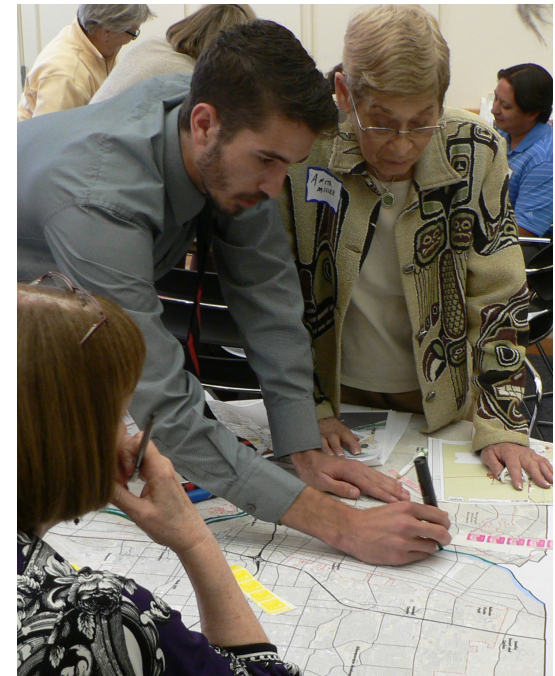


Image credit: City of Albuquerque

Multiple generations working together to plan for the future of Albuquerque and Bernalillo County.

1.8 Key Updates to the 2016 Comp Plan

1.8.1 UPDATED CENTERS & CORRIDORS FRAMEWORK

When the Centers and Corridors vision was first adopted in the Comp Plan in 2001, a lengthy public hearing process in both the City and the County resulted

in a hierarchical framework of Centers, incorporating areas that were recognized as Major, Community, and Special Activity Centers. These designations were based on existing development and future activity areas adopted in separate Area Plans, Master Plans, SDPs, or Corridor Plans. The 2013 Comp Plan update added Centers and Corridors that had subsequently been approved through separate planning efforts, including updates to the West Side Strategic Plan.

The 2016 Comp Plan update adds Centers subsequently approved by the County. It makes slight changes to the category names and terminology describing the different kinds of centers and introduces a new type of Center, *Employment Center*, to prioritize job creation. The change in language is intended to make the categories easier to understand and use, as well as to ensure that key goals are implementable.

For the Corridors, the term, *Multi-Modal* replaces *Enhanced Transit* to better describe corridors where transit and autos share lanes, with bike facilities provided either in protected lanes in the roadway or on parallel streets within the Corridor. *Premium Transit* is a new Corridor type added to reflect routes that have been studied for high-capacity and high-frequency transit service, such as

bus rapid transit, which may ultimately have a dedicated transit lane. **Tables 1-1 and 1-2** outline the general transition from the previous terms to the new ones and provides a high-level description of the changes.

1.8.2 CHANGES TO DEVELOPMENT AREAS

The 2016 Comp Plan update replaces the City’s Development Areas from 1974 (Central Urban, Established Urban, Developing Urban, and Semi-Urban) with two new Development Area designations: *Areas of Change*, where change is desired or anticipated, and *Areas of Consistency*, where significant growth is unlikely or undesirable and where any new development or redevelopment will need to be consistent with the established character of the surrounding context (see **Land Use chapter, Section 5.1.2.5** for more information about new City Development Areas).

For the County, areas of anticipated change are designated within Centers and Corridors and in other locations through Area Plans, SDPs, and Corridor Plans. Master Plans adopted within Rural or Reserve Areas in the County will also designate areas that are expected to change, including new Centers and Corridors and areas appropriate for

mixed-use and higher-density development. The Development Area designations within the unincorporated County will remain unchanged.

1.8.3 RELATIONSHIP TO REGULATORY FRAMEWORKS

As of 2016, the City intends to adopt a new regulatory framework – the Integrated Development Ordinance (IDO) – that includes an updated zoning code, subdivision ordinance, planning ordinance, and associated development standards. Policies from the City’s existing Rank 2 Area Plans and Rank 3 Sector Development and Corridor Plans were assessed to determine their potential benefit to the city as a whole. Appropriate policies have been elevated to the updated Comp Plan to apply city-wide or to larger geographic areas, while effective and enforceable zoning and regulations are being consolidated into IDO regulations. Policies for smaller areas of the city will be identified through the City’s CPA assessment process and reflected in the **Community Identity chapter** over time.

For the County, the current zoning regulations, system of special use permits, and sector plans with zoning and/or overlays will remain in place.

INTRODUCTION

PREVIOUS NAME	NEW NAME	DESCRIPTION OF CHANGE
Major Activity Center	Downtown	<ul style="list-style-type: none"> • Prioritizes Downtown as its own Center, with the highest level of intensity.
Community Activity Center	Urban Center	<ul style="list-style-type: none"> • Establishes two Urban Centers, with less intensity than Downtown but still serving a more regional market than Activity Centers.
	Activity Center	<ul style="list-style-type: none"> • Emphasizes a neighborhood-scale and market size for mixed-use centers throughout the Plan area.
NEW	Employment Center	<ul style="list-style-type: none"> • Prioritizes job creation. • Focuses on industrial, office, and retail opportunities. • Tends to be auto-oriented, with excellent access to the freight network.
Specialty Activity Center	Deleted	<ul style="list-style-type: none"> • Removed designations for lands not under City jurisdiction.
Rural Village Activity Center	Village Center	<ul style="list-style-type: none"> • Emphasizes the size of the Center rather than the location (i.e. rural).

Table 1-1: Centers Framework Changes

PREVIOUS NAME	NEW NAME	DESCRIPTION OF CHANGE
Express Corridor	Commuter Corridor	<ul style="list-style-type: none"> • More clearly communicates the primary users of this Corridor type.
Major Transit Corridor	Premium Transit Corridor	<ul style="list-style-type: none"> • Prioritizes key Corridors for the highest level of public investment in high-quality, high-capacity transit service.
	Major Transit Corridor	<ul style="list-style-type: none"> • Prioritizes high-frequency transit in Corridors consistent with regional transportation plans. • Updates designations consistent with the Mid-Region Council of Governments Metropolitan Transportation Plan.
Enhanced Transit Corridor	Multi-Modal Corridor	<ul style="list-style-type: none"> • Encourages balancing priorities between transit and vehicle traffic within a shared roadway, with improved pedestrian environment and protected or parallel bike facilities.
NEW	Main Street	<ul style="list-style-type: none"> • Creates a new designation for streets with neighborhood-scale retail and pedestrian-oriented building design, orientation, and scale.

Table 1-2: Corridors Framework Changes

1.8.4 OTHER CHANGES

- **Added content and organization:** The introduction and context for each topic area (Section I prior to 2016) have moved into a combined chapter with goals and policies (previously Section II).
- **Comp Plan Elements: Community Identity; Urban Design; Parks & Open Space; Heritage Conservation; Infrastructure, Community Facilities & Services; and Resilience & Sustainability chapters** reorganize and expand content from the previous Comp Plan. See **Chapter 3** for a description of the layout of Comp Plan Element chapters.
- **Guiding Principles and Vision Map:** New Guiding Principles, a description of the community Vision, and a Vision Map communicate a clearer picture of what we want for the future.

- **New and revised goals:** Goals for each topic area have been synthesized from the current adopted goals and policies, as well as issues and concerns raised by the public through engagement efforts in 2015 and 2016.
- **New implementation tools:** An updated **Implementation chapter** includes five-year strategic actions, performance measures, and a policy action implementation matrix to guide City and County departments. Performance metrics helps establish baseline data, and ongoing processes are proposed to track and analyze them over time to ensure implementation and guide equitable public investment throughout the community. See the **Implementation chapter** for more about strategic actions and performance metrics.



Image credit: City of Albuquerque



Residents enjoy a variety of outdoor activities.

Chapter 1 Endnotes

1. U.S. Census Bureau 2014 estimate
2. Mid-Region Council of Governments (MRCOG) Socioeconomic Forecast for 2040
3. Other New Mexico Statutes refer to the term “comprehensive plan” limited to a rational pattern of zoning for the official zone map.

Where we are as a community today is a benchmark for our choices in the future.





Chapter 2

FACTORS OF GROWTH & DEVELOPMENT

FACTORS OF GROWTH & DEVELOPMENT

2.1 Introduction

A comprehensive plan covers a range of complex topics to help us determine how and where we can accommodate a growing population in the way that reflects our vision of the future. This chapter provides an overview of anticipated demographic changes and development trends within the Albuquerque area.

2.2 Development History in the Area

This region has been continuously inhabited for thousands of years: first by Native American Pueblos along the Rio Grande Valley, then by Spanish colonists in the early 1600s. New Mexico was annexed as a United States territory after the Mexican-American War (1846-1847), per the 1848 Treaty of Guadalupe Hidalgo. Development accelerated after the transcontinental railroad arrived in the 1880s, and population grew with new American settlers. Parallel to the major eras of national settlement patterns, our development includes the history of Spanish land grants, followed by an era as a Mexican territory, and trading along El Camino Real.



Image credit: City of Albuquerque Open Space Division

Petroglyphs provide a record of Native American Pueblo history and hold spiritual significance for many modern Native Americans in the region. This irreplaceable cultural resource is protected in perpetuity as the Petroglyph National Monument.

When New Mexico joined the Union as a state in 1912, Bernalillo County's population was just under 25,000 people. Since then, the region's population has steadily climbed. In the early 1900s, tuberculosis patients flocked by train to our dry, sunny climate. In the 1940s, nuclear atomic research activity associated with World War II doubled the population of the metropolitan region. By 1950, there were close to 150,000

residents here, and by 1960, that number almost doubled again. Since the 1970s, development in the valley was largely influenced by Interstate-40 and Interstate-25, which were constructed to cross east of Albuquerque's Downtown and immediately drew drivers and passengers away from historic Route 66.

2.3 Today's Growth & Development Pressures

2.3.1 POPULATION GROWTH

In only 20 years between 1940 and 1960, the county population almost quadrupled, and Albuquerque's population grew by over five times. In recent decades, from 1980 to 2010, city and county population growth averaged around 20 percent per decade. In 2016, the estimated population for Bernalillo County, including incorporated areas, is 677,970. Albuquerque's population is estimated to be 561,379.¹

The University of New Mexico Geospatial & Population Studies unit prepares the projection for the state, and the Mid-Region Council of Governments (MRCOG) provides a more detailed forecast for its four-county region, which includes Bernalillo County. The area population is predicted to grow at a rate similar to recent decades, increasing by approximately 46 percent by the year 2040. This assumes around 311,000 new residents for the entire county, many of whom are expected to live within the city.

CENSUS YEAR	BERNALILLO COUNTY	ALBUQUERQUE	CITY AREA (SQ. MILES)	CITY DENSITY POP/SQ. MILE
1910	23,606	11,020	3.12	3,532
1920	29,855	15,157	3.12	4,858
1930	45,430	26,570	3.12	8,516
1940	69,631	35,449	11.10	3,193
1950	145,673	96,815	48.27	2,005
1960	262,199	201,189	61.0	3,293
1970	314,774	244,501	80.6	3,033
1980	420,262	332,920	97.6	3,409
1990	480,577	384,736	132.9	2,815
2000	556,768	448,607	186.92	2,475
2010	662,564	545,852	187.73	2,908

Table 2-1: 100 Years of Population Growth and Density (1910-2010)

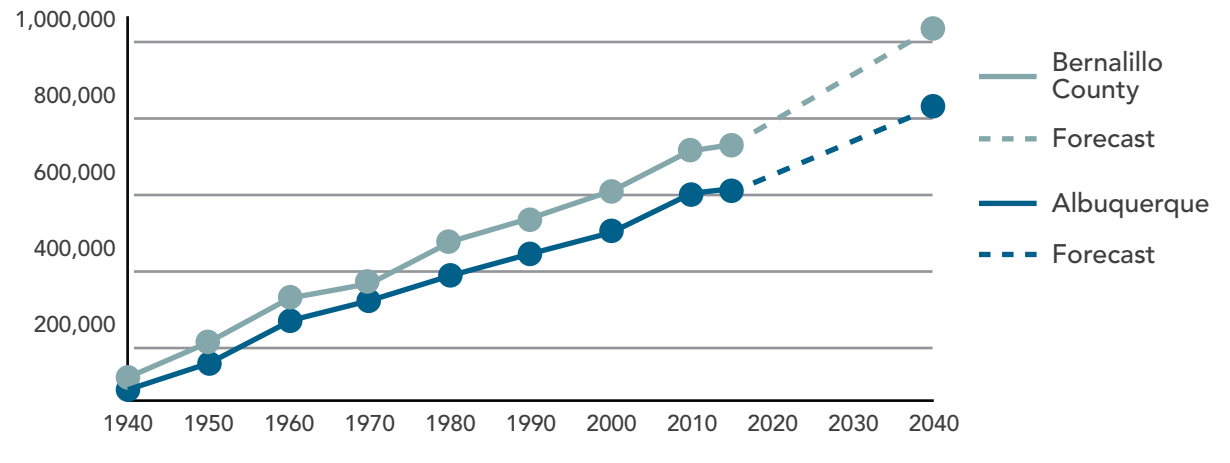


Figure 2-1: Albuquerque and Bernalillo County Population Growth (1940-2040)

Source (top and bottom): Albuquerque and Bernalillo County figures from U.S. Census 1940-2010; MRCOG 2040 Forecast

FACTORS OF GROWTH & DEVELOPMENT

Based on these forecasts, some growth is expected and must be planned for, particularly to grow in sustainable ways and protect our quality of life and the character of our vibrant communities. This growth forecast is on par with other similar-sized metropolitan areas. If less growth occurs than expected, the severity of our challenges will be reduced, and we will have more time to adjust our planning for the future.

2.3.2 DEMOGRAPHIC CHANGES

Age & Generational Changes

Since the early 1990s, the median age in Albuquerque has risen at a slower rate than that of the county, state, or nation (see **Figure 2-2**). This is likely due to the fact that young people often move to Albuquerque from other parts of the county and state in search of education and employment opportunities, while the surrounding population shows more aging.

Looking at different generations helps us better understand the impact of these demographic changes on the needs of the population. Millennials (those born in roughly the 1980s and 1990s) make up a large portion of the population in the County. This group will continue to play an important role in land use and transportation decisions due to its size and the age of the individuals, who are currently choosing careers, housing preferences, and family size.

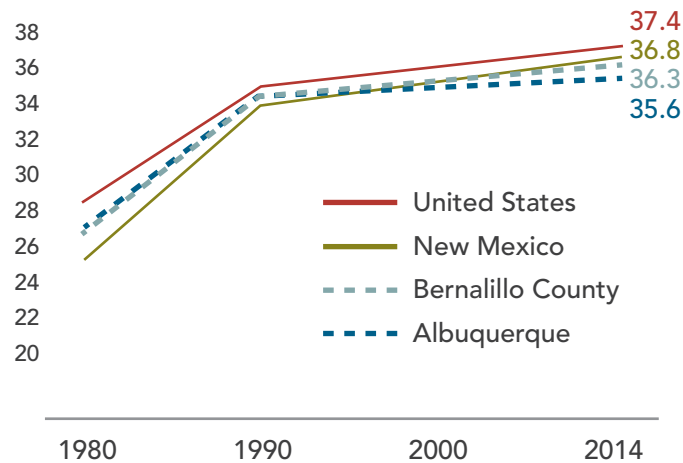


Figure 2-2: Median Age Comparisons

Source: U.S. Census ACS 2009-2014

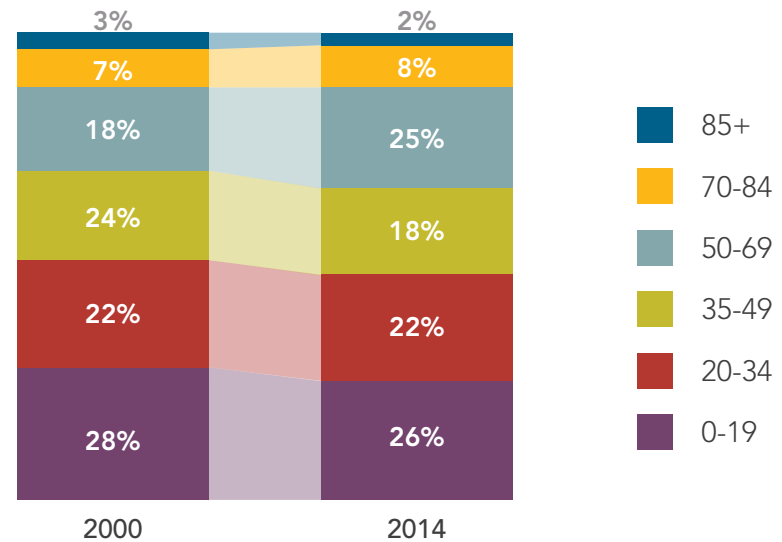


Figure 2-3: Change in Age Groups in the County (2000-2014)

Source: U.S. Census ACS 2009-2014

As Generation X (those born in the late 1960s through the 1970s) and Baby Boomers age in place or move to the area, the number of people 65 and over in Albuquerque is expected to more than double between 2012 and 2040. Their needs and preferences will also play an important role in local decision-making.

Race & Ethnicity

Characterized by the diversity of its residents, Bernalillo County has been a majority minority area since before 2010. This means that the Hispanic population, traditionally in the minority, has steadily increased to represent the largest percentage of the total population. Meanwhile, the relative percentage of white, non-Hispanics has decreased, and the percentages of Native American, Asian, and African American people have remained relatively stable.

2.3.3 EMPLOYMENT

Our economy is reliant on federal jobs associated with Kirtland Air Force Base and Sandia National Labs, which suffered cutbacks in the past decade. Like many metropolitan areas, our economy is also dominated by service industries. In Bernalillo County, agricultural, oil and gas refining and transporting, and freight industries associated with trucking and rail play an important role in the economy. Recent economic development efforts have emphasized entrepreneurship and technology transfer to diversify and strengthen our local economy.

Job forecasts predict that the area will continue to have steady job growth into the future. The county is expected to see over 130,000 new jobs by 2040. Continuous efforts will be needed to grow businesses and industries to actualize the amount of jobs forecasted. Careful planning and strong policy decisions will be needed to guide some of that job growth to locate west of the Rio Grande to help provide employment opportunities to West Side residents and alleviate congestion pressure on our region’s limited river crossings.

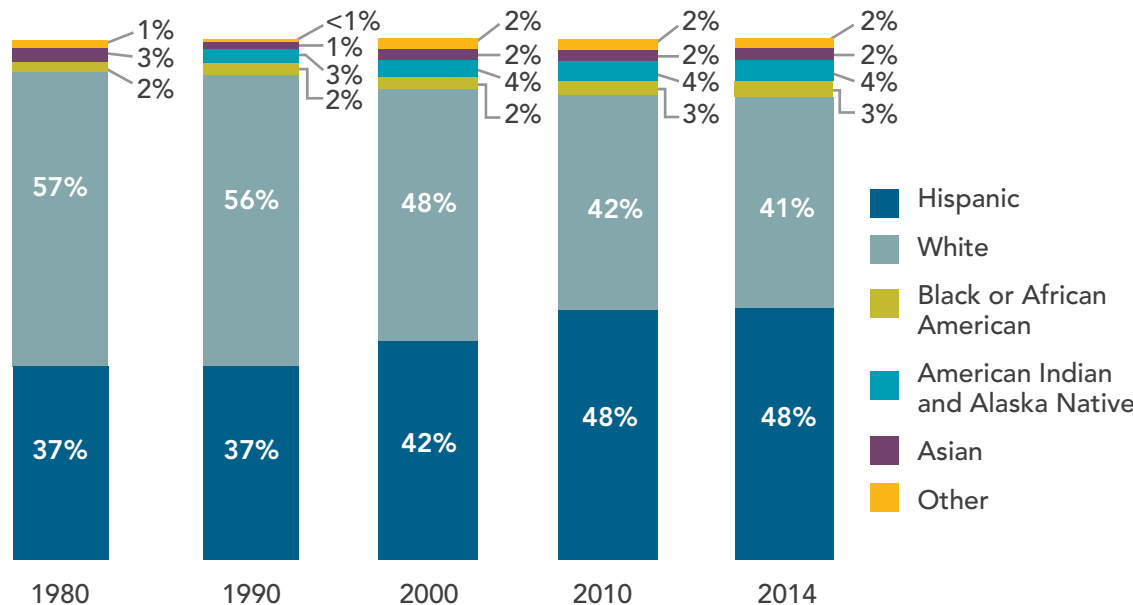


Figure 2-4: Changes in Ethnic Mix of Bernalillo County Residents (1980-2014)

Source: U.S. Census Bureau Decennial Census 1980-2010 and ACS 2009-2014.
 Note: Totals may be less than 100 percent due to rounding.

FACTORS OF GROWTH & DEVELOPMENT

2.3.4 JOBS-TO-HOUSING BALANCE

The imbalance of jobs to households in our region poses a significant challenge for our future due to limited river crossings and our limited ability to increase the capacity of existing crossings.

On the whole, we drive less if there are job opportunities and services near our homes and desirable housing and amenities near our workplaces. In areas with more houses than jobs, commute times tend to be longer, and congestion tends to be worse.

East of the Rio Grande, there are almost 1.5 jobs for every household. West of the river, there is less than one job for every two households. Particularly at peak hours, traffic congestion at river crossings is expected to worsen dramatically over time, leading to bridge crossing times of an hour or more by 2040 without significant job growth on the West Side, as workers will have to continue commuting to jobs east of the river.

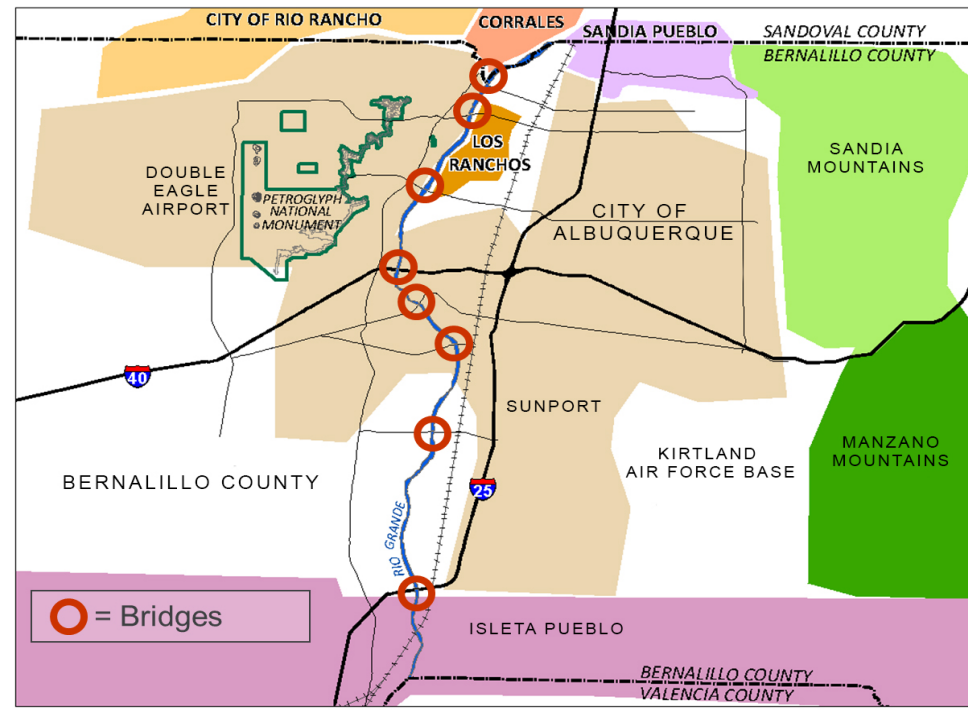


Figure 2-5: Bridge Crossings and Jurisdictions



Figure 2-6: Natural Features

2.3.5 CHANGING PREFERENCES

Changing demographics pose both a challenge and opportunity for our region as preferences shift about the kinds of places we live and the transportation options we choose. In general, preferences are shifting toward places that give people options to walk, bike, or take public transportation.

In 2014, the American Planning Association found that one out of four people wanted the option to ride/bike to work or errands, and one in two people wanted to live in a walkable community.³ Nationally and locally, larger shares of Millennial and Baby Boomer generations are shifting away from suburban lifestyles and choosing smaller homes in more urban areas, close to a multitude of services and accessible by walking, biking, and transit. While the percentage who want these options may remain small, the sheer numbers of people in these generations results in more demand for this type of housing than we may be ready for, particularly when other small percentages of other generations may want the same kinds of options.

These changing preferences don't necessarily translate into everyone wanting to live in more urban areas. A 2013 MRCOG travel preference survey found that while



Image credit: City of Albuquerque

Urban living options in East Downtown.

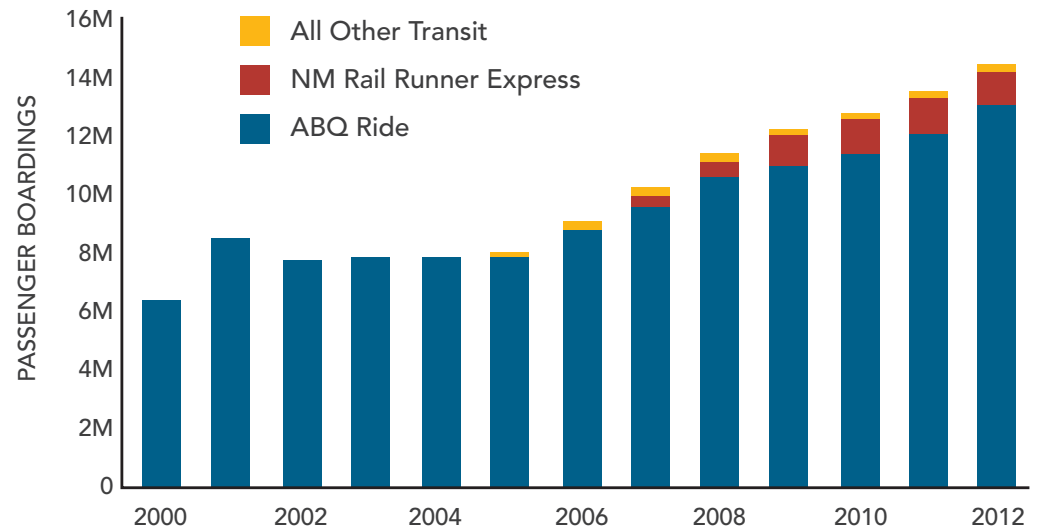


Figure 2-7: Transit Ridership in the Albuquerque Metro Area (2000-2012)

Source: MRCOG

FACTORS OF GROWTH & DEVELOPMENT

an urban or semi-urban lifestyle was the most attractive option for a large majority of people (60 percent), almost a quarter of residents (22 percent) want to live in rural areas in the future. An ongoing challenge in our region will be how to protect rural lifestyles despite an influx of people.

In 2016, public participants in the Comp Plan update echoed this shift in preferences. People expressed a desire for vibrant, active centers with options to live, work, play, and learn, connected by corridors that provide more choices and better mobility for pedestrians, cyclists, and transit users.

2.4 Accommodating Future Growth

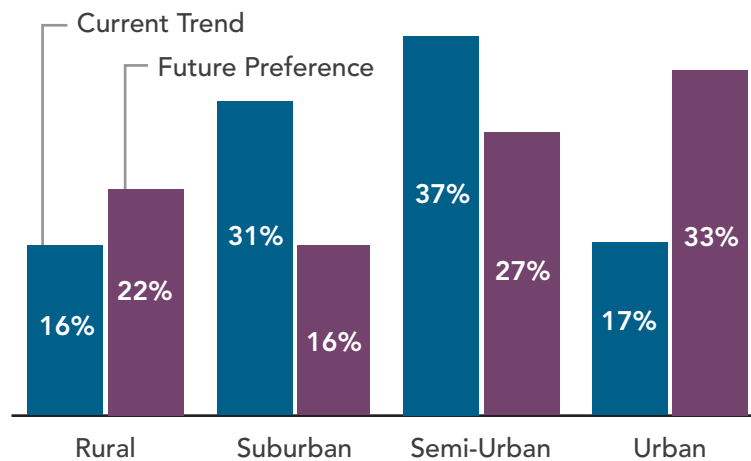
2.4.1 CONSTRAINTS TO FUTURE GROWTH

Where growth will occur in the county and the city will be determined by a number of factors. Tribal lands and publicly owned land form growth boundaries on all sides of the county. Even so, there are approximately 160 square miles of vacant developable land in the unincorporated county, compared to the 120 square miles that have already been developed. Significant changes will

be needed to direct growth within the developed metropolitan footprint, preserve undeveloped areas and rural character, and ensure sustainable growth over time. See **Section 5.1.2.1 of the Land Use chapter** for a more detailed discussion of available land in the city and county.

The City had extraterritorial planning and zoning powers within five miles of its boundary until the state legislature removed them in 1998. Several bills since then have sought to reinstate the City's extraterritorial jurisdiction. By 2003, the City had annexed much of the urban built environment within the Albuquerque area. That year, the state legislature adopted legislation limiting the City's ability to annex land without the approval of the County. Until the state legislature acts to change existing laws, the City's municipal boundaries are constrained for the foreseeable future. By 2040, a large portion of available land in the city may be built out, and the city might become land-locked by other jurisdictions.

The Comp Plan presents a shared vision for the pattern and intensity of growth in both city and county areas so that both jurisdictions can accommodate reasonable growth and development to 2040.



Local residents want to live either in more urban or more rural areas in the future.

Figure 2-8: Current and Preferred Lifestyle Trends in Bernalillo County

Source: MRCOG Travel Preference Survey, 2013-2014, Bernalillo County

	DEVELOPED SQ. MI. (APPROX)	VACANT SQ. MI. (APPROX)	TOTAL DEVELOPABLE LAND SQ. MI. (APPROX)	TOTAL UNDEVELOPABLE LAND SQ. MI. (APPROX)
Albuquerque	89	24	113	76
Unincorporated Bernalillo County*	120	160	280	259

Table 2-2: Developed and Vacant Land, Albuquerque & Unincorporated Bernalillo County

*Unincorporated Bernalillo County includes Federal Lands, such as Cibola National Forest, the Petroglyph National Monument, and the Reserve Area. It does not include Kirtland Air Force Base, tribal lands, or other municipalities.

2.4.2 GROWING INWARD

While national trends indicate that regions that support and invest in infill growth are recovering best from the 2008 recession, Albuquerque’s developed footprint has grown rapidly, and we continue to grow primarily through suburban residential development on the city’s edges.

Outward expansion is problematic because it puts additional strain on limited infrastructure funding and finite natural resources and doesn’t achieve the kinds of placemaking that make cities attractive. Low-density, suburban development at the edge of our urban footprint competes with many residents’ desire to preserve rural lands and lifestyle options.

We need policies that encourage infill development in appropriate places and sustainable growth patterns over time.

Where growth occurs at the urban fringe, it should take the form of concentrations of mixed uses within Centers and Corridors, in addition to single-family residential. This policy direction will help us move toward a vibrant, sustainable region.

2.4.3 EXPANDING HOUSING OPTIONS

Attracting young people is a key strategy for economic development and needs to be reflected in our housing policy. Millennials represent the largest segment of the local population and a growing part of the workforce. While most young families will likely choose to live in traditional detached homes, growing numbers will desire to live in cottage homes, urban townhomes, and intentional living communities. Our local

housing stock needs to evolve to include more of these desired housing types.

Beyond planning for Millennials, we must also be planning for Boomers — the second-largest generation in our region — whose housing preferences and needs are also expected to shift in the next two decades. In fact, of the growth in population expected by 2040, 80 percent will be households without children. This signals a significant change from past housing preferences, and existing and anticipated housing stock in the Albuquerque area will not be sufficient if more of these households prefer housing options other than single-family homes, particularly if they want affordable rental options.

While local home ownership affordability is generally high, there is a lack of affordable

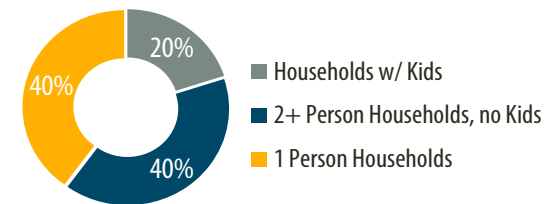


Figure 2-9: Share of Population Growth to 2040

Source: Arthur C. Nelson, Presentation to the Greater Albuquerque Realtors Association, April 2015

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rental housing. For comparison, only one out of every four owned homes is considered unaffordable or severely unaffordable – costing more than 30 percent of the area median household monthly income. For rental units, this number is two times as high, with one out of every two units unaffordable or severely unaffordable. Future housing policies should encourage and protect affordable rental options.

2.4.4 BALANCING

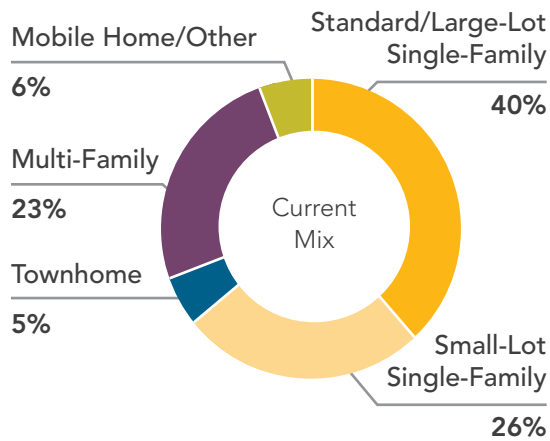


Figure 2-10: Housing Mix in Bernalillo County

Source: U.S. Census Bureau 2009-2014 ACS

JOBS & HOUSING

To address the imbalance of jobs and housing on the West Side, the City and County should pursue housing policies that create vibrant neighborhoods near jobs and amenities throughout the area, minimizing residents' cross-river commutes. Locating new employment near transit or developing transit to serve existing employment centers will also be helpful in reducing vehicular traffic.

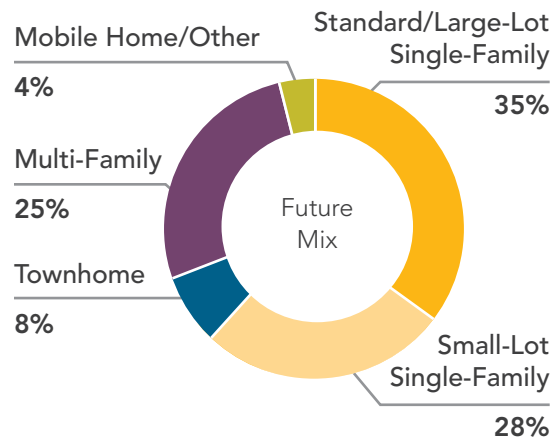


Figure 2-11: Future Balanced Housing Mix by Type for Bernalillo County

Source: Envision Tomorrow Balanced Housing Model using three data sources: U.S. Census ACS 2009-2014, 2014 Projections of the Population and Components of Change for the U.S., and MRCOG 2040 population forecast inputs.

2.4.5 COORDINATING REGIONAL GROWTH

In 2015, the Metropolitan Transportation Board adopted a preferred scenario for how to grow as a region for the first time. Going beyond the typical analysis that evaluates the consequences of future growth based on current trends, MRCOG's Metropolitan Transportation Plan (MTP) for the four-county region that includes Albuquerque and Rio Rancho analyzed the potential benefits of more compact growth in the metropolitan area.

If local jurisdictions work together and change land use policy and make coordinated transportation investments to encourage compact growth, the region is expected to see benefits to air quality and multi-modal mobility. While vehicle miles

We must expand options for housing that people want and can afford to meet residents' needs now and in the future.

traveled and commute times still increase over time in the preferred scenario, the increase is less than in the trend scenario, showing improved conditions compared to past trends.

This Comp Plan is closely coordinated with the MTP to implement the changes necessary for land use and transportation policy in order to realize the benefits presented in the preferred scenario.

Water planning and water/wastewater infrastructure is coordinated through the

Albuquerque-Bernalillo County Water Utility Authority (ABCWUA). The ABCWUA board includes elected officials from both the City and County. Staff from both local governments coordinate with ABCWUA on updates to the Water Conservation Plan and the 100-year Water Resources Management Strategy.

To estimate future water demand, ABCWUA uses a comparison of past utility growth along with the same growth forecast as the regional MTP and the Comp Plan. ABCWUA is also a commenting agency for

development proposals subject to review and approval by the City or the County. For more details on water infrastructure and planning, see the **Infrastructure, Community Facilities & Services and Resilience & Sustainability chapters.**

2.4.6 FOCUSING GROWTH IN CENTERS & CORRIDORS

Existing and designated Centers and Corridors are intended to accommodate much of the anticipated future growth in the city and county. Instead of low-density, single-use growth at our edges, new development and redevelopment will be encouraged in existing Centers connected by a strong transportation network that accommodates cars and trucks, transit, cyclists, and pedestrians. Any potential for growth at the edges of the existing metro area should be master-planned as mixed-use, walkable Centers and Employment Centers, connected by Corridors that provide transportation options, mobility, and access for pedestrians, cyclists, transit users, and drivers.

The Centers and Corridors framework encourages a range of vibrant places with varying activity intensity and development densities with development appropriately

	2012 DATA	2040 TREND ANALYSIS (% GROWTH)	2040 PREFERRED SCENARIO (% GROWTH)
ACCESS			
Households near centers	64,842	+51	+99
Households near transit	25,530	+59	+108
Jobs near activity centers	142,531	+33	+40
Jobs near transit	47,496	+15	+31
TRANSPORTATION			
Vehicle hours traveled	50,778	+47	+40
Transit ridership	41,033	+40	+142
River crossing trips	592,609	+36	+31
Average commute time	17 min	+36	+12

Table 2-3: 2040 Preferred Scenario Results for Access, Sustainability, and Transportation

Source: MRCOG Preferred Scenario Analysis.

FACTORS OF GROWTH & DEVELOPMENT

scaled to protect existing single-family neighborhoods and rural areas.

2.4.7 LEVERAGING PUBLIC INVESTMENTS

The Centers and Corridors framework is part of a strategy of responsible public investment. Directing growth to areas where public dollars have already been invested in

Centers and along Corridors increases the rate of return on that investment. This strategy increases the tax base and provides high-quality places to live and work, all while investing in growing and supporting the places where people want to live. Nationally, we see a trend of young workers and large employers choosing cities that provide vibrant live-work-play-learn environments. Investing in more of these districts in

Albuquerque further supports our economy through attracting and retaining a strong workforce for the future.

Chapter 2 Endnotes

1. U.S. Census Bureau, Claritas Estimates, 2015
2. University of New Mexico Geospatial & Population Studies
3. American Planning Association, "Investing in Place," May 2014. Arthur T. Nelson, "ABQ Trends & Opportunities to 2040," Presentation 4/16/2015.

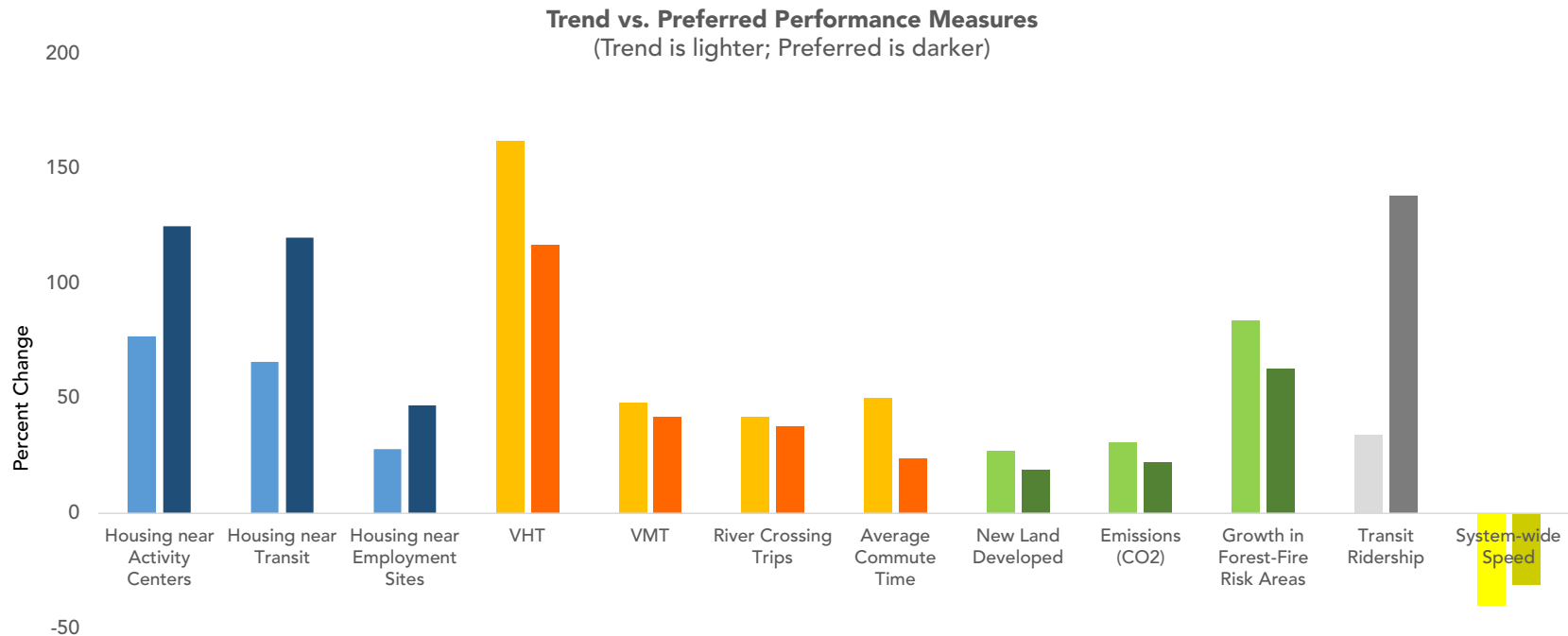


Figure 2-12: Potential Benefits of the MTP Preferred Scenario

Source: MRCOG Travel Preference Survey, 2013-2014, Bernalillo County.

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Chapter 3
THE VISION

VISION

3.1 A Shared Place

The Albuquerque area is growing; the area population is projected to grow by almost 50 percent by 2040. Growth presents many choices that can lead down different paths to different futures. Having a common vision helps guide and inform City and County decision-making over time so that we move in the right direction to reach the future we want.

Our community will have the highest quality of life and the greatest range of diverse, vibrant places if we grow as a community of strong Centers connected by Corridors that provide excellent mobility for pedestrians, cyclists, and transit users, balanced with efficient access throughout our community by automobile.

This Centers and Corridors approach to growth requires that we have strong policies that direct development primarily within existing centers, protecting rural areas and single family neighborhoods, and ensuring that development on the edges of our urban footprint is master planned to include Centers and Corridors, in addition to single-family subdivisions.



Image credit: Larry and Linda Ellis

Albuquerque's natural beauty and cultural heritage are important to protect.

We are connected to each other through passion and pride for this spectacular region, which is home to so many vibrant cultures and communities. Together, we must make choices to protect all we share, including the stunning natural beauty of the Rio Grande and Bosque, Sandia Mountains, and volcanoes on the West Mesa. As stewards of this place, we must work together to plan our streets and trails, water and energy resources, economy, parks, cultural

attractions, neighborhoods, and all other elements that make up the fabric of our community.

We have a responsibility to preserve and protect all we love today and improve quality of life for future generations. Together, we can make decisions that keep us moving toward a vision that will positively influence our lives and the place we call home.

A Vision for Albuquerque & Bernalillo County

As the county and city grow in population over the next 20 years, **neighborhoods will be safer and easier places to walk** through and between. The positive characteristics that contribute to their **unique identities will be protected and enhanced**.

The local transportation network will give people a variety of options for traveling safely and efficiently within and between neighborhoods and to Centers

and Corridors while protecting the health and safety of those living and working along the corridor.

Centers and Corridors attract private investment and protect rural areas, while offering people housing and easy access to services, employment, and arts and entertainment. New development occurs mostly in existing Centers and Corridors, and neighborhood revitalization is focused in areas that have been neglected.

Signature regional parks and gems of natural features will attract local and far away visitors, sparking economic growth through increased tourism and local investment.

Multicultural heritage and cultures – including rich arts and traditions, historic buildings and landmarks, and rural ways of life – **will continue to be recognized and celebrated as assets for revitalizing neighborhoods and building a diverse, vibrant local economy.**

The City and the County commit to analyzing the health of our communities and the geographic distribution of our public investments and assets. Where gaps are identified, governments will collaborate with communities, nonprofits, public agencies, and private enterprises to address them.

VISION

3.2 Vision Map

The Comp Plan Vision Map (**Figures 3-1 and 3-2**) illustrates our desired growth pattern for the city and county in the future, with growth captured primarily in existing and designated Centers and Corridors.

This map updates the Centers and Corridors from 2013 based on public feedback, recent development, and new economic realities. The designations, symbols, and descriptions of Centers and Corridors have been updated to better coordinate land use and transportation and to create vibrant places.

The Vision Map is not regulatory. Instead, it will act as a general guide for specific policies in the Comp Plan Elements (**Chapters 4-13**) intended to move us toward our shared vision.

3.3 Centers & Corridors

3.3.1 CENTERS

Centers are areas of relatively intense development with a variety of land uses that allow for many different activities. There are five Center types in the Comp Plan, each describing a varying level of intensity and market area. Most Centers have, or will strive for, a high degree of walkability, and are intended to be well served by transit and connected by trails and bike lanes. Other Centers focus on providing job centers where they are needed throughout the region.

Downtown

Albuquerque's Downtown serves as a regional hub for high-intensity, concentrated employment and commercial activity supported by high-density housing. Downtown serves as the focal point and unifying identity of the Albuquerque area.

Urban Centers

Urban Centers incorporate a mix of residential and employment uses at a lower density and intensity than Downtown. While Urban Centers serve a smaller portion of the region, they also provide a unifying urban identity for the areas that coalesce around them.

Employment Centers

Employment Centers prioritize opportunities for industrial and business districts supported by retail and residential uses. Employment Centers tend to be auto-oriented and need to provide excellent access for trucks and connections to freight networks.

Activity Centers

Activity Centers incorporate a mix of residential and convenient services at a neighborhood scale, serving neighborhoods within a 20-minute walk or short bike ride.

Village Centers

Village Centers serve rural or semi-urban areas. They provide a variety of shopping opportunities and gathering spaces for events such as festivals, markets, and street fairs.

3.3.2 CORRIDORS

Corridors describe the mix of uses and transportation connections within walking distance (about one-eighth to one-quarter mile) of a major street. The Comp Plan highlights a network of five different Corridor types with different policy objectives for street design, transit service, and development form. This range of Corridor types balances the street system by ensuring access to Centers by walking, biking, and transit. Commuter Corridors prioritize automobile travel to ensure efficient cross-town movement for vehicles and trucks.

Premium Transit Corridors

Premium Transit Corridors are intended to be served eventually by high-quality, high-capacity, high-frequency public transit (e.g. bus rapid transit). These Corridors are planned for mixed-use and transit-oriented development within walking distance from transit stations at strategic locations along the corridor.

Main Street Corridors

Main Streets are lively, highly walkable neighborhood streets lined with local-serving businesses.

Major Transit Corridors

Major Transit Corridors are anticipated to be served by high frequency and local transit (e.g. RapidRide, local, and commuter buses). These Corridors prioritize transit above other modes to ensure a convenient and efficient transit system.

Multi-Modal Corridors

Multi-Modal Corridors should encourage the redevelopment of aging auto-oriented commercial strip development to a more mixed-use, pedestrian-oriented environment and focus heavily on providing safe, multi-modal transportation options.

Commuter Corridors

Commuter Corridors are higher-speed and higher-traffic volume with routes for people going across town (e.g. limited-access roadways). These Corridors accommodate faster and longer trips for personal vehicles, commuter bus service, and often bicycling.



Image credit: City of Albuquerque



Image credit: Bernalillo County

Downtown's KiMo Theatre and the unmistakable flavors of New Mexico.

VISION

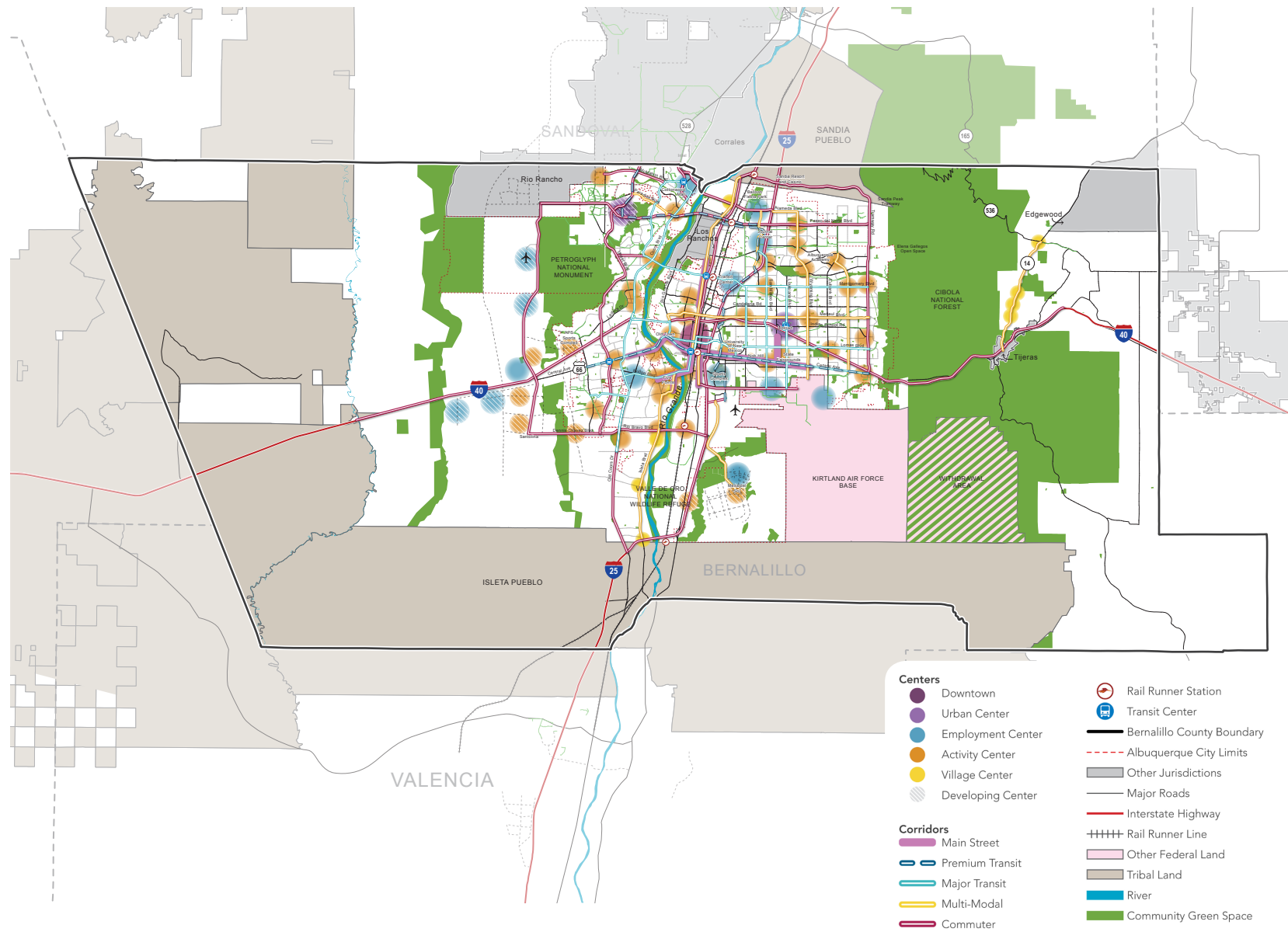


Figure 3-1: Countywide Vision Map

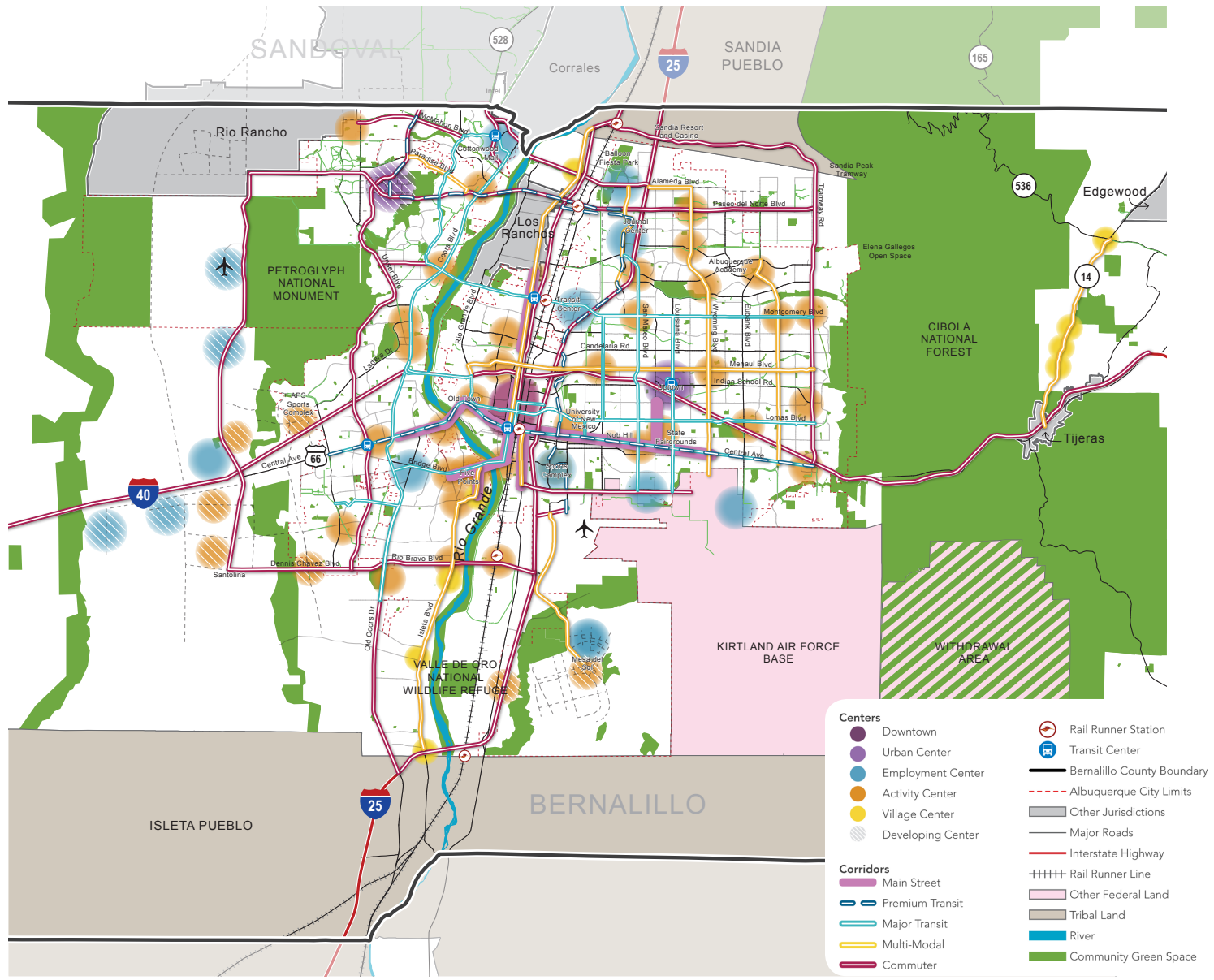


Figure 3-2: Metro-focused Vision Map

Guiding Principles

Guiding the Vision

The **Guiding Principles** are a major outcome of public engagement efforts. They represent the most prominent themes voiced by community members in 2015 and provide a community- and value-based framework for the Vision.

These six principles capture our values and aspirations as a community and underlie the goals, policies, and actions in each element of the Comp Plan.



STRONG NEIGHBORHOODS

New development creates desirable places to live and encourages diverse housing and amenities, while respecting the unique history and character of each neighborhood.



MOBILITY

Residents have improved options to move throughout Albuquerque for work, school, recreation, and services.



ECONOMIC VITALITY

The local economy supports a mix of market activities and promotes financial security for all residents.



EQUITY

All residents have access to good public services, a range of housing options, and healthy places to live, work, learn, and play.



SUSTAINABILITY

Natural and cultural resources are protected and conserved to build a future that is physically, environmentally, and socially sustainable.



COMMUNITY HEALTH

All residents are protected from harm where they live, work, learn, and play. Everyone has convenient access to healthy food, parks and open space, and a wide range of amenities and services.

3.4 Comp Plan Elements

Chapters 4 through 13 contain the **Comp Plan Elements**, which provide policy guidance to the City and County by topic. Background & Analysis – the first section in each chapter – discusses current conditions, trends, and best practices. Goals, Policies & Actions are laid out in the second section of each chapter. Items relating to both City and County are marked as [ABC], City as [A], and County as [BC]. Where sub-policies are not marked, they follow the main policy's marking.

Chapter 14 Implementation provides a matrix of implementation actions taken from policies in each Element, as well as strategic actions that the City and County should take to catalyze progress toward the shared Vision and performance measures to track implementation efforts over time.



**CHAPTER 4:
COMMUNITY
IDENTITY**



**CHAPTER 8:
ECONOMIC
DEVELOPMENT**



**CHAPTER 12:
INFRASTRUCTURE,
COMMUNITY
FACILITIES & SERVICES**



**CHAPTER 5:
LAND USE**



**CHAPTER 9:
HOUSING**



**CHAPTER 13:
RESILIENCE &
SUSTAINABILITY**



**CHAPTER 6:
TRANSPORTATION**



**CHAPTER 10:
PARKS & OPEN
SPACE**



**CHAPTER 14:
IMPLEMENTATION
PLAN**



**CHAPTER 7:
URBAN DESIGN**



**CHAPTER 11:
HERITAGE
CONSERVATION**