

BARELAS



SECTOR DEVELOPMENT PLAN

Adopted April 2008
As Amended
Through 2014



Barelas Sector Development Plan

Adopted by the City Council 4/04/08 and signed by the Mayor
City Resolution R-07-327 and City Enactment No. R-2008-053

Amendments

This Plan incorporates the City of Albuquerque amendments in the following referenced Resolutions, which are inserted in the beginning of the Plan and are on file with the City Clerk's Office. Resolutions adopted from December 1999 to the present date are also available (search for No.) on City Council's Legistar webpage at <https://cabq.legistar.com/Legislation.aspx>.

Adoption Date	Council Bill No.	Enactment No.	Plan References	Changed in Plan	Description
12/6/2010	R-10-31	R-2010-144	p. 71-76	No	Zoning requirements for fences, walls and carports, and to specifically allow for pre-existing non-compliant carports.
10/15/2012	R-12-37	R-2012-090	p. 74-75 (a-d)	No	SU-2/HLS to allow for interim uses at Rail Yards.
6/16/2014	R-14-23	R-2014-054		No	Adopting a Rail Yards Master Development Plan and Site Development Plan for Subdivision.
12/1/2014	R-14-114	R-2014-102	p. 74-75 (a-d)	No	SU-2/HLS amendments to reconcile with Master Development Plan for Rail Yards.
3/20/2017	R-16-108	R-2017-026	Adopts SDP Policies	N/A	Adopting an updated Albuquerque/ Bernalillo County Comprehensive Plan, which incorporates most sector plan goals, policies, and implementation actions.
11/13/2017	O-17-49	O-2017-025	Repeals SDP Regulations	N/A	Repealing Resolutions and Plans Whose Regulatory Purpose and Content Has Been Replaced by The Integrated Development Ordinance (IDO)
11/13/2017	R-17-213	R-2017-102	Repeals SDP Policies	N/A	Repealing Resolutions and Plans Whose Policy Purpose and Content Has Been Replaced by The Integrated Development Ordinance (IDO)

Notes

1. The amendments in the Resolutions **may or may not be reflected** in the Plan text: "Yes" in the fifth column indicates they are; "No" indicates they are not.
2. This Plan may include maps showing property zoning and/or platting, which may be dated as of the Plan's adoption. Refer to the Albuquerque Geographic Information System (AGIS) for up-to-date zoning and platting information at <http://www.cabq.gov/gis>.

**CITY of ALBUQUERQUE
SEVENTEENTH COUNCIL**

COUNCIL BILL NO. C/S R-07-327

ENACTMENT NO. R-2008-053

SPONSORED BY: ISAAC BENTON

RESOLUTION

1
2 REPEALING THE 1993 BARELAS SECTOR DEVELOPMENT PLAN; ADOPTING
3 THE 2007 BARELAS SECTOR DEVELOPMENT PLAN FOR THE AREA
4 BOUNDED BY ALCALDE PLACE AND COAL AVENUE ON THE NORTH,
5 COMMERCIAL STREET ON THE EAST, AVENIDA CESAR CHAVEZ ON THE
6 SOUTH, AND THE ALBUQUERQUE RIVERSIDE DRAIN ON THE WEST,
7 CONTAINING APPROXIMATELY 383 ACRES; CHANGING THE ZONE MAP
8 AND/OR TEXT FOR CERTAIN PROPERTIES WITHIN THE 2007 BARELAS
9 SECTOR DEVELOPMENT PLAN BOUNDARY AS SPECIFIED IN EXHIBIT A.

10 WHEREAS, the City Council adopted the 1993 Barelas Sector Development
11 Plan in 1993 through Council Resolution R-253, Enactment Number 74-1993;
12 and

13 WHEREAS, the Council has the authority to adopt, amend, or repeal such a
14 sector development plan; and

15 WHEREAS, on January 11, 2007, the Environmental Planning Commission,
16 in its advisory role on land use and planning matters, recommended that the
17 City Council repeal the 1993 Barelas Sector Development Plan, adopt the 2007
18 Barelas Sector Development Plan, and change the zoning designation as
19 identified in Exhibit A; and

20 WHEREAS, the Environmental Planning Commission found approval of the
21 draft 2007 Barelas Sector Development Plan consistent with applicable
22 Comprehensive Plan, Planned Growth Strategy, and R-270-1980 policies.

23 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
24 ALBUQUERQUE:

25 SECTION 1. REPEAL OF THE 1993 BARELAS SECTOR DEVELOPMENT
26 PLAN. Council Resolution R-253, Enactment No. 74-1993, is hereby repealed,

1 provided however, that Enactment No. 55-2002 (R-01-281) which amended the
2 1993 Barelas Sector Development Plan by prohibiting new off-street
3 commercial surface parking lots as a permissive or conditional use in certain
4 zones, is not repealed.

5 SECTION 2. ADOPTION OF THE 2007 BARELAS SECTOR DEVELOPMENT
6 PLAN. The 2007 Barelas Sector Development Plan (also referred to herein as
7 the "Draft Barelas Sector Development Plan") is hereby adopted. The zone
8 categories of various sites within the identified plan boundaries have been
9 changed as identified in Exhibit A based on the findings and subject to the
10 conditions of approval contained in the Environmental Planning
11 Commission's Official Notice of Decision dated January 11, 2007.

12 SECTION 3. FINDINGS ADOPTED. The following findings from the EPC for
13 the adoption of the 2007 Barelas Sector Development Plan and the repeal of
14 the 1993 Barelas Sector Development Plan are hereby adopted by the City
15 Council:

16 1. This is a request for a recommendation of approval of the Draft
17 Barelas Sector Development Plan. The Draft Barelas Sector Development Plan
18 is proposed to replace the current, 1993 Barelas Sector Development Plan.
19 Upon City Council adoption of the Draft Barelas Sector Development Plan, the
20 1993 Sector Plan will be rescinded.

21 2. The boundaries of the Draft Barelas Sector Development Plan area
22 are Coal Avenue, Alcalde Place, the Albuquerque Riverside Drain, Avenida
23 Cesar Chavez, and Commercial Street.

24 3. The public planning process for the Draft Barelas Sector
25 Development Plan included three public meetings and ten monthly steering
26 committee meetings open to the public, all conducted by Sites Southwest
27 LLC, planning consultants who prepared the Draft Plan. Organizations
28 represented on the steering committee included the Barelas Neighborhood
29 Association, Barelas Community Development Corporation, Albuquerque
30 Rescue Mission, Archdiocese of Santa Fe, National Hispanic Cultural Center of
31 New Mexico, and Albuquerque Hispano Chamber of Commerce. Area
32 residents, property and business owners also joined the Steering Committee,
33 which consulted several people as resources on key issues.

1 4. The Draft Barelás Sector Development Plan generally complies with
2 the Established Urban and Central Urban goals of the Comprehensive Plan, by
3 providing guidelines for appropriate residential infill projects and proposing
4 construction of a public plaza/community space at a key location, among
5 other projects to enhance public space.

6 5. The Draft Barelás Sector Development Plan generally complies with
7 the Activity Centers component of the Comprehensive Plan. Fourth Street in
8 Barelás is a Major Transit Corridor and joins downtown, a Major Activity
9 Center north of Barelás to the Community Activity Center anchored by the
10 National Hispanic Cultural Center. The Barelás Community Activity Center
11 centered at Fourth Street and Avenida Cesar Chavez will be enhanced by Draft
12 Barelás Sector Plan priority projects such as the extension of narrow gauge
13 rail from the Zoo to the National Hispanic Cultural Center. Similarly, the
14 proposed project to develop trails in the Bosque adjacent to Barelás, as also
15 proposed in the Bosque Action Plan, would support the Barelás Community
16 Activity Center.

17 6. The Draft Barelás Sector Development Plan generally complies with
18 the Historic Resources policies of the Comprehensive Plan by calling for
19 ongoing identification, protection, reuse, and enhancement of historic
20 resources ranging from houses to locomotive shops.

21 7. The Draft Barelás Sector Development Plan generally complies with
22 the Cultural Traditions and Arts policies of the Comprehensive Plan by
23 recommending that the National Hispanic Cultural Center and Barelás
24 community groups increase neighborhood involvement at the Cultural Center,
25 and partner with Dolores Gonzales Elementary School to promote
26 understanding of Hispanic/Latino history and culture.

27 8. The Draft Barelás Sector Development Plan generally complies with
28 the Developed Landscape policies of the Comprehensive Plan by advocating
29 public funding of street tree installation on Fourth Street as well as creating
30 landscape buffers at sites such as the rail yard.

31 9. The Draft Barelás Sector Development Plan generally complies with
32 the Community Identity and Urban Design policies of the Comprehensive Plan
33 by recommending actions such as the following: "Adopt voluntary historic

1 preservation guidelines, disseminate information, and provide guidance for
2 rehabilitation of buildings with sensitivity to historic character."

3 10. The Draft Barelás Sector Development Plan generally complies with
4 the Education policies of the Comprehensive Plan, in the area of variety and
5 flexibility in educational and recreational resources through joint use of
6 facilities, by recommending that APS coordinate with the Barelás
7 Neighborhood Association to expand community programs and activities at
8 Dolores Gonzales Elementary School and Washington Middle School to
9 promote after-school use.

10 11. The Draft Barelás Sector Development Plan generally complies with
11 the Human Services policies of the Comprehensive Plan, in the area of
12 equitable establishment of community-based residential care facilities, by
13 recommending the prohibition of new and expanded homeless shelter
14 services in Barelás.

15 12. The Draft Barelás Sector Development Plan generally complies with
16 the Public Safety policies of the Comprehensive Plan by recommending
17 increasing police patrols and making them more visible, creating a community
18 policing program with officers on foot, bike, or horseback, and instituting
19 quarterly meetings of the Albuquerque Police Department, social service
20 agencies, and the community.

21 13. The Draft Barelás Sector Development Plan's Appendices E and F,
22 design guidelines for Fourth Street commercial revitalization and
23 neighborhood-wide infill housing, respectively, support compliance with the
24 Community Identity and Urban Design goal and policies of the Comprehensive
25 Plan.

26 14. The Draft Barelás Sector Development Plan generally complies with
27 the Transportation and Transit policies of the Comprehensive Plan, in the area
28 of adding to transit ridership, by including development standards in
29 residential zones and mixed use zones that will allow the addition of dwelling
30 units close to Fourth Street, a Major Transit street.

31 15. The Draft Barelás Sector Development Plan generally complies with
32 the Housing policies of the Comprehensive Plan by emphasizing the
33 acquisition of land by the City for a community land trust for affordable

1 housing, including residential-zone development standards that allow
2 innovative redevelopment of narrow lots for housing, and recommending that
3 the Barelás Community Development Corporation promote programs that
4 provide homeowner and homebuyer education on financial assistance and
5 historic rehabilitation.

6 16. The Draft Barelás Sector Development Plan generally complies with
7 the Economic Development policies of the Comprehensive Plan by mapping
8 mixed-use zones in which employment in a wide range of occupational skills
9 and salary levels may be encouraged, by calling on the Albuquerque Hispano
10 Chamber of Commerce to use incentives such as interest subsidies to attract
11 small businesses to Barelás, and by encouraging owners and developers to
12 provide small, affordable spaces to local businesses.

13 17. This request meets the test for a zone change as articulated in R-270-
14 1980 in the following ways:

15 a. The zone changes proposed in the plan are justified because
16 there was an apparent error when the existing zone map was created [Section
17 1D(1)]. Heavy Manufacturing use was named, but the SU-2/HM Zone category
18 corresponded to the M-1 Zone in the Zone Code. M-1 is the Light
19 Manufacturing Zone, not Heavy Manufacturing. This error will be corrected in
20 the plan by retaining the SU-2/HM Zone and specifying that it corresponds to
21 the M-2 Heavy Manufacturing Zone in the Zoning Code.

22 b. There have also been changed community conditions in this
23 area which justify the proposed zone changes [Section 1.D.(2)]. The Centers
24 and Corridors component of the Comprehensive Plan was adopted by the City
25 Council in November of 2001 (R-01-344), after the original Barelás Sector
26 Development Plan was written. This established a Major Activity Center in
27 downtown, just north of Barelás, and a Community Activity Center at the south
28 edge of Barelás, which are connected by Fourth Street, a designated Major
29 Transit Corridor in Centers and Corridors policies.

30 c. The proposed zone changes are more advantageous to the
31 community [Section 1.D.(3)] as articulated in the Comprehensive Plan. Some
32 of the existing zone categories are harmful to the surrounding area, such as
33 the M-2 zone. The changes to certain zones are to create land uses and

1 zoning in Barelás that are compatible with its function as a residential urban
2 neighborhood, respect its historic significance, and help foster a sense of
3 community, while still allowing for some economic development within the
4 area. This will help not only the Barelás community, but also the South
5 Broadway and San José areas.

6 18. Staff no longer recommends mapping of the SU-2 Rail Yard Zone
7 because of the likely incompatibility of heavy industrial, heavy commercial,
8 and residential uses on the same site. SU-2/HM zoning is appropriate with
9 uses described as those from the M-2 zone with exclusions.

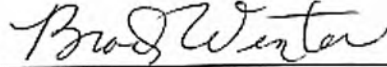
10 19. There is general neighborhood support for the draft plan, pending
11 possible exclusions of some uses as may be agreed by the stakeholders.

12 SECTION 4. EFFECTIVE DATE AND PUBLICATION. This legislation shall
13 take effect five days after publication by title and general summary.

14 SECTION 5. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
15 clause, word or phrase of this resolution is for any reason held to be invalid or
16 unenforceable by any court of competent jurisdiction, such decision shall not
17 affect the validity of the remaining provisions of this resolution. The Council
18 hereby declares that it would have passed this resolution and each section,
19 paragraph, sentence, clause, word or phrase thereof irrespective of any
20 provisions being declared unconstitutional or otherwise invalid.

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1 PASSED AND ADOPTED THIS 4th DAY OF April, 2008
2 BY A VOTE OF: 9 FOR 0 AGAINST.

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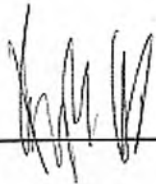
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7 Brad Winter, President
8 City Council
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12 APPROVED THIS 28th DAY OF April, 2008
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16 Bill No. C/S R-07-327

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20 Martin J. Chávez, Mayor
21 City of Albuquerque
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25 ATTEST: 

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28 City Clerk
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**CITY of ALBUQUERQUE
NINETEENTH COUNCIL**

COUNCIL BILL NO. C/S R-10-31

ENACTMENT NO. R. 2010. 144

SPONSORED BY: Isaac Benton

RESOLUTION

AMENDING THE BARELAS SECTOR DEVELOPMENT PLAN; WITH RESPECT TO ZONING REQUIREMENTS FOR WALLS AND FENCES, AND TO SPECIFICALLY ALLOW FOR CERTAIN PRE-EXISTING NON-COMPLIANT CARPORTS.

WHEREAS, the City amended the Barelas Sector Development Plan through the adoption of C/S R-07-327; and

WHEREAS, at the time of the adoption of that sector plan there were a large number of walls, fences, and carports that were already out of compliance with existing zoning; and

WHEREAS, many of the non-compliant walls and fences were constructed as part of the Barelas Community Development Corporation's "Mending Fences" program using funds administered by the City of Albuquerque; and

WHEREAS, the Barelas community, including the Barelas Neighborhood Association, seeks to provide relief to residents whose existing front yard walls and fences are not in compliance with Zoning Code regulations; and

WHEREAS, the walls, fences, and carports that are out of compliance are widespread and are not generally inappropriate within the area of the Barelas Sector Development Plan; and

WHEREAS, this proposed amendment to the Barelas Sector Development Plan is in furtherance of the health, safety and welfare of the residents of the plan area.

BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF ALBUQUERQUE:

SECTION 1. The City of Albuquerque's Barelas Sector Development Plan is hereby amended as follows:

1. On page 71 of the Plan, SU-2/R-1, Section C.1 Setback, add the following sentence after the first sentence: "Existing, non-compliant carports built prior to the adoption of the sector development plan amendment (R-10-31) are hereby approved, without the need for a special exception, so long as they do not violate the City's clear sight triangle requirements."

2. On page 71, of the Plan, SU-2/R-1, insert the following new section: "D. Walls and Fences. 1. Walls and fences within the front and/or street-facing side yard setback of residential lots shall not exceed five (5) feet in height, shall provide a minimum of 50% passive surveillance between three (3) and five (5) feet, and shall not violate the City's clear sight triangle requirements or the New Mexico Department of Transportation's driveway requirements as enforced by the New Mexico Department of Transportation."

3. On page 72 of the Plan, SU-2/R-T, insert the following new section: "C. Walls and Fences. 1. Walls and fences within the front yard setback of residential lots shall not exceed five (5) feet in height, shall provide a minimum of 50% passive surveillance between three (3) and five (5) feet, and shall not violate the City's clear sight triangle requirements or the New Mexico Department of Transportation's driveway requirements as enforced by the New Mexico Department of Transportation."

4. On page 72 of the Plan, SU-2/R-G, insert the following new section: "C. Walls and Fences. 1. Walls and fences within the front and/or street-facing side yard setback of residential lots shall not exceed five (5) feet in height, shall provide a minimum of 50% passive surveillance between three (3) and five (5) feet, and shall not violate the City's clear sight triangle requirements or the New Mexico Department of Transportation's driveway requirements as enforced by the New Mexico Department of Transportation."

5. On page 72 of the Plan, SU-2/R-2, insert the following new section "C" and re-letter subsequent sections accordingly: "C.1 Walls and Fences. Walls and fences within the front and/or street-facing side yard setback of residential lots shall not exceed five (5) feet in height, shall provide a minimum of 50% passive surveillance between three (3) and five (5) feet, and shall not violate the City's clear sight triangle requirements or the New Mexico

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1 Department of Transportation's driveway requirements as enforced by the
2 New Mexico Department of Transportation."

3 6. On page 73 of the Plan, SU-2/R-3, insert the following new section "C"
4 and re-letter subsequent sections accordingly: "C.1 Walls and Fences. Walls
5 and fences within the front and/or street-facing side yard setback of
6 residential lots shall not exceed five (5) feet in height, shall provide a minimum
7 of 50% passive surveillance between three (3) and five (5) feet, and shall not
8 violate the City's clear sight triangle requirements or the New Mexico
9 Department of Transportation's driveway requirements as enforced by the
10 New Mexico Department of Transportation."

11 7. On page 76 of the Plan, in the section called "Design Guidelines for
12 Single Family Residential Development," amend "5. Front Fences" as follows:
13 In the second sentence, delete "four" and insert in lieu thereof "five". Add the
14 following sentence after the last sentence in the section: "See individual
15 zoning sections for specific passive surveillance requirements."

16 SECTION 2. SEVERABILITY CLAUSE. If any section, paragraph, sentence
17 clause, word or phrase of this resolution is for any reason held to be invalid or
18 unenforceable by any court of competent jurisdiction, such decision shall not
19 affect the validity of the remaining provisions of this resolution. The Council
20 hereby declares that it would have passed this resolution and each section,
21 paragraph, sentence, clause, word or phrase thereof irrespective of any
22 provisions being declared unconstitutional or otherwise invalid.

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1 PASSED AND ADOPTED THIS 6th DAY OF December, 2010
2 BY A VOTE OF: 9 FOR 0 AGAINST.

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6 Don F. Harris, President
7 City Council
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10 APPROVED THIS 22 DAY OF December, 2010

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13 Bill No. C/S R-10-31
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18 Richard J. Berry, Mayor
19 City of Albuquerque
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21 ATTEST:

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24 Amy B. Bailey, City Clerk
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Office of the City Clerk
P.O. Box 1293
Albuquerque, NM 87103
Phone (505) 768-3030 Fax (505) 768-2845
www.cabq.gov/clerk

Richard J. Berry, Mayor

Amy B. Bailey, City Clerk

December 27, 2010

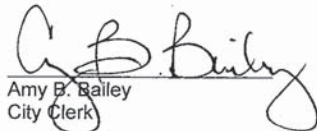
To: City Council

From: Amy B. Bailey, City Clerk

Subject: Bill No. R-10-31 Enactment No. R-2010-144

I hereby certify that on December 22, 2010, the Office of the City Clerk received Bill No. R-10-31 as signed by the president of the City Council, Don F. Harris. Enactment No. R-2010-144 was passed at the December 6, 2010 City Council meeting. Mayor Berry did not sign the approved Resolution within the 10 days allowed for his signature and did not exercise his veto power. Pursuant to the Albuquerque City Charter Article XI, Section 3, this Resolution is in full effect without Mayor's approval or signature. This memorandum shall be placed in the permanent file for Bill No. R-10-31.

Sincerely,


Amy B. Bailey
City Clerk

REPEALED (R-17-213 & O-17-49)

**CITY of ALBUQUERQUE
TWENTIETH COUNCIL**

COUNCIL BILL NO. F/S R-12-37

ENACTMENT NO. R. 2012. 090

SPONSORED BY: Isaac Benton

RESOLUTION

AMENDING THE BARELAS SECTOR DEVELOPMENT PLAN WITH RESPECT TO THE SU-2/HLS (HISTORIC LOCOMOTIVE SHOPS) ZONE TO ALLOW FOR INTERIM OR OTHER USES TO BE DEVELOPED PRIOR TO THE ADOPTION OF A MASTER PLAN FOR THE CITY-OWNED RAIL YARDS SITE, SUBJECT TO CITY COUNCIL REVIEW AND APPROVAL.

WHEREAS, the City amended the Barelas Sector Development Plan (Barelas SDP) through the adoption of C/S R-07-327; and

WHEREAS, at the time of the adoption of that sector plan, the City had recently completed acquisition of the site known as the Rail Yards; and

WHEREAS, the 2008 Barelas SDP established a special zoning district for the Rail Yards called the SU-2/HLS (Historic Locomotive Shops) zone; and

WHEREAS, the SU-2/HLS zone provided that "Master Site development plan review by the Environmental Planning Commission and approval by the City Council is required for the entire site before a building permit is issued for any portion of the site. Exceptions include a museum project and a City-sponsored housing project, both of which may receive approvals and building permits prior to the adoption of a Master Plan, subject to an agreement with the City that has been approved by the Council being in place"; and

WHEREAS, since the adoption of the 2008 Barelas SDP, the City has moved forward with redevelopment plans for the Rail Yards, including issuing an RFP for and selecting a Master Developer; and

WHEREAS, the Master Plan is currently being developed and is expected to be submitted to the City's approval process in the first quarter of FY/13; and

WHEREAS, as part of efforts to ready the site for redevelopment and bring positive activities to the site, the Administration has been developing a plan for interim uses; and

WHEREAS, the Council agrees that having interim uses on the site will benefit the Rail Yards project, the Barelas community, and the city as a whole; and

WHEREAS, ongoing efforts are being made by the selected Master Developer to attract long-term tenants to the site, and it may be desirable to allow work to begin to establish certain long-term uses on the site prior to the adoption of the Master Plan, so long as the uses are permissive under the existing zoning and consistent with the direction of the Master Plan; and

WHEREAS, allowing the development of interim or possibly even long-term uses on the site prior to the adoption of the Master Plan will require close coordination between all parties – the City, the Master Developer, and the community – and should be subject to an inclusive and transparent public process; and

WHEREAS, the Rail Yards Advisory Board, which was established by F/S R-08-47 shortly after the City purchased the site, has helped oversee and advise the City regarding the redevelopment process and is an appropriate venue for reviewing and commenting on proposed plans for the site; and

WHEREAS, in order to make needed improvements to the site that will allow for interim uses to be conducted in a safe and secured setting, it is anticipated that building permits will need to be applied for and issued; and

WHEREAS, this proposed amendment to the Barelas Sector Development Plan is in furtherance of the health, safety and welfare of the residents of the plan area.

BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF ALBUQUERQUE:

SECTION 1. The City of Albuquerque's Barelas Sector Development Plan is hereby amended as follows:

1. On page 76 of the Plan, amend section K.1 as follows: "Master Plan review by the Rail Yards Advisory Board and Environmental Planning Commission and approval by the City Council is required for the entire site

1 before a building permit is issued for any portion of the site. Exceptions
2 include a museum project and a City-sponsored housing project, both of
3 which may receive approvals and building permits prior to the adoption of a
4 Master Plan, subject to an agreement with the City that has been reviewed by
5 the Rail Yards Advisory Board and approved by the Council being in place. In
6 addition, building permits may be issued for repairs and/or improvements that
7 are needed so that interim or long-term uses that are allowed by existing
8 zoning and are consistent with the direction of the Master Plan, as determined
9 by both the City and selected Master Developer, can be established on the
10 site.

11 INTERIM USES: Building permits for work to be completed in order to
12 establish interim uses may only be issued after the Mayor and City Council
13 have approved a formal plan, which shall be submitted to the Council via
14 Resolution, that includes, at a minimum, the following information:

- 15 (a) The specific site improvements to be completed;
- 16 (b) The cost of improvements and funding source(s) to be used to make
17 improvements;
- 18 (c) Expected operating or other recurring costs;
- 19 (d) The type(s) of interim use(s);
- 20 (e) The general logistics of operating the facility that houses the interim
21 use(s), including, but not limited to, the permitting process for use of the
22 facility, hours of operation, access to the facility and the provision of on-site
23 parking, and security;
- 24 (f) A marketing plan that describes the expected demand for use of the
25 facility and anticipated number of annual events;
- 26 (g) A description of the public benefits of the interim use activities; and
- 27 (h) The process that will be used to notify affected neighborhood
28 associations and immediate neighbors of events that may generate impacts,
29 such as traffic and noise, and how those impacts will be mitigated.

30 The Council may choose to seek the input of the Rail Yards Advisory Board
31 prior to acting on any proposal submitted for the development of interim uses.


32 OTHER USES: Other projects that would establish long-term or permanent
33 uses on the site may receive approvals and building permits prior to the

1 adoption of a Master Plan, subject to an agreement with the City that has been
2 reviewed by the Rail Yards Advisory Board and approved by the Council and
3 Mayor being in place."

4 SECTION 2. SEVERABILITY CLAUSE. If any section, paragraph, sentence
5 clause, word or phrase of this resolution is for any reason held to be invalid or
6 unenforceable by any court of competent jurisdiction, such decision shall not
7 affect the validity of the remaining provisions of this resolution. The Council
8 hereby declares that it would have passed this resolution and each section,
9 paragraph, sentence, clause, word or phrase thereof irrespective of any
10 provisions being declared unconstitutional or otherwise invalid.


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1 PASSED AND ADOPTED THIS 15th DAY OF October, 2012
2 BY A VOTE OF: 9 FOR 0 AGAINST.

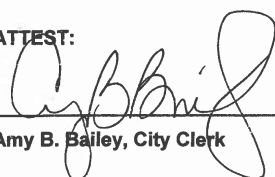
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8 Trudy E. Jones, President
9 City Council

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12 APPROVED THIS 26th DAY OF October, 2012

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15 Bill No. F/S R-12-37

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18 Richard J. Berry, Mayor
19 City of Albuquerque
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23 ATTEST:

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26 Amy B. Bailey, City Clerk
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**CITY OF ALBUQUERQUE
TWENTY FIRST COUNCIL**

COUNCIL BILL NO. R-14-23 ENACTMENT NO. R-2014-054

SPONSORED BY: Isaac Benton, by request

RESOLUTION

**ADOPTING A RAIL YARDS MASTER DEVELOPMENT PLAN AND
ACCOMPANYING SITE DEVELOPMENT PLAN FOR SUBDIVISION TO PROVIDE
THE APPROPRIATE POLICY FRAMEWORK AND REGULATIONS TO GUIDE THE
REDEVELOPMENT OF THE RAIL YARDS SITE.**

**WHEREAS, the Rail Yards site is located on Tract A of the Plat of Tract A of
AT&SF Railway Co. Machine Shop, located on 2nd Street SW between Cromwell
Avenue and Hazeldine Avenue SW and contains approximately 27.3 acres; and**

**WHEREAS, the Rail Yards site is zoned SU2-HLS (Historic Locomotive
Shops) per the Barelás Sector Development Plan (SDP); and**

**WHEREAS, the SU2-HLS zone Section A allows for a wide range of
permissive uses, including multifamily residential (R-3), community commercial
uses such as retail, restaurants, services (C-2), and light industrial (I-P) each with
some limited exceptions; and**

**WHEREAS, the Barelás SDP SU-2/HLS zone Section K provides specifically
for a Master Development Plan review by the EPC and approval by the City
Council prior to the issuance of a building permit for the site (with very limited
exceptions); and**

**WHEREAS, the Master Development Plan (MDP) as submitted contains a
site development plan for subdivision with an accompanying Master
Development Plan document that will guide redevelopment of the City-owned
Albuquerque Rail Yards site; and**

**WHEREAS, the Rail Yards Advisory Board was established in March 2008
pursuant to City Council Resolution F/SR-08-47 and the responsibilities of the
Rail Yards Advisory Board included the creation of a Request for Proposals for a
master developer for the site and the selection of a master developer; and**

**WHEREAS, an RFP, for a Master Developer was issued in 2010 and in June
2012 Samitaur Constructs was selected as the Master Developer; and**

**WHEREAS, the Master Developer was charged with creating a Master Plan
for the project area in cooperation with the City and the community; and**

**WHEREAS, the Rail Yards Master Development Plan was submitted to the
Rail Yards Advisory Board for their review and the Rail Yards Advisory Board
recommended approval of the plan to the EPC with certain amendments; and**

**WHEREAS, the Rail Yards property is located within the Central Urban Area
of Albuquerque Bernalillo County Comprehensive Plan (2003) and the Barelás
Sector Development Plan (2008); and**

**WHEREAS, the request furthers a preponderance of relevant goals and
policies in the Albuquerque Bernalillo County Comprehensive Plan (2003) as it
could lead to the redevelopment of a historically significant site that is located
close to the downtown core, in the Barelás neighborhood. Redevelopment of the
Rail Yards could provide a catalytic opportunity to spur economic development
and provide jobs for the Barelás neighborhood and the wider downtown
community. Section 5 of Master Development Plan provides Goals and Policies
by which development decisions and City approvals will be evaluated, this
section addresses economic development, housing, community connections,
land use, architecture and historic rehabilitation and art and culture.**

**(Albuquerque Bernalillo Comprehensive Plan Goals and Policies II.B.6; II.B.6.a, b;
II.B.5; II.B.5.d,i,o; II.C.5; II.C.5.b; II.C.9; II.C.9.b; II.D.6.a, b); and**

**WHEREAS, the request furthers a preponderance of relevant policies and
actions in the Barelás Sector Development Plan (2008). Rehabilitation of the site
furthers policies addressing historic preservation, economic development and
job creation for the Barelás community. Section 5 of Master Development Plan
provides Goals and Policies by which development decisions and City approvals
will be evaluated, this section addresses economic development, housing,
community connections, land use, architecture and historic rehabilitation and art
and culture. (Barelás Sector Development Plan LUZ1, LUZ3, LUZ7, Action 1.2.2.c,
Action 4.6.1.e, E1, Action 5.2.1.a); and**

1 WHEREAS, the Council accepts the Environmental Planning Commission's
2 findings and conditions as set out in the Official Notice of Decision of December
3 12, 2013; and

4 WHEREAS, the Council finds that the conditions set out in the
5 Environmental Planning Commission's recommendation of approval have been
6 met.

7 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
8 ALBUQUERQUE:

9 SECTION 1. The Rail Yards Master Development Plan and accompanying
10 Site Development Plan for Subdivision (attached hereto as Exhibit A) are hereby
11 approved and adopted.

12 SECTION 2: FINDINGS ADOPTED. The City Council adopts the following
13 Findings as recommended by the Environmental Planning Commission:

14 (A) This is a request for a Master Development Plan and Site Development
15 Plan for Subdivision for Tract A of the Plat of Tract A of AT&SF Railway Co.
16 Machine Shop located on 2nd Street SW between Cromwell Avenue and Hazeldine
17 Avenue and containing approximately 27.3 acres.

18 (B) The Rail Yards are zoned SU2-HLS (Historic Locomotive Shops) per the
19 Baretas Sector Development Plan. The SU2-HLS zone Section A allows for a wide
20 range of permissive uses, including multifamily residential (R-3), community
21 commercial uses such as retail, restaurants, services (C-2), and light industrial (I-
22 P) each with some limited exceptions. The Baretas SDP SU-2/HLS zone Section K
23 provides specifically for a Master Development Plan review by the EPC and
24 approval by the City Council prior to the issuance of a building permit for the site
25 (with very limited exceptions).

26 (C) The Master Development Plan as submitted contains a site development
27 plan for subdivision with an accompanying Master Development Plan document.
28 The Master Development Plan is the document that will guide redevelopment of
29 the City-owned Albuquerque Rail Yards site. The Albuquerque Rail Yards are
30 located within the Baretas neighborhood and adjacent to the South Broadway
31 neighborhood.

1 (D) The City of Albuquerque purchased the Rail Yards in 2007 (R-07-202, R-07-
2 274, R-07-332) through a mixture of state and local funding. The Rail Yards
3 Advisory Board (RYAB) was established in March 2008 pursuant to City Council
4 Resolution (F/SR-08-47). The responsibilities of the RYAB included the creation of
5 a Request for Proposals (RFP) for a master developer for the site, and the
6 selection of a master developer. An RFP, for a Master Developer was issued in
7 2010 and in June 2012 Samitaur Constructs was selected as the Master
8 Developer. Per the subsequent Master Plan Agreement, the Master Developer
9 was charged with creating a Master Plan for the project area in cooperation with
10 the City and the community.

11 (E) The Rail Yards property is located within the Central Urban Area of
12 Albuquerque Bernalillo County Comprehensive Plan (2003) and the Baretas
13 Sector Development Plan (2008).

14 (F) The Fire Station building on the site was designated a City Landmark on
15 May 18th 1987 (O-1119) and on August 1st 1990 development guidelines for the
16 Fire Station were adopted.

17 (G) The request furthers a preponderance of relevant goals and policies in the
18 Albuquerque Bernalillo County Comprehensive Plan (2003) as it could lead to the
19 redevelopment of a historically significant site that is located close to the
20 downtown core, in the Baretas neighborhood. Redevelopment of the Rail Yards
21 could provide a catalytic opportunity to spur economic development and provide
22 jobs for the Baretas neighborhood and the wider downtown community. Section 5
23 of Master Development Plan provides Goals and Policies by which development
24 decisions and City approvals will be evaluated, this sections addresses economic
25 development, housing, community connections, land use, architecture and
26 historic rehabilitation and art and culture. (Albuquerque Bernalillo
27 Comprehensive Plan Goals and Policies II.B.6; II.B.6.a, b; II.B.5; II.B.5.d,i,o; II.C.5;
28 II.C.5.b; II.C.9; II.C.9.b; II.D.6.a, b).

29 (H) The request furthers a preponderance of relevant policies and actions in
30 the Baretas Sector Development Plan (2008). Rehabilitation of the site furthers
31 policies addressing historic preservation, economic development and job
32 creation for the Baretas community. Section 5 of Master Development Plan
33 provides Goals and Policies by which development decisions and City approvals

will be evaluated, this section addresses economic development, housing, community connections, land use, architecture and historic rehabilitation and art and culture. (Barelas Sector Development Plan LUZ1, LUZ3, LUZ7, Action 1.2.2.c, Action 4.6.1.e, E1, Action 5.2.1.a).

(I) Section 10.4 of the Master Plan requests delegation of Site Development Plan for Building Permit to the Development Review Board with its review to include historic preservation planner and a Metropolitan Redevelopment planner.

(J) The Draft Master Plan was submitted to the Rail Yards Advisory Board for their review and recommendation. The RYAB unanimously voted to send the draft master plan to the EPC with a recommendation of approval with 7 amendments. The amendments address location of housing on the site, permit parking, amended language related to the WHEELS Museum, language to address the creation of a memorial onsite, language requiring a financial plan, addressing rail maintenance and related rail facilities and finally an amendment that would editing to clarify which aspects of the Master Development Plan are to be considered compulsory and which elements which are advisory.

(K) The Barelas Neighborhood Association, the Broadway Central Corridors Partnership, the Citizens Information Committee of Martineztown, the Downtown Neighborhoods Association, the Huning Highland Historic District Association, the Martineztown Work Group, the Raynolds Addition Neighborhood Association, the Santa Barbara Martineztown Association, the South Broadway Neighborhood Association and the Downtown Action Team were notified of this application. No facilitated meeting was held, though a number of well attended public meetings were held during the planning process and the Barelas and South Broadway Neighborhood Association, those most directly impacted by the re-development, were and continue to be participants on the Rail Yards Advisory Board. There is no known opposition to a recommendation of approval.

(L) Staff has received a number of emails through the online contact form on the City website for the Rail Yards. A number of the emails received discuss a desire for a public market to be located in the Blacksmith Shop or a similar building. The current use of the Blacksmith Shop as a special event space is intended as an interim use. The Master Plan proposes the final use for the Blacksmith Shop as office uses. While the Master Plan does not specifically

prohibit the eventual use of the space as a market, it does not provide policy guidance for the use of the Blacksmith Shop as a market.

SECTION 3. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word or phrase of this resolution is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this resolution. The Council hereby declares that it would have passed this resolution and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provision being declared unconstitutional or otherwise invalid.

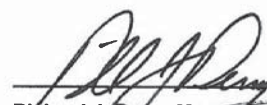
SECTION 4. EFFECTIVE DATE. This resolution shall take effect five days after publication by title and general summary.

1 PASSED AND ADOPTED THIS 16th DAY OF June, 2014
2 BY A VOTE OF: 9 FOR 0 AGAINST.

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6 Ken Sanchez, President
7 City Council

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10 APPROVED THIS 3rd DAY OF July, 2014

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14 Bill No. R-14-23

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18 Richard J. Berry, Mayor
19 City of Albuquerque
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24 ATTEST:

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26 Trina M. Gurule, Acting City Clerk
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**CITY of ALBUQUERQUE
TWENTY-FIRST COUNCIL**

COUNCIL BILL NO. R-14-114

ENACTMENT NO. R-2014-102

SPONSORED BY: Isaac Benton, by request

RESOLUTION

AMENDING THE SU-2/HISTORIC LOCOMOTIVE SHOP ZONE IN THE BARELAS SECTOR DEVELOPMENT PLAN TO RECONCILE THE PROVISIONS OF THE SU2/HLS ZONE WITH A RAIL YARDS MASTER DEVELOPMENT PLAN AND TO ESTABLISH CERTAIN REGULATIONS PERTINENT TO REDEVELOPMENT OF THE SU2/HLS ZONE.

WHEREAS, the City Council, the governing body of the City of Albuquerque, has the authority to adopt and amend plans for the physical development of areas within the planning and platting jurisdiction of the City authorized by Statute, Section 3-19-1 et. Seq., NMSA 1978, and by its home rule powers; and

WHEREAS, the City Council adopted the Barelas Sector Development Plan on April 28, 2008 through Enactment Number R-2008-053 for an area which is generally located between Alcalde Place and Coal Avenue to the north, Commercial Street to the east, Avenida Cesar Chavez on the south and the Albuquerque Riverside Drain on the west; and

WHEREAS, the Barelas Sector Development Plan established the SU2/Historic Locomotive Shops zone specifically for the property that contains the historic Atchison, Topeka and Santa Fe locomotive repair shops and adjacent rail related property; and

WHEREAS, the Barelas Sector Development Plan stipulates that a Master Plan shall be adopted for the SU2/Historic Locomotive Shops zone prior to redevelopment of the property; and

WHEREAS, a Rail Yards Master Development Plan was adopted by the City Council on June 16, 2014 by R-14-23; and

WHEREAS, certain amendments to the Barelas Sector Development Plan are suitable to compliment and support the Rail Yards Master Development Plan and to provide necessary regulations for development of the zone; and

WHEREAS, on June 12, 2014 the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended approval to the City Council of text amendments to the Barelas Sector Development Plan which are presented in the EPC Staff Report (14EPC 40026); and

WHEREAS, the Environmental Planning Commission found that the above mentioned text amendments are consistent with applicable Comprehensive Plan goals and policies; and

WHEREAS, the requested text amendments are consistent with the overarching purpose and Goal of the Barelas Sector Development Plan; and

WHEREAS, the amendment has been justified pursuant to Resolution 270-1980.

BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF ALBUQUERQUE:

SECTION 1. The SU-2/Historic Locomotive Shops (SU-2/HLS) zone of the Barelas Sector Development Plan (BSDP) is hereby amended as follows:

"SU-2/Historic Locomotive Shops

The SU-2/HLS Zone provides suitable sites for a mix of commercial, residential, and light industrial uses on the historic locomotive shops site. The zone provides for flexibility of land use and design within the property and compatible orientation to the neighborhood and buffering between the locomotive shops complex and residential areas.

A. Permissive Uses.

1. Uses permissive in the R-3 zone.
2. Uses permissive in the C-2 zone.
3. Uses permissive in the IP zone with the following exception:
 - Air separation plant is not permitted.

4. Iron or steel foundry or fabrication plant, forging, rolling or heavyweight casting, as regulated by the Master Development Plan and provided that such use is buffered from abutting residential zones or residential uses, as approved in the Master Development Plan.

5. Railroad repair shop

6. Signs as regulated in the IP Zone, or as further restricted in the Master Development Plan.

B. Conditional Uses.

1. Uses conditional in the C-2 Zone.

2. Uses conditional in the R-3 Zone.

3. The location of conditional uses and their relationship to the other uses on the site must be shown on the Master Development Plan.

C. Prohibited Uses.

1. Emergency shelter is not allowed.

2. Retail sale of alcoholic beverages for consumption off-premise is not allowed.

3. Off-premise signs are not allowed.

4. The sale of gasoline and liquefied petroleum gas is not allowed.

5. Adult amusement establishment and adult store are not allowed.

6. Cold storage plant is not allowed.

7. Pawnshop is not allowed.

D. Height.

1. Same as O-1 of the City Zoning Code, except height up to 67 feet (five stories) is allowed at a minimum distance of 100 feet from any single family residential zone.

E. Lot size. No requirement. See section J for Master Development Plan approval requirement for the entire site.

F. Setbacks.

1. Setback along Second Street is a minimum of 10 feet.

G. Off-street Parking.

1. Parking should be screened by buildings where possible and not front on streets. Parking that is adjacent to the street because of the

configuration of existing buildings must be screened by landscaping or a solid wall or fence 3 feet in height.

2. Due to the size of the existing historic buildings, new uses will require more parking than can be physically accommodated on the site. A minimum of one thousand (1,000) spaces shall be provided on the site for off-street parking at full build-out of the entire site subject to the Master Development Plan (MDP).

3. Improved surface and/or structured parking spaces may be provided incrementally.

a. Upon application for a Site Development Plan for Building Permit, the applicant shall demonstrate that spaces provided will be adequate for the new use(s) and shall be provided as required by the Development Review Board (DRB). Information provided to the DRB shall detail uses, parking amount, layout and the potential for shared parking agreements and any other relevant data.

b. Interim parking lot trees, buffer landscaping and pedestrian walkways may be required as deemed necessary by the DRB.

c. Permanent parking lot trees, buffer landscaping and pedestrian walkways may be phased as deemed necessary by the DRB.

d. Surface parking may be supplemented with pedestrian, bicycle and transit access.

e. Cross parking and cross access agreements between individual parcels shall be provided as determined by the DRB to ensure adequate access and parking for all parcels and the entire site subject to the Master Development Plan.

H. Landscaping. The intent of landscaping of the locomotive shops site is to provide a visually attractive edge and streetscape between it and the neighborhood and provide an attractive environment within the property, including color and shade. In the early stages of development, priority shall be placed on the development of a pleasing streetscape along abutting streets.

1. Landscaping shall meet the requirements of the City Zoning Code at full build-out per the Master Development Plan for the entire site.

2. Upon application for a Site Development Plan for Building Permit, the applicant shall demonstrate how the proposed landscaping for the subject parcel(s) implements and/or furthers the Master Development Plan's Landscape Master Plan. Additional landscaping, including trees, to buffer parking and/or pedestrian areas, may be required as deemed necessary by the DRB to implement/further the Master Development Plan's Landscape Master Plan and the intent of the Zoning Code.

3. Perimeter landscaping should be consistent with the character of the adjacent neighborhood, with an emphasis on drought tolerant plants to minimize water consumption.

4. A public gathering area shall be designed into commercial uses on the site. These might include porticos along commercial storefronts or an open plaza with seating and/or outdoor dining. Shade should be provided by landscaping or shade structures.

I. Orientation.

1. New residential and commercial development along First Street or Second Street shall orient entrances to the street.

2. Buildings along the street frontage shall include entries and windows open to the street.

3. Where possible, public access to the property shall be provided, and the use of existing buildings for uses accessible to the public is encouraged.

4. The entrance to the locomotive shops property should open to the neighborhood and provide access to public areas of the property.

5. Where buildings orient to First or Second Street, development should be open to the street.

J. Master Development Plan.

1. Master Plan review by the Rail Yards Advisory Board and Environmental Planning Commission and approval by the City Council is required for the entire site before a building permit is issued for any portion of the site. Exceptions include a museum project and a City-sponsored housing project, both of which may receive approvals and building permits prior to the adoption of a Master Plan, subject to an agreement with the

City that has been reviewed by the Rail Yards Advisory Board and approved by the Council being in place.

2. The Master Development Plan (MDP) must include appropriate strategies for buffering and transitions between non-residential uses on the site and the surrounding residential neighborhoods that incorporate and address the required design standards listed in previous sections of the SU-2/HLS zone.

3. Development Approval Process: Specific projects at the Rail Yards property are required to complete a Site Development Plan for Building Permit, as defined by the Comprehensive City Zoning Code. The Site Development Plan for Building Permit shall include a Site Development Plan, landscape plan, grading and drainage plan, utility plan and building elevations.

Approval of the site development plan for building permit will occur through a public hearing process before the Development Review Board (DRB). The public hearing process requires notification to the affected neighborhood associations, including Barelás and South Broadway and any other impacted neighborhood as determined through the Office of Neighborhood Coordination. In order for the Site Plan for Building Permit to be approved, the applicant must demonstrate that the project and proposed use are consistent with the goals, policies, and the design standards contained in the MDP. A pre-application review meeting and/or design review meeting with the Urban Design and Development Division of the Planning Department is required to ensure a smooth site development plan approval process.

As part of the DRB approval process, the review of Site Plans for Building Permit shall include review and comment by a City Landmarks and Urban Conservation Commission (LUCC) planner and a Metropolitan Redevelopment planner for consideration by the DRB. The intent is to ensure proposed projects at the Rail Yards property comply with and are consistent with the MDP and any additional requirements due to the historic designation of the property.

4. Amendments and Deviations to the Master Development Plan:

1 a. Deviations to Dimensional Standards: Deviations to
2 the SU-2/HLS Zone, the Master Plan and to the Site Development Plans for
3 Subdivision: The MDP is intended to provide the framework for
4 development of the Rail Yards over time. However, it is recognized that
5 conditions may require a deviation to the MDP.

6 A deviation to the MDP is defined as any departure from the
7 dimensional standards in the Development Regulations section of the MDP.
8 Deviations shall require review and approval by the Planning Director (or
9 his/her designee) and be in accordance with the intent of the MDP.
10 Deviations from the MDP will be presented at the pre-application meeting.
11 Approvals of deviations from the MDP by the Planning Director (or his/her
12 designee) shall accompany the Site Development Plan for Building Permit
13 application to DRB.

14 The Planning Director, or her/his designee, may approve
15 deviations from dimensional standards regulating structure height,
16 setbacks, landscaping and floor area ratio that are less than or equal to
17 10%. Any deviation greater than 10% and up to 25% from dimensional
18 standards regulating structure height, setbacks, landscaping and floor area
19 ratio shall be reviewed for approval by the EPC. Deviations over 25% to
20 these dimensional standards are not allowed, however nothing herein shall
21 preclude an applicant's right to seek a variance or formally amend the
22 Sector Plan or Master Development Plan.

23 The Planning Director, or her/his designee, may approve deviations
24 from the required number of off-street parking spaces and from
25 dimensional standards regulating signs and that are less than or equal to
26 25%. Any deviation greater than 25% and up to 50% from the required
27 number of off-street parking spaces and from dimensional standards
28 regulating signs shall be reviewed for approval by the EPC. Deviations over
29 50% to these standards are not allowed, however nothing herein shall
30 preclude an applicant's right to seek a variance or formally amend the
31 Sector Plan or Master Development Plan.

32 b. Amendments to the Site Development Plan for
33 Subdivision and Site Development Plans for Building Permit: The Planning

1 Director or her/his designee may review and approve amendments to
2 approved site development plans for subdivision and/or building permit as
3 follows:

4 i. Administrative Amendments per the SU-1 zone (§14-
5 16-2-22).

6 ii. Site Development Plans: As determined by the
7 Planning Director, the Development Review Board (DRB) may approve
8 changes to DRB-approved site development plans that go beyond an
9 Administrative Amendment and/or that require technical review.

10 iii. Major Amendments: the Planning Director may refer
11 site development plan amendments to the Environmental Planning
12 Commission (EPC) for review at a public hearing if there are known
13 aggrieved parties and/or if the proposed changes may adversely affect the
14 site, the adjacent properties, and/or the community.

15 c. Amendments to the Master Development Plan: The
16 MDP is intended to provide the framework for development of the Rail
17 Yards over time. However, it is recognized that conditions may require an
18 amendment to the MDP.

19 An amendment to the MDP is defined as any change to the Goals
20 and Policies section or the Development Regulations section of the
21 adopted MDP. Proposed amendments to the Development Regulations,
22 including but not limited to the Approved Uses by Parcel, shall require
23 submittal to the EPC. Proposed amendments to the Goals and Policies
24 shall require review and recommendation of the Rail Yards Advisory Board
25 prior to the submittal to the EPC.

26 K. Interim Uses

27 1. Building permits may be issued for repairs and/or improvements
28 that are needed so that interim or long-term uses that are allowed by
29 existing zoning and are consistent with the direction of the Master Plan, as
30 determined by both the City and selected Master Developer, can be
31 established on the site.

32 2. INTERIM USES: Building permits for work to be completed in
33 order to establish interim uses may only be issued after the Mayor and City

1 Council have approved a formal plan, which shall be submitted to the
2 Council via Resolution, that includes, at a minimum, the following
3 information:

- 4 i. The specific site improvements to be completed;
- 5 ii. The cost of improvements and funding source(s) to
6 be used to make improvements;
- 7 iii. Expected operating or other recurring costs;
- 8 iv. The type(s) of interim use(s);
- 9 v. The general logistics of operating the facility that
10 houses the interim use(s), including, but not limited to, the permitting
11 process for use of the facility, hours of operation, access to the facility and
12 the provision of on-site parking, and security;
- 13 vi. A marketing plan that describes the expected
14 demand for use of the facility and anticipated number of annual events;
- 15 vii. A description of the public benefits of the interim use
16 activities; and
- 17 viii. The process that will be used to notify affected
18 neighborhood associations and immediate neighbors of events that may
19 generate impacts, such as traffic and noise, and how those impacts will be
20 mitigated.

21 The Council may choose to seek the input of the Rail Yards
22 Advisory Board prior to acting on any proposal submitted for the
23 development of interim uses.

24 3. OTHER USES: Other projects that would establish long-term or
25 permanent uses on the site may receive approvals and building permits
26 prior to the adoption of a Master Plan, subject to an agreement with the
27 City that has been reviewed by the Rail Yards Advisory Board and
28 approved by the Council and Mayor being in place."

29 SECTION 2. FINDINGS ACCEPTED. The City Council adopts the
30 following findings as recommended by the Environmental Planning
31 Commission (EPC):

32 1. This is a request for Text Amendments to the SU-2/HLS (historic
33 locomotive shops) zone in the Barelás Sector Development Plan. The plan

1 area is the area bounded by Alcalde Place and Coal Avenue to the north,
2 Commercial Street to the east, Avenida Cesar Chavez on the south and the
3 Albuquerque Riverside Drain on the west.

4 2. The SU-2/HLS zone is limited to Tract A of the Plat of Tract A A.T.
5 & S.F. Railway Co. Machine Shop, a 27+/- acre City-owned property that
6 contains the historic Atlantic Pacific and Santa Fe Railway locomotive
7 shops, and platted and unplatted parcels of land owned by the Atchison,
8 Topeka and Santa Fe Railway Company adjacent to the railroad tracks.

9 3. A Master Plan has been developed for the 27+/- acre City-owned
10 property that contains the historic Atlantic Pacific and Santa Fe Railway
11 locomotive shops, and the Albuquerque Rail Yards Master Development
12 Plan was adopted by the City Council on June 16, 2014 by R-14-23.

13 4. The intent of the text amendments is to coordinate the Master
14 Plan with the Barelás Sector Development Plan, specifically, relevant
15 regulations associated with the Master Plan are legally required to be
16 implemented by the Sector Plan.

17 5. The proposed text amendments further the Comprehensive Plan
18 Land Use Goal for the Central Urban Area Section II.B.6. The proposed
19 amendments to the SU-2/HLS zone in the Barelás Sector Development Plan
20 provide consistency between the Rail Yards Master Development Plan and
21 the zoning for the site. Such consistency facilitates the redevelopment of
22 the site. The redevelopment of the City's cultural and historic resource
23 commonly known as the Rail Yards, with the proposed mix of employment
24 and cultural uses, has the potential to enhance the character of both the
25 adjacent South Broadway and Barelás neighborhoods.

26 6. The proposed text amendments further the Comprehensive Plan
27 Land Use Goal for the Central Urban Area Section II.B.6. Policy b. The
28 proposed text amendment to the SU-2/HLS zone in the Barelás Sector
29 Development Plan provides consistency between the property's zoning and
30 the Rail Yards Master Development Plan. The Rail Yards site was
31 purchased by the City of Albuquerque in 2007, for a number of reasons,
32 historic preservation, economic development among them. The Rail Yards
33 are envisioned to redevelop as a mixed use employment and cultural

1 center. Redevelopment of site will provide a vital link between the
2 downtown and the Barelás and South Broadway neighborhoods.

3 7. The proposed amendments to the Barelás Sector Development
4 Plan are consistent with Resolution 270-1980. The proposed text
5 amendments to the SU-2/HLS zone of the Barelás Sector Development Plan
6 support the health, safety, morals and general welfare of the City by
7 furthering applicable Master Plan Goals and Policies and ensuring
8 consistency between the zoning and the Rail Yards Master Development
9 Plan. The proposed text amendments will not destabilize land use or
10 zoning. While the request does propose a change to the range of
11 permissive uses (including rather than excluding wireless
12 telecommunications facility and laboratory as permissive uses), this
13 change will not destabilize the area. A wireless telecommunications facility
14 would be regulated per the Zone Code and an architecturally integrated
15 facility could be an appropriate feature on an active employment and
16 cultural center with very tall structures such as the Rail Yards. Some types
17 of laboratory uses would also be appropriate on the site. The existing
18 zoning provides for a range of uses including residential, cultural and
19 commercial. The amendment will not create a new spot or strip zone.

20 SECTION 3. FURTHER FINDINGS. The City Council further finds that per
21 Section D of Resolution R-270-1980, the Barelás Sector Development Plan
22 adopted in 2008 anticipated that an amendment would be appropriate upon
23 adoption of a master plan for the Rail Yards property: "Upon approval of a
24 Master Site Development Plan- see section J below- this zone will be
25 amended to adopt the Master Plan." The master planning process is
26 nearing completion as a proposed plan is currently at the City Council
27 pending adoption. This constitutes a changed condition and amendments
28 to the sector plan to coordinate the zoning with the master plan are more
29 advantageous to the community.

30 SECTION 4. SEVERABILITY CLAUSE. If any section, paragraph,
31 sentence clause, word or phrase of this resolution is for any reason held to
32 be invalid or unenforceable by any court of competent jurisdiction, such
33 decision shall not affect the validity of the remaining provisions of this

1 resolution. The Council hereby declares that it would have passed this
2 resolution and each section, paragraph, sentence, clause, word or phrase
3 thereof irrespective of any provisions being declared unconstitutional or
4 otherwise.

5 SECTION 5. This resolution shall take effect five days after publication
6 by title and general summary.

1 PASSED AND ADOPTED THIS 1st DAY OF December, 2014

2 BY A VOTE OF: 8 FOR 0 AGAINST.

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4 Excused: Winter

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Rey Garduño, President
City Council

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APPROVED THIS 16th DAY OF December, 2014

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Bill No. R-14-114

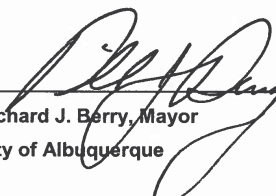
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Richard J. Berry, Mayor
City of Albuquerque

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ATTEST:

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Trina M. Gurule, Acting City Clerk

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**CITY of ALBUQUERQUE
TWENTY SECOND COUNCIL**

COUNCIL BILL NO. R-16-108

ENACTMENT NO.

R-2017-026

SPONSORED BY: Trudy E. Jones and Isaac Benton

RESOLUTION

**ADOPTING AN UPDATED ALBUQUERQUE/BERNALILLO COUNTY
COMPREHENSIVE PLAN.**

**WHEREAS, the Council, the Governing Body of the City of Albuquerque,
has the authority to amend the Comprehensive Plan as authorized by statute,
Section 3-19-9, NMSA 1970, and by its home rule powers; and**

**WHEREAS, the Comprehensive Plan is the Rank I plan for the physical
development and conservation of areas within the City of Albuquerque and
unincorporated Bernalillo County, which sets out the context, goals and
policies, monitoring and implementation, and supporting information to
further its vision and purpose; and**

**WHEREAS, the Comprehensive Plan has not been significantly updated
since its original adoption in 1989 and its subsequent amendment in 2001 to
establish "Centers and Corridors" boundaries and policy language to focus
development in appropriate areas connected by multi-modal transportation
corridors; and**

**WHEREAS, the City Council, the City's Planning and Zoning Authority, in
April 2014, via R-14-46 (Enactment No. R-2014-022), directed the City to update
the Albuquerque/Bernalillo County Comprehensive Plan in coordination with
Bernalillo County, MRCOG, and other agencies; and**

**WHEREAS, an increased range of housing options are needed closer to
employment centers, and employment centers are needed closer to existing
housing, especially west of the Rio Grande; and**

**WHEREAS, preserving agricultural lands is increasingly important in order
to protect rural character and cultural traditions, provide for regional food**

**demands locally, and to improve stormwater retention and groundwater
infiltration; and**

**WHEREAS, the largest demographic segments of the population – Baby
Boomers and Millennials – are increasingly seeking urban lifestyles in mixed-
use areas that provide for employment, entertainment, and services without
requiring driving or automobile ownership; and**

**WHEREAS, the demand for these types of developments are not
sufficiently met in Albuquerque, because, in large part, existing land-use
policies and regulations strongly encourage suburban, single-family detached
development over compact mixed-use; and**

**WHEREAS, jurisdictional and geographic boundaries limit the opportunity
to accommodate growth in the City via annexation and expansion, prompting
the need to accommodate infill and densification in appropriate locations,
such as Centers and Corridors; and**

**WHEREAS, an update of the Comprehensive Plan would be an opportunity
to employ contemporary best practices for land use, transportation, and
preservation planning techniques and strategies for regional, interagency
transportation and land-use planning activities; and**

**WHEREAS, the existing hierarchy of overlapping Rank I, Rank II, and Rank
III Plans were all created at various points in time with little or no strategic
coordination and contain overlapping and sometimes conflicting policies and
regulations that have not been evaluated in a comprehensive manner; and**

**WHEREAS, these uncoordinated policies often present unnecessary and
counter-productive obstacles to both neighborhood protections and the
development process; and**

**WHEREAS, these lower-ranking plans need to be analyzed and revised to
ensure they support and are consistent with an updated Rank I
Comprehensive Plan and provide a simpler, clearer, and more effective means
of implementing the growth and development vision; and**

**WHEREAS, an update to the Comprehensive Plan provides an opportunity
to foster increased collaboration and coordination between the City of
Albuquerque and Bernalillo County by serving as a regional plan for healthy
growth, efficient transportation, infrastructure needs, and land use policies to**

1 better reflect new market demands, diversify and bolster the economy, better
2 serve all demographics, support alternative transportation modes to the
3 automobile, and improve efforts to grow and develop in ways that are
4 sustainable, respect and preserve natural and cultural resources, and improve
5 the quality of life for all citizens; and

6 WHEREAS, staff of the City of Albuquerque and Bernalillo County have
7 worked together to update the narratives, policies, and maps; and

8 WHEREAS, on September 1, 2016, the Environmental Planning
9 Commission (EPC), in its advisory role on land use and planning matters,
10 recommended approval to the City Council of the amendment to the
11 Albuquerque/Bernalillo County Comprehensive Plan.

12 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
13 ALBUQUERQUE:

14 SECTION 1. The Albuquerque/Bernalillo County Comprehensive Plan is
15 hereby replaced in its entirety by the 2016 Draft Updated Comprehensive Plan,
16 attached hereto as Exhibit A.

17 SECTION 2. FINDINGS ACCEPTED. The City Council adopts the
18 following findings as recommended by the Environmental Planning
19 Commission (EPC):

20 1. The request is for an update to the Albuquerque/Bernalillo County
21 Comprehensive Plan (1989, as subsequently amended, the "Comp Plan"). The
22 update, which will reflect new demographic trends and anticipated growth in
23 the region, is designed to more effectively coordinate land use and
24 transportation and to leverage and enhance a sense of place.

25 2. The Comp Plan applies to land within the City of Albuquerque municipal
26 boundaries and to the unincorporated area of Bernalillo County (the
27 "County"). Incorporated portions of the County that are separate
28 municipalities are not included.

29 3. Council Bill No. R-14-46 (Enactment R-2014-022) became effective on May
30 7, 2014, which directed the City to update the Comp Plan.

31 4. The EPC's task is to make a recommendation to the City Council regarding
32 the Comp Plan update. As the City's Planning and Zoning Authority, the City
33 Council will make the final decision. The EPC is the Council's recommending

1 body with important review authority. Adoption of an updated City Master Plan
2 (Comp Plan) is a legislative matter.

3 5. The existing, key concept of Centers and Corridors will remain the same,
4 as will the boundaries of existing Centers. In the City, the existing
5 development areas (Central Urban, Developing & Established Urban, Semi-
6 Urban, and Rural) will be replaced with Areas of Change and Areas of
7 Consistency. In the County, the development areas will remain the same.

8 6. The 2016 Comp Plan update incorporates changes in the narrative
9 descriptions as well as the goals, policies, and actions of each existing
10 chapter. Approximately 90% of existing Goals and policies from the City's
11 various Sector Plans (Rank III) and Area Plans (Rank II), except for facility
12 plans and Metropolitan Redevelopment Area (MRA) plans, have been
13 integrated into the updated Comp Plan. Many of these Goals and policies
14 address similar topics and/or can be expanded to apply City-wide.

15 7. The State Constitution and Statutes, the ROA 1994 (which includes the
16 City of Albuquerque Charter and the Planning Ordinance), the
17 Albuquerque/Bernalillo County Comprehensive Plan, and the City of
18 Albuquerque Comprehensive Zoning Code are incorporated herein by
19 reference and made part of the record for all purposes.

20 8. State Constitution and Statutes: The Constitution of the State of New
21 Mexico allows municipalities to adopt a charter, the purpose of which is to
22 provide for maximum local self-government (see Article X, Section 6-
23 Municipal Home Rule). The City of Albuquerque is a home rule municipality
24 and has the authority to adopt a comprehensive plan as granted under
25 Chapter 3, Article 19, Section 9 NMSA 1978 (3-19-9 NMSA 1978) and by the City
26 Charter.

27 9. The request is consistent with the intent of City Charter Article XVII,
28 Planning, as follows:

29 A. Section 1 - The review and adoption of an updated Comp Plan is an
30 instance of the Council exercising its role as the City's ultimate planning and
31 zoning authority. The updated Comp Plan is written and formatted to help
32 inform the Mayor and the Council about community priorities for the
33 formulation and review of Capital Improvement Plans.

1 B. Section 2 - The updated Comp Plan will help guide the implementation,
2 enforcement, and administration of land use plans and regulations that reflect
3 current trends and priorities as well as the future vision for growth and
4 development. The Plan's implementation strategies are to: build public
5 awareness and engagement; improve inter-governmental coordination;
6 promote growth, development and conservation; and create an ongoing
7 process for monitoring progress toward the vision, which will give the Council
8 and the Mayor a common and effective framework to build upon.

9 10. Intent of the City Charter - Related Sections:

10 A. Article I, Incorporation and Powers- Updating the Comprehensive Plan
11 is an act of maximum local self-government and is consistent with the
12 purpose of the City Charter. The updated policy language of the Comp Plan
13 will help guide legislation and provide support for necessary changes to
14 ordinances and standards.

15 B. Article IX, Environmental Protection- The updated Comprehensive Plan
16 reflects recent best practices for policy to guide the proper use and
17 development of land coordinated with transportation. The update will help
18 protect and enhance quality of life for Albuquerque's citizens by promoting
19 and maintaining an aesthetic and humane urban environment. Committees will
20 have up-to-date guidance to better administer City policy.

21 11. Intent of the Zoning Code (Section 14-16-1-3): The update to the Comp
22 Plan will provide up-to-date guidance for amendments and changes to land
23 use regulations in the Zoning Code. This will allow the Zoning Code to better
24 implement the city's master plan -in particular the master plan documents that
25 comprise the Comp Plan. This updated Comp Plan will facilitate a
26 comprehensive review of land use regulations and regulatory processes to
27 ensure that they reflect the most recent best practices and the vision for future
28 growth and development in the city to promote the health, safety and general
29 welfare of Albuquerque's citizens.

30 12. Intent of the Planning Ordinance (Section 14-13-2-2): Updating the Comp
31 Plan will ensure that it will reflect recent best practices for land use and
32 transportation planning, the priority needs and desires of residents and
33 businesses, and a vision of sustainable growth and development for the next

1 twenty years. This will also help ensure that lower ranking plans reflect
2 current ideas, technologies, and up-to-date demographic and market trends.
3 The Comp Plan update process identified several conflicting provisions in
4 lower ranking Plans that require an updated long-range planning process. The
5 proposed Community Planning Area (CPA) assessments will address planning
6 issues City-wide as well as within each CPA on an on-going, proactive basis.
7 13. The Comp Plan update addresses the main topics in Section 14-13-1, the
8 Planned Growth Strategy (PGS), such as natural resources conservation,
9 traffic congestion, and infrastructure provision, as follows:

10 A. Sustainable development is a key to the region's long-term viability. The
11 2016 Comp Plan promotes sustainable development best practices related to
12 water resources, storm water management, multi-modal transportation, and
13 urban design. A new chapter on Resilience and Sustainability (Chapter 13) has
14 been added and includes sections on water quality and air quality, and
15 discusses the importance of becoming more resource-efficient.

16 B. The update addresses transportation and traffic on a regional basis. A
17 priority is to improve mobility and transportation options (p. 1-11). The
18 Transportation chapter (Chapter 6) discusses the importance of balancing
19 different travel modes and providing complete and well-connected streets to
20 provide a variety of travel options.

21 C. The Land Use chapter (Chapter 5) includes policies to encourage a
22 development pattern that will foster complete communities, where residents
23 can live, work, learn, shop, and play, and that will maximize public investment
24 in denser areas. One primary goal is to improve the balance of jobs and
25 housing on each side of the river to help reduce traffic congestion and bring
26 jobs to where people already live.

27 D. The Infrastructure, Community Facilities & Services chapter (Chapter
28 12) covers a wide range of infrastructure systems, community facilities and
29 public services that support the existing community and the Comp Plan's
30 vision for future growth. The chapter emphasizes increased inter-agency
31 planning and coordination, and ways for pooling resources to maximize
32 efficiencies, bridge service gaps, and provide added value. The guiding

1 principle of equity helps identify gaps in service provision and how they might
2 be addressed.

3 14. City language that refers to the Comp Plan is found in various locations
4 of ROA 1994. This language will need to be correspondingly revised with the
5 adoption of the 2016 Comp Plan in order to maintain the intent of the policies
6 and to maintain internal consistency in ROA 1994.

7 15. The 2016 Comp Plan update improves coordination with the Mid-Region
8 Metropolitan Planning Organization (MRMPO) and the Metropolitan
9 Transportation Plan (MTP), which includes a new growth forecast to 2040 and
10 a preferred growth scenario. The Comp Plan update responds to the MTP by
11 updating Comp Plan Corridors to be consistent with MTP corridors,
12 coordinating Center designations with MTP center designations used to
13 develop a preferred future growth scenario, and developing an analysis tool to
14 analyze performance metrics based on different growth scenarios.

15 16. A number of elements of the existing Comp Plan will remain the same
16 with the 2016 Comp Plan update, including:

17 A. The Comp Plan's geographic scope, which includes the area in
18 Albuquerque's municipal limits and the unincorporated areas in Bernalillo
19 County.

20 B. The Centers and Corridors framework as a means to encourage future
21 growth and density in appropriate areas while protecting existing
22 neighborhoods, natural resources, and open space lands.

23 C. Most of the goals, policies, and actions in the current Comp Plan,
24 supplemented by those in Sector Development Plans and Area Plans adopted
25 by the City. Approximately 90% of the City's existing 1,200 policies in these
26 plans are represented in the 800 policies and sub-policies of the Comp Plan
27 update.

28 D. The County's Development Areas (Rural, Reserve, Semi-Urban,
29 Developing Urban, and Established Urban) from the existing Comp Plan will
30 continue to be used in the unincorporated area, and their associated policies
31 will remain unchanged.

32 17. The 2016 Comp Plan update has reorganized and reworded the existing
33 Comp Plan to reflect new data and trends, be more user-friendly and provide

1 clearer guidance to decision-makers. The most significant changes in the 2016
2 Comp Plan update are:

3 A. The inclusion of a Vision chapter (Chapter 3), which serves as a
4 "People's Summary" of the plan and provides an overview.

5 B. Modifications to the Center and Corridor descriptions and the
6 introduction of new Center and Corridor types.

7 i. Three Major Activity Centers have been re-designated as Downtown
8 or as Urban Centers (Uptown and Volcano Heights).

9 ii. The remaining Major and Community Activity Centers have been re-
10 designated as Activity Centers or Employment Centers.

11 iii. The new Employment Center type reflects the need for concentrated
12 job centers.

13 iv. Certain corridors have been designated as Premium Transit
14 corridors to be consistent with MRCOG's MTP; Enhanced Transit Corridors
15 have been re-named and designated as Multi-Modal Corridors, and Express
16 Corridors are renamed and designated as Commuter Corridors. Main Street
17 Corridors have been introduced as a new Corridor type.

18 C. Reorganization of the Comp Plan into ten Elements (Chapters) that
19 reflect more recent best practices in planning as well as the needs of area
20 residents:

21 i. Community Identity and Heritage Conservation (Chapters 4 and 11,
22 respectively) in response to public comments about the importance of
23 neighborhood character, preserving traditional communities, and cultural
24 landscapes.

25 ii. A new chapter, Urban Design (Chapter 7) describes design elements
26 that support and/or constitute good design for our community, in distinct
27 rural, suburban, and urban contexts.

28 iii. A new chapter, Resilience and Sustainability (Chapter 13), reflects
29 community concerns about conserving natural resources, preparing for
30 climate change and natural hazards, and creating healthy environments for
31 people.

32 D. The introduction of six guiding principles that indicate what is
33 particularly important to residents.

1 E. A new focus on coordinating land use and transportation to strengthen
2 Centers and Corridors and to address traffic congestion on river crossings by
3 improving the jobs-housing balance west of the Rio Grande.

4 F. Two Development Areas in the City, Areas of Change and Areas of
5 Consistency, will replace the six current Development Areas.

6 G. Updated City and County Community Planning Areas (CPAs) and
7 policies that guide the City Planning Department regularly to engage with
8 residents and other stakeholders in 12 City CPAs on a five-year cycle of
9 assessments.

10 H. An Implementation chapter (Chapter 14) with strategic actions,
11 performance metrics, and policy actions to be updated on a five-year cycle.

12 18. In 2017, City Planning Staff intend to initiate an ongoing, proactive
13 engagement and assessment process (Community Planning Area
14 Assessments) to work with communities throughout the City to address
15 planning issues and develop solutions. Performance measures will be used to
16 track progress toward Comp Plan Goals over time.

17 19. The public engagement process, which offered a range of opportunities
18 for input, discussion, and consensus-building, featured a series of workshops
19 and public meetings that included daytime focus groups organized by topic
20 and evening meetings with a more traditional presentation and a question and
21 answer session. The project team was invited to speak at over 100 meetings
22 and local conferences. To reach more people and a broader cross-section of
23 the community, the project team staffed booths and passed out promotional
24 material at community events and farmers markets.

25 20. Articles about the ABC-Z project appeared regularly in the City's
26 Neighborhood News and ads specifically for the Comp Plan update were
27 placed in print and social media. There is also a social media page for the
28 ABC-Z project on Facebook.

29 21. Staff received official written comments from agencies and interested
30 parties. Agencies that commented include the ABCWUA, the AMAFCA,
31 Bernalillo County, the City Parks and Recreation Department, and PNM. Their
32 comments suggest specific revisions to clarify topics related to their agency's
33 charge. Staff is considering all comments carefully and addressing them.

1 22. The comments submitted by interested parties cover a variety of topics,
2 including but not limited to time for public review and comment, annexation,
3 effect on vulnerable populations, and the focus on centers and corridors.

4 Some comments express significant concerns that policies crafted to address
5 localized issues are applied broadly and that sector plans are being replaced.
6 Staff is considering all comments carefully and addressing them.

7 23. The EPC held two advertised and noticed public hearings, on August 4
8 and August 25, 2016, to elicit public comments and participation for the
9 record.

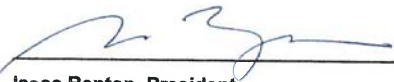
10 24. Planning Department Staff and City Council Staff will continue to
11 collaborate regarding themes raised in the August 2016 Staff Report, and in
12 public, departmental, and agency comments, to consider any additional
13 information that should be included in the Comp Plan update.

14 SECTION 3. EFFECTIVE DATE AND PUBLICATION. This legislation shall
15 take effect five days after publication by title and general summary.

16 SECTION 4. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
17 clause, word or phrase of this resolution is for any reason held to be invalid or
18 unenforceable by any court of competent jurisdiction, such decision shall not
19 affect the validity of the remaining provisions of this resolution. The Council
20 hereby declares that it would have passed this resolution and each section,
21 paragraph, sentence, clause, word or phrase thereof irrespective of any
22 provisions being declared unconstitutional or otherwise invalid.
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1 PASSED AND ADOPTED THIS 20th DAY OF March, 2017
2 BY A VOTE OF: 6 FOR 2 AGAINST.

4 Against: Peña, Sanchez
5 Excused: Winter
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11 Isaac Benton, President
12 City Council
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15 APPROVED THIS 1th DAY OF April, 2017
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19 Bill No. R-16-108
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22 Richard J. Berry, Mayor
23 City of Albuquerque
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27 ATTEST:
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30 Natalie Y. Howard, City Clerk
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CITY of ALBUQUERQUE
TWENTY SECOND COUNCIL

COUNCIL BILL NO. C/S O-17-49 ENACTMENT NO. O-2017-025

SPONSORED BY: Trudy E. Jones and Isaac Benton

1 ORDINANCE

2 ADOPTING THE INTEGRATED DEVELOPMENT ORDINANCE (IDO) AND IDO
3 ZONING CONVERSION MAP AND REPEALING THE COMPREHENSIVE CITY
4 ZONING CODE (§14-16 ET SEQ.) AND EXISTING ZONING MAP; REPEALING
5 THE LANDMARKS AND URBAN CONSERVATION ORDINANCE (§14-12 ET
6 SEQ.), THE SUBDIVISION ORDINANCE (§14-14 ET SEQ.), AND THE
7 AIRPORT ZONING ORDINANCE (§14-15 ET SEQ.), WHOSE REGULATORY
8 PURPOSES AND CONTENT HAVE BEEN INCORPORATED INTO THE IDO;
9 REPLACING REFERENCES TO THE REPEALED ORDINANCES IN VARIOUS
10 LOCATIONS OF REVISED ORDINANCES OF ALBUQUERQUE, NEW
11 MEXICO, 1994 (ROA 1994) WITH REFERENCES TO THE IDO IN ORDER TO
12 MAINTAIN INTERNAL CONSISTENCY IN ROA 1994 INCLUDING PART §5-1-4,
13 PART §6-9-1(A), PART §7-5-2, PART §7-5-3, SECTION §8-2-2-15(D), SECTION
14 §9-2-1-4, SECTION §9-2-3-3(E), SECTION §9-6-3-4(A), PART §9-9-2, SECTION
15 §9-10-1-7(B)(3)(c), SECTION §9-10-1-9(E)(1), PART §10-9-8, SECTION §11-1-
16 1-11(C)(2), PART §13-1-9(A), PART §13-2-6(C), SECTION §13-5-1-13(D), PART
17 §13-15-2(B), PART §14-4-4(F), PART §14-6-1, PART §14-6-2(A)(5), PART §14-
18 8-2-3(B), PART §14-11-7(C)(3), AND PART §14-17-5(A); AND AMENDING
19 VARIOUS ORDINANCES TO COMPILE RELEVANT SECTIONS OF THE CODE
20 OF ORDINANCES AND TO MAINTAIN INTERNAL CONSISTENCY WITH THE
21 IDO INCLUDING PART §4-10-3(D), SECTION §6-1-1-12(D), SECTION §6-1-1-
22 99(C), PART §6-5-5 ET SEQ., ARTICLE §6-6 ET SEQ., PART §6-7-2(B),
23 SECTION §8-5-1-42(H), SECTION §9-2-1-4, PART §9-9-2, SECTION §9-10-1-
24 7(B)(3)(e), PART §11-2-3, SECTION §12-2-28, SECTION §14-5-2-10(B),
25 SECTION §14-8-2-3(A), SECTION §14-8-2-4(D), SECTION §14-8-2-5 ET SEQ.,
26 SECTION §14-8-2-6 ET SEQ., SECTION §14-8-2-7(A), SECTION §14-8-2-7(B),

PART §14-8-7, PART §14-9-3, PART §14-11-3(A), SECTION §14-13-1-4(E), SECTION §14-13-2-2, SECTION §14-13-2-3, SECTION §14-13-2-4(B), SECTION §14-13-2-5, SECTION §14-13-2-6, SECTION §14-13-3, PART §14-17-5 ET SEQ., AND PART §14-19-15.

WHEREAS, the City Council, the Governing Body of the City of Albuquerque, has the authority to adopt and amend plans for the physical development of areas within the planning and platting jurisdiction of the City authorized by statute, Section 3-19-3, NMSA 1978, and by its home rule powers; and

WHEREAS, the City's zoning powers are established by the City charter, in which: Article I, Incorporation and Powers, allows the City to adopt new regulatory structures and processes to implement the Albuquerque-Bernalillo County Comprehensive Plan ("Comp Plan") and help guide future legislation; Article IX, Environmental Protection, empowers the City to adopt regulations and procedures to provide for orderly and coordinated development patterns and encourage conservation and efficient use of water and other natural resources; and Article XVII, Planning, establishes the City Council as the City's ultimate planning and zoning authority; and

WHEREAS, the City adopted a Planning Ordinance (§14-13-2) that established a ranked system of plans, with the jointly adopted Comp Plan as the Rank 1 plan that provides a vision, goals, and policies for the Albuquerque metropolitan area, including the entire area within the city's municipal boundaries, Rank 2 plans that provide more detailed policies for a particular type of facility or a sub-area of the city in order to implement the Comp Plan, and Rank 3 plans that provide an even greater level of detail about an even smaller sub-area; and

WHEREAS, the City amended the Comp Plan in 2001 via R-01-344 (Enactment No. 172-2001) to include a Centers and Corridors vision for future growth and development as recommended by the City's Planned Growth Strategy (§14-13-1) in order to maintain a sustainable urban footprint and service boundary for infrastructure; and

WHEREAS, the City amended the Comp Plan in 2001 via R-01-343 (Enactment No. 171-2001) to identify Community Planning Areas and

provide goals and policies to protect and enhance distinct community identity in each area; and

WHEREAS, the City's Comprehensive Zoning Code ("Zoning Code"), which is the primary implementation tool for the Comp Plan, has been amended piecemeal hundreds of times but has not been comprehensively updated since 1975; and

WHEREAS, the Zoning Code has not been comprehensively updated to implement the Comp Plan's Centers and Corridors approach to growth and development or community identity goals and policies for Community Planning Areas; and

WHEREAS, zoning codes typically have a lifespan of 20 years before a comprehensive update is needed; and

WHEREAS, the Zoning Code does not include integrated tools to address the unique needs of sub-areas or establish regulations to protect the character of built environments in particular sub-areas; and

WHEREAS, lower-ranked plans are intended to implement the Rank 1 Comp Plan and supplement the Zoning Code by providing a greater level of detailed planning policy and/or land use and zoning regulations for sub-areas of the city; and

WHEREAS, the City has adopted six Rank 2 Facility Plans – for Arroyos (adopted 1986), for the Bosque (adopted 1993), for Major Public Open Space (adopted 1999), for the Electric System: Transmission & Generation (last amended in 2012), for Route 66 (adopted 2014), and for Bikeways & Trails (last amended in 2015) – to provide policy guidance and implementation actions for implementing departments; and

WHEREAS, Rank 2 Area Plans and Rank 3 Sector Development Plans have been created and adopted over the last 40 years for approximately half the area of the city; and

WHEREAS, the City has adopted five Rank 2 Area Plans – the Sandia Foothills Area Plan in 1983 (never amended), the Southwest Area Plan in 1988, (last amended in 2002), the East Mountain Area Plan in 1992 (never amended), the North Valley Area Plan in 1993 (never amended), and the West Side Strategic Plan in 1997 (last amended in 2014) – that provide

1 policy guidance about sub-areas to help implement the Comp Plan, yet
2 three have not been amended since 2001, when the Comp Plan was
3 amended to adopt a Centers and Corridors vision for future growth and
4 development; and

5 WHEREAS, the Southwest Area Plan and East Mountain Area Plan were
6 jointly adopted with Bernalillo County, as the plan areas include land that is
7 predominantly within the unincorporated County area; and

8 WHEREAS, the City has adopted over 50 Sector Development Plans –
9 some of which include policies and some of which include tailored zoning,
10 regulations, and approval processes for properties within the plan
11 boundary; and

12 WHEREAS, approximately 51% of the adopted Rank 3 Sector
13 Development Plans were adopted or amended after 2001, when the Comp
14 Plan was amended to adopt a Centers and Corridors vision for future
15 growth and development; and

16 WHEREAS, the City intended to update each Sector Development Plan
17 every 10 years, but some have never been amended, some have been
18 amended multiple times, and over half are now more than 10 years old; and

19 WHEREAS, the Code of Resolutions indicates that the City has adopted
20 plans that the Planning Department cannot find, which may have been
21 repealed or replaced in whole or in part, and there may be other adopted
22 ranked plans that the Planning Department is no longer aware of and have
23 not been listed on the Planning Department's publication list; and

24 WHEREAS, approximately half the properties in the city have not had the
25 benefit of long-range planning for specific sub-areas with trend analysis by
26 staff or engagement by area stakeholders, which is an inequitable and
27 untenable existing condition; and

28 WHEREAS, City staff and the budget have been restructured and
29 allocated over the years in such a way as to no longer be adequate to
30 maintain and update over 50 standalone Sector Development Plans, three
31 Area Plans, and three Arroyo Corridor Plans, much less the additional plans
32 that would be needed to provide an equal level of policy guidance and

1 tailored regulations for the half of the city not currently covered by Rank 2
2 Area Plans or Rank 3 Sector Development Plans; and

3 WHEREAS, the mix of policy and regulations in Rank 3 Plans has
4 sometimes created confusion as to whether language is narrative, policy,
5 and/or regulatory; and

6 WHEREAS, the adopted Rank 3 Sector Development Plans have created
7 over 235 unique SU-2 zones outside of the Zoning Code, many of which
8 establish zone abbreviations unique to each plan; and

9 WHEREAS, there are enumerable SU-1 zones adopted for individual
10 properties throughout the city totaling over 28,500 acres (almost 25% of the
11 city's total acreage); and

12 WHEREAS, the Zoning Code has 24 base zone districts, not including
13 SU-1, SU-2, and SU-3 zones or overlay zones; and

14 WHEREAS, the City has struggled to administer and enforce all of these
15 unique zones consistently over time; and

16 WHEREAS, the separation of land use and zoning regulation from the
17 Zoning Code into multiple standalone plans has sometimes resulted in
18 conflicting language and/or regulations being lost or overlooked by staff
19 and decision-makers in the review/approval and enforcement processes,
20 which are the primary responsibility of the Planning Department and the
21 City Council as the ultimate land use and zoning authority; and

22 WHEREAS, some Rank 3 Sector Development Plans establish separate
23 decision-making processes and/or criteria, which introduces an uneven
24 playing field for development and inconsistent protections for
25 neighborhoods and natural/cultural resources from area to area; and

26 WHEREAS, the City Council directed the City in April 2014 via R-14-46
27 (Enactment No. R-2014-022) to update the Comp Plan *and the land*
28 *development regulations intended to implement it; and*

29 WHEREAS, the City Planning Department and Council Services initiated
30 a project in February 2015 called "ABC-Z" to update the Albuquerque-
31 Bernalillo County Comprehensive Plan and develop an Integrated
32 Development Ordinance ("IDO") to help implement it in the city; and

1 WHEREAS, the public engagement process for ABC-Z offered a range of
2 opportunities for input, discussion, and consensus-building with over 130
3 workshops and public meetings, including daytime focus groups organized
4 by topic, evening meetings with a more traditional presentation and
5 question and answer session, "Comp Plan 101" and "Zoning 101" meetings,
6 and periodic "Ask an Expert" zoning clinics; and

7 WHEREAS, the project team spoke at over 100 meetings and local
8 conferences by invitation of various stakeholders; and

9 WHEREAS, the project team staffed booths and passed out promotional
10 material at community events and farmers markets to reach more people
11 and a broader cross-section of the community and met with individuals and
12 small groups during weekly office hours; and

13 WHEREAS, articles about the ABC-Z project appeared monthly in the
14 City's Neighborhood News, ads specifically for the proposed IDO were
15 placed in print and social media, as well as on local radio stations, and the
16 project team maintained a project webpage and a social media page on
17 Facebook for the ABC-Z project; and

18 WHEREAS, the Planning Department has expended additional funds
19 from its general operating budget, and the City Council also provided
20 supplementary funds as part of a budget amendment in November 2015 (R-
21 15-266, Floor Amendment 2, Enactment No. R-2015-113) that were
22 subsequently used for additional paid advertising in print, radio, and social
23 media, including Spanish-language media outlets, to reach a broader and
24 more diverse audience; and

25 WHEREAS, the City Council adopted an updated Albuquerque-Bernalillo
26 County Comprehensive Plan ("ABC Comp Plan") on March 20, 2017 via R-
27 16-108 (Enactment No. R-2017-026), including an updated community vision
28 that is still based on a Centers and Corridors approach to growth; and

29 WHEREAS, the 2017 ABC Comp Plan adopted an updated Centers and
30 Corridors map that establishes boundaries for the Centers; designates
31 priority for transportation modes on certain Corridors; and identifies
32 Downtown, Urban Centers, Activity Centers, Premium Transit Corridors,
33 Major Transit Corridors, and Main Street Corridors as the Centers and

1 Corridors that are intended to be walkable, with a mix of residential and
2 non-residential land uses, and with higher-density and higher-intensity
3 uses; and

4 WHEREAS, the 2017 ABC Comp Plan established a hierarchy of Centers
5 and Corridors from the most to the least walkable, mixed-use, and dense,
6 with Downtown, Urban Centers, Premium Transit Corridors, and Main Street
7 Corridors all intended to be highly walkable, mixed-use, and dense; and

8 WHEREAS, the IDO, as a regulatory document that applies citywide, is
9 the primary mechanism to implement the 2017 ABC Comp Plan for land
10 within the municipal boundaries of the City of Albuquerque; and

11 WHEREAS, the IDO has been drafted to be consistent with and
12 implement Comp Plan goals and policies; and

13 WHEREAS, the IDO's stated purpose is to implement the 2017 ABC
14 Comp Plan; ensure that all development in the City is consistent with the
15 spirit and intent of other plans and policies adopted by City Council; ensure
16 provision of adequate public facilities and services for new development;
17 protect quality and character of residential neighborhoods; promote
18 economic development and fiscal sustainability of the City; provide efficient
19 administration of City land use and development regulations; protect health,
20 safety, and general welfare of the public; provide for orderly and
21 coordinated development patterns; encourage conservation and efficient
22 use of water and other natural resources; implement a connected system of
23 parks, trails, and open spaces to promote improved outdoor activity and
24 public health; provide reasonable protection from possible nuisances and
25 hazards and to otherwise protect and improve public health; and encourage
26 efficient and connected transportation and circulation systems for motor
27 vehicles, bicycles, and pedestrians; and

28 WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors
29 map with a new Downtown Center designation as the most urban, walkable,
30 dense, intense, and mixed-use Center in Albuquerque, with the same
31 boundary as the adopted Rank 3 Downtown 2025 Sector Development Plan;
32 and

1 WHEREAS, the IDO helps to implement the Downtown Center by carrying
2 over and updating zoning regulations and design standards from the
3 adopted Rank 3 Downtown 2025 Sector Development Plan as a mixed-use,
4 form-based zone district (MX-FB-DT); and

5 WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors
6 map with a new Center designation of Urban Centers – intended to be highly
7 walkable, with mixed-use development and high-density, high-intensity uses
8 – for Volcano Heights and Uptown, with the same boundaries as identified
9 in the 2013 Comp Plan, which followed boundaries established by SU-2
10 zoning in the adopted Rank 3 Volcano Heights and Uptown Sector
11 Development Plans; and

12 WHEREAS, the IDO helps implement these Urban Centers by allowing
13 additional building height and reducing parking requirements in these
14 Centers; and

15 WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors
16 map with a new Corridor designation of Premium Transit Corridors in order
17 to prioritize transit service in the public right-of-way and encourage higher-
18 density and mixed-use transit-oriented development that can support and
19 be supported by transit service; and

20 WHEREAS, the IDO helps implement Premium Transit Corridors for
21 which funding has been secured and transit station locations have been
22 identified by allowing additional building height and reducing parking
23 requirements within 660 feet (one-eighth of a mile, a distance of two typical
24 city blocks, considered a 5-minute walk) of Premium Transit stations; and

25 WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors
26 map with a new Corridor designation of Main Streets, intended to be
27 pedestrian-oriented and encourage mixed-use and high-density residential
28 development along them; and

29 WHEREAS, the IDO helps implement Main Street Corridors by allowing
30 additional building height and reducing parking requirements on parcels
31 within 660 feet (one-eighth of a mile, a distance of two typical city blocks,
32 considered a 5-minute walk) of the centerline of Main Street Corridors; and

1 WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors
2 map with a new Center designation of Activity Centers, intended to serve
3 surrounding neighborhoods, be more walkable and allow higher-density
4 and higher-intensity uses than non-Center areas; and

5 WHEREAS, the IDO helps implement Activity Centers by requiring
6 enhanced building façade design and site design for drive-throughs that
7 results in more pedestrian-oriented layouts within the boundary of these
8 Centers; and

9 WHEREAS, the IDO helps implement the Centers and Corridors vision by
10 converting existing mixed-use and non-residential zoning in Centers and
11 Corridors intended to be walkable, mixed-use, and dense to IDO zone
12 districts with the closest matching set of permissive uses, as described in
13 more detail below; and

14 WHEREAS, the IDO helps implement the Centers and Corridors vision by
15 providing different dimensional standards for density, height, and setbacks,
16 lower parking standards, additional building design and site layout
17 standards, and reduced buffering and landscaping requirements that will
18 allow more urban development forms as relevant for walkable, mixed-use,
19 dense Centers and Corridors (excluding Old Town, Employment Centers,
20 and Commuter Corridors); and

21 WHEREAS, the 2017 ABC Comp Plan included an updated map of City
22 Development Areas Map that replaced the 1975 Development Areas with one
23 of two new Development Area designations: Areas of Change, including all
24 Centers but Old Town and all Corridors but Commuter Corridors, or Areas
25 of Consistency, including single-family neighborhoods, parks, Major Public
26 Open Space, golf courses, airport runway zones, and many arroyos,
27 acequias; and

28 WHEREAS, the 2017 ABC Comp Plan includes policies to encourage
29 growth and development in Areas of Change and policies to protect the
30 character and built environment in Areas of Consistency from new
31 development or redevelopment; and

32 WHEREAS, the IDO helps implement the Comp Plan by providing
33 Neighborhood Edge regulations (§14-16-5-9) that require a transition and

1 buffering between Areas of Change and Residential zones, as well as other
2 design requirements for development in Areas of Change to minimize
3 negative impacts on Areas of Consistency; and

4 WHEREAS, the IDO helps implement the Comp Plan by including
5 regulations (§14-16-5-2) to avoid sensitive lands such as flood plains, steep
6 slopes, unstable soils, wetlands, escarpments, rock outcroppings, large
7 stands of mature trees, archaeological sites; and

8 WHEREAS, the IDO helps implement the Comp Plan by including specific
9 regulations (§14-16-5-2(C)) to ensure that development near sensitive lands,
10 including archaeological sites (§14-16-5-2(D)), arroyos (§14-16-5-2(E)), and
11 acequias (§14-16-5-2(F)), is context-sensitive; and

12 WHEREAS, the IDO helps implement the Comp Plan by incorporating
13 and updating regulations from adopted Rank 3 Arroyo Corridor Plans as
14 general regulations for private property abutting any arroyo identified in the
15 Rank 2 Facility Plan for Arroyos in order to ensure context-sensitive
16 development next to these natural resources, which function as drainage
17 facilities as well as providing open space and, in some cases, recreational
18 opportunities through multi-use trails or parks; and

19 WHEREAS, the IDO helps implement the Comp Plan by including
20 specific use restrictions and design standards (§14-16-5-2(H)) to ensure that
21 development adjacent to or within 330 feet (one-sixteenth of a mile, a
22 distance of one typical city block) of Major Public Open Space is context-
23 sensitive; and

24 WHEREAS, the 2017 ABC Comp Plan includes goals and policies to
25 protect historic assets and cultural resources, and the IDO implements
26 these goals and policies by incorporating Historic Protection Overlay zones
27 (§14-16-3-3) with design standards to ensure compatible new development
28 and redevelopment in historic districts and View Protection Overlay zones
29 (§14-16-3-4), and regulations for development next to sensitive lands (§14-
30 16-5-2); and

31 WHEREAS, the 2017 ABC Comp Plan includes goals and policies to
32 protect community health and maintain safe and healthy environments
33 where people can thrive; and

1 WHEREAS, the IDO helps to implement these goals and policies by
2 providing a set of zones (§14-16-2) that range from low intensity to high
3 intensity and designating the appropriate mix of land uses in each zone;
4 and

5 WHEREAS, the IDO helps implement these goals and policies by
6 providing use-specific standards (§14-16-4-3) that require a distance
7 separation for certain nuisance uses – such as alcohol sales and heavy
8 manufacturing – from residential areas, schools, and churches to mitigate
9 the potential negative impact on quality of life; and

10 WHEREAS, the IDO helps implement these goals and policies by
11 providing use-specific standards (§14-16-4-3) that require distance
12 separations between uses that pose potential negative impacts on nearby
13 properties – such as pawn shops, bail bonds, small loan businesses, and
14 liquor retail – to prevent clustering of such uses; and

15 WHEREAS, the 2017 ABC Comp Plan recommends a transition from
16 long-range planning with communities on an as-needed basis to create
17 standalone Rank 2 and 3 plans to a 5-year cycle of planning with each of 12
18 Community Planning Areas in order to provide opportunities for all areas of
19 the city to benefit from area-specific long-range planning, including regular
20 and ongoing opportunities for stakeholder engagement and analysis by
21 staff of trends, performance measures, and progress toward implementation
22 actions in the Comp Plan; and

23 WHEREAS, the IDO implements the new proactive approach to long-
24 range planning by committing the City to a proactive, equitable system of
25 assessments (§14-16-6-3(D)) done every five years with residents and
26 stakeholders in each of 12 Community Planning Areas established by the
27 ABC Comp Plan; and

28 WHEREAS, the IDO furthers the purpose and intent of the Planning
29 Ordinance (§14-13-2) and the Planned Growth Strategy (§14-13-2-3) by
30 establishing a regulatory framework that ensures that development is
31 consistent with the intent of other plans, policies, and ordinances adopted
32 by the City Council; that updated development standards help ensure
33 provision of adequate light, air, solar access, open spaces, and water; that

clarified and streamlined development processes will help ensure the harmonious, orderly, and coordinated development of land in the City, and help create efficiency in governmental operations; that land use is coordinated with transportation corridors to help promote the convenient circulation of people, goods, and vehicles while minimizing traffic hazards; that subdivision standards and review/approval processes serve as a framework to help Staff and the public ensure the safety and suitability of land for development; and

WHEREAS, the IDO (§14-16-6-3) describes a Planning System (§14-16-6-3) that incorporates the ranked system of plans described in the Planning Ordinance (§14-13-2): the Rank 1 plan with which the lower-ranking plans must be consistent and that the lower-ranking plans are intended to help implement, Rank 2 plans for facilities that exist throughout the City in various areas and need to be coordinated and managed with a consistent approach (i.e. Facility Plans), and Rank 3 plans for specific areas that benefit from more detailed guidance related to the area's unique needs and opportunities (e.g. Metropolitan Redevelopment Plans, Master Plans, and Resource Management Plans); and

WHEREAS, the Planning Ordinance (§14-13-2) is being amended to clarify that Ranked plans will hereby include narrative and policies but not regulations; and

WHEREAS, adopted Rank 2 Facility Plans will remain in effect, to be amended pursuant to the IDO (§14-16-6-3(B)) or as specified in the adopted plan; and

WHEREAS, the 2017 ABC Comp Plan included and updated policies from adopted Rank 2 Area Plans and Rank 3 Sector Development Plans; and

WHEREAS, the 2017 ABC Comp Plan included Sector Development Plans adopted as of March 2017 in the Appendix so that they can be used as informational, reference documents for relevant sub-areas, especially in creating and/or amending Community Planning Area assessments in the future; and

WHEREAS, the IDO is intended to contain all the zoning and land use laws of the City, superseding any and all other zoning and land use laws whether written or based on prior practice; and

WHEREAS, the IDO is intended to integrate and adopt regulations pertaining to land use and development on private land within the City's municipal boundaries into one document in order to eliminate duplication, inconsistencies, and conflicts and to strengthen consistency, coordination, efficiency, effectiveness, and enforcement of these regulations; and

WHEREAS, the IDO does not apply to properties within other jurisdictions, such as the State of New Mexico, Federal lands, and lands in unincorporated Bernalillo County or other municipalities; and

WHEREAS, the IDO includes the flexibility to tailor uses, overlay zones, development standards, and review/approval processes for specific sub-areas to protect character, enhance neighborhood vitality, and respect historic and natural resources; and

WHEREAS, regulations from the adopted Rank 3 Sector Development Plans and Rank 3 Arroyo Corridor Plans have been coordinated, updated, and included in the IDO either as citywide regulations or as regulations applying to a mapped area consistent with the applicable area identified in the relevant adopted Sector Development Plan; and

WHEREAS, the IDO carries over as Character Protection Overlay zones (§14-16-3-2) distinct sets of building and site design standards intended to reinforce the existing character of sub-areas of the city from adopted Rank 3 Sector Development Plans, including Coors Corridor Plan (last amended in 2013), Downtown Neighborhood Area (adopted 2012), Huning Highland (last amended in 2005), Los Duranes (adopted 2012), Nob Hill Highland (last amended in 2014), Rio Grande Boulevard Corridor (adopted 1989), Sawmill/Wells Park (last amended in 2002), Volcano Cliffs (last amended in 2014), Volcano Heights (last amended in 2014), and Volcano Trails (last amended in 2014); and

WHEREAS, within the Nob Hill Character Protection Overlay zone, the IDO tailors the dimensional standards associated with Premium Transit stations and Main Street Corridors, as well as the building height bonus

1 associated with Workforce Housing, to recognize the lower building heights
2 that contribute to the distinctive character of "Lower Nob Hill" between
3 Girard Blvd. and Aliso Dr., consistent with the intent of the adopted Rank 3
4 Nob Hill Highland Sector Development Plan; and

5 WHEREAS, the IDO carries over as Historic Protection Overlay zones
6 (§14-16-3-3) historic design standards from the Historic Zone (H-1) and
7 adopted historic overlay zones, including East Downtown (adopted 2005),
8 Eighth/Forrester (last amended in 1998), Fourth Ward (adopted 2002),
9 Huning Highland (adopted 2010), and Silver Hill (last amended in 2010); and

10 WHEREAS, the IDO carries over and updates view preservation
11 regulations from the Rank 3 Coors Corridor Plan (last amended in 2013) and
12 Rank 3 Northwest Mesa Escarpment Plan (last amended in 2016) as View
13 Protection Overlay zones (§14-16-3-4) to protect views from public rights-of-
14 way to cultural landscapes designated by the 2017 ABC Comp Plan; and

15 WHEREAS, the IDO includes and updates the content of the existing
16 Airport Zoning Ordinance (§14-15-1 et seq.) and the Airport Design Overlay
17 Zone regulations (§14-16-2-28(E)) in a manner that is clearer and easier to
18 apply and enforce than the existing article of ROA 1994, which is separate
19 from other zoning regulations; and

20 WHEREAS, the IDO includes and updates standards and review/approval
21 procedures for development from the existing Landmarks and Urban
22 Conservation Ordinance (§14-12-1 et seq.) in order to protect structures and
23 areas of historical, cultural, architectural, engineering, archeological, or
24 geographic significance; and

25 WHEREAS, the IDO includes and updates portions of the Development
26 Process Manual (DPM) that pertain to the engineering technical standards
27 for development on private land and these updates have been coordinated
28 with technical subcommittees that are updating relevant portions of the
29 DPM as part of a parallel effort in order to remove conflicts between zoning
30 regulations and technical standards related to street and parking design,
31 drainage, flood control, and sewer service; to ensure an orderly and
32 harmonious process and outcome for coordinating land use, transportation,
33 and infrastructure on private property and within the public right-of-way;

1 and to improve the viability of multiple transportation methods throughout
2 the city; and

3 WHEREAS, the IDO references, and as appropriate, defers to the Humane
4 and Ethical Animal Rules and Treatment (HEART) Ordinance (Article 9-2-1 et
5 seq., Enactment O-2006-029), which was adopted to regulate animal-keeping
6 within city municipal boundaries; and

7 WHEREAS, companion legislation (R-17-213) will revise Resolutions that
8 are incorporated or that need to be amended for consistency with the IDO;
9 and

10 WHEREAS, the IDO incorporates the purpose and updates the content of
11 the existing Zoning Code (§14-16 et seq.); and

12 WHEREAS, the IDO includes three categories of uses – Residential,
13 Mixed-use, and Non-residential – with zones in each category that range
14 from the least to the most intense that are appropriate to a mid-size,
15 Southwestern, 21st century city; and

16 WHEREAS, the existing Official Zoning Map is included by reference in
17 the Zoning Code (§14-16-4-9); and

18 WHEREAS, the IDO adopts an Official Zoning Map (§14-16-1-6) with
19 zones converted from existing zone districts pursuant to the zoning
20 conversion rules described below; and

21 WHEREAS, properties with zoning from the Zoning Code have been
22 converted on the zoning conversion map to the IDO zone district with the
23 closest matching set of permissive uses on a conversion map that has been
24 available to the public for review and comment since April 2016; and

25 WHEREAS, properties with SU-2 or SU-3 zoning from adopted Rank 3
26 Sector Development Plans have been converted on the zoning conversion
27 map to the IDO zone district with the closest matching set of permissive
28 uses; and

29 WHEREAS, properties with Residential and Related Uses – Developing
30 Area (RD) zoning, Planned Residential Development (PRD) zoning, or
31 Planned Development Area (PDA) zoning have been converted on the
32 zoning conversion map to the Planned Development (PD) zone district in the

1 IDO, which is site-plan controlled and allows uses as specified on the
2 approved site plan; and

3 WHEREAS, properties with SU-1 zoning in an adopted Rank 3 Sector
4 Development Plan that describes the zones by referring to the existing
5 Zoning Code (other than SU-1 for PRD or SU-1 for PDA, whose conversion
6 is described above) have been converted in the conversion zoning map to
7 the IDO zone with the closest matching set of permissive uses; and

8 WHEREAS, properties with SU-1 zoning whose zone descriptions refer to
9 zones from the existing Zoning Code have been converted on the zoning
10 conversion map to the IDO zone with the closest matching set of permissive
11 uses; and

12 WHEREAS, properties with SU-1 zoning with zoning descriptions that
13 refer to permitted uses but do not refer to zones from the existing Zoning
14 Code have been converted on the conversion zoning map to the IDO zone
15 district that is site plan controlled – Planned Development (PD); and

16 WHEREAS, the zoning conversion rules for properties with C-2 zoning,
17 or SU-1, SU-2, or SU-3 zones that reference C-2 zones as the highest uses
18 allowed permissively, were different for the east and west sides of the Rio
19 Grande in order to address the imbalance of jobs and housing on the West
20 Side, so that C-2 properties on the East Side were converted to MX-M to
21 encourage an ongoing mix of residential and commercial uses, while
22 properties on the West Side were converted to Non-Residential Commercial
23 (NR-C) to ensure the addition of retail and services that are currently
24 lacking; and

25 WHEREAS, the zoning conversion rules for properties with C-3 zoning,
26 or SU-1 and SU-2 zones that reference C-3 zones as the highest uses
27 allowed permissively, were different inside and outside of Centers to help
28 implement the ABC Comp Plan and result in more mixed-use, walkable
29 development within Centers, so that C-3 properties outside of Centers were
30 converted to Non-Residential Commercial (NR-C), while properties east of
31 the river within Urban Centers or Activity Centers or within 660 feet of
32 Premium Transit station areas or 660 feet of the centerline of a Main Street

1 Corridors were converted to MX-H, west of the river only properties within
2 660 feet of Premium Transit station areas were converted to MX-H; and

3 WHEREAS, the City and Bernalillo County jointly adopted the Planned
4 Communities Criteria (Code of Resolutions §1-1-10) that establish a
5 procedure for planning large areas that are intended to function self-
6 sufficiently within their jurisdictions, with development and services that
7 have no net cost to the local jurisdiction and that implement the Comp Plan;
8 and

9 WHEREAS, the City has approved two Planned Communities – Mesa del
10 Sol and Westland – with Level A “Master Plans,” which will be called
11 Framework Plans in the IDO, and Level B “Master Plans,” which will be
12 called Site Plans or Master Development Plans, based on the zoning
13 designation; and

14 WHEREAS, properties within a Planned Community have been converted
15 to the IDO’s Planned Community (PC) zone, which will still be regulated
16 pursuant to the relevant approved “Master Plan” as an approved Site Plan –
17 EPC, with uses regulated pursuant to the matching IDO conversion zone for
18 any named zone out of the existing Zoning Code; and

19 WHEREAS, the IDO includes a Use Table (§14-16-4-2) that clearly
20 indicates land uses that are permitted, conditional, accessory, conditional
21 accessory, conditional vacant, or temporary in each zone district; and

22 WHEREAS, the IDO includes use-specific standards (§14-16-4-3) to
23 establish use regulations, further design requirements, allowances, area-
24 specific regulations, and/or processes to avoid or mitigate off-site impacts
25 and ensure high-quality development, including those carried over from
26 adopted Rank 3 Sector Development Plans and generalized to apply
27 citywide or mapped to continue to apply to a small area; and

28 WHEREAS, the IDO includes general development standards (§14-16-5)
29 related to site design and sensitive lands; access and connectivity; parking
30 and loading; landscaping, buffering, and screening; walls; outdoor lighting;
31 neighborhood edges; solar access; building design; signs; and operation
32 and maintenance; and

1 WHEREAS, the IDO includes and updates standards for the subdivision
2 of land (§14-16-5-4) and associated administrative and enforcement
3 procedures (§14-16-6) in the existing Subdivision Ordinance (§14-14-1 et
4 seq.) in order to ensure that land suitable for development is served by the
5 necessary public services and infrastructure, including a multi-modal
6 transportation network, and platted accordingly; and

7 WHEREAS, the IDO establishes review and approval processes (§14-16-
8 6) appropriate for each type of land development application in order to
9 clearly establish notice requirements, decision-making bodies, and criteria
10 for decision-making bodies; and

11 WHEREAS, the IDO establishes thresholds and criteria for administrative
12 review and decision by staff (§14-16-6-5) for minor projects based on
13 objective standards for high-quality, context-sensitive development
14 established by the IDO; and

15 WHEREAS, the IDO establishes thresholds, criteria, and the appropriate
16 decision-making body for major projects (§14-16-6-6) that require a public
17 meeting and/or hearing and whose approval should be based on
18 consideration of objective standards for high-quality, context-sensitive land
19 use and development established by the IDO; and

20 WHEREAS, the IDO requires review and decision by the Environmental
21 Planning Commission for a zone change (§14-16-6-7(E)) and site plan
22 approval (§14-16-6-6(F)) based on consideration of policy as well as
23 objective standards for high-quality, context-sensitive development
24 established by the IDO in Planned Development (PD), Non-residential
25 Sensitive Use (NR-SU) zone districts, and new Master Development Plans in
26 Non-residential Business Park (NR-BP) zone districts; and

27 WHEREAS, the IDO incorporates and updates criteria for amendments of
28 the zoning map (i.e. zone changes) adopted by R-270-1980 and differentiates
29 between criteria for Areas of Change and Areas of Consistency to help
30 implement the 2017 ABC Comp Plan; and

31 WHEREAS, the IDO requires applicants requesting amendments of the
32 zoning map on properties wholly or partially within Areas of Consistency to
33 demonstrate that the new zone would clearly reinforce or strengthen the

1 established character of the surrounding Area of Consistency and would
2 not permit development that is significantly different from that character;
3 and

4 WHEREAS, the IDO requires review and decision by the Environmental
5 Planning Commission (§14-16-6-7(E)) based on consideration of policy as
6 well as objective standards for high-quality, context-sensitive development
7 established by the IDO for amendments to the zoning map up to 10 acres in
8 Areas of Consistency and up to 20 acres in Areas of Change, above which
9 Council has authority; and

10 WHEREAS, the IDO requires review and recommendation by the
11 Environmental Planning Commission and review and final decision by the
12 City Council for amendment of a Rank 1 Plan (§14-16-6-7(A)), adoption or
13 amendment of a Rank 2 Facility Plan (§14-16-6-7(B)), text amendments to the
14 IDO (§14-16-6-7(D)), or annexations (§14-16-6-7(G)) based on consideration
15 of policy as well as objective standards for high-quality, context-sensitive
16 development established by the IDO for zone changes of 10 acres or more
17 in Areas of Consistency and 20 acres or more in Areas of Change; and

18 WHEREAS, the IDO establishes procedures and criteria for alterations
19 and demolition within and outside Historic Protection Overlay zones and for
20 amending existing and designating new Historic Protection Overlay zones
21 and landmarks (§14-16-6-7(C)); and

22 WHEREAS, the IDO requires appeals of all decisions to be reviewed and
23 recommended by the Land Use Hearing Officer and reviewed and decided
24 by the City Council as the City's ultimate land use and zoning authority; and

25 WHEREAS, the IDO establishes criteria and thresholds appropriate for
26 staff review and decision of minor deviations from zoning dimensional
27 standards (§14-16-6-4(X)(2)); and

28 WHEREAS, the IDO establishes procedures and criteria for the Zoning
29 Hearing Examiner to decide on requests for conditional uses (§14-16-6-6(A))
30 or for variances from dimensional zoning standards (§14-16-6-6(L)); and

31 WHEREAS, the IDO establishes procedures for the Development Review
32 Board (§14-16-6-6(J)) to grant variances to sidewalks, public right-of-way

standards, and subdivision standards, based on criteria established in the Development Process Manual; and

WHEREAS, the IDO establishes procedures and criteria for the Environmental Planning Commission to grant exceptions to zoning dimensional standards that provide civic benefits or that benefit the natural environment (§14-16-6-6(K)); and

WHEREAS, the IDO establishes notice and meeting requirements (§14-16-6-4) that provide public awareness of development projects and input opportunities appropriate to the scale of the development project – minor projects that are administratively decided requiring notice but no meetings or hearings, major projects that require notice and either a meeting or hearing, and projects requiring discretionary decision-making based on consideration of policy in addition to IDO regulations that are heard and decided at public hearings; and

WHEREAS, approved site plans and permits shall remain valid (as described in §14-16-6-4(W)) unless they expire (as described in §14-16-6-4(W)(2)) or are amended (as described in §14-16-6-4(W)(3)); and

WHEREAS, the IDO establishes the period of validity for development approvals that are subject to expiration; and

WHEREAS, the expiration of approvals granted prior to the effective date of the IDO shall be calculated from the effective date of the IDO; and

WHEREAS, any compliance periods specified in the Zoning Code that are carried over or replaced with new time periods for compliance in the IDO are to be calculated from the effective date of the IDO; and

WHEREAS, all existing development that conforms to the Zoning Code on the date the IDO becomes effective but that does not comply with the IDO shall be considered nonconforming and allowed to continue, subject to limits on expansion and thresholds after which the property must be brought into compliance with the IDO as specified in §14-16-6-8; and

WHEREAS, the IDO establishes adequate provisions for the continuation and expansion of nonconforming uses, structures, lots, signs, and site features (§14-16-6-8), as well as appropriate thresholds or timeframes for when nonconformities must come into compliance with the IDO; and

WHEREAS, the IDO establishes appropriate standards and procedures for enforcing violations and assessing penalties (§14-16-6-9); and

WHEREAS, any violation of the City zoning, subdivision, or land development regulations in effect prior to the effective date of this IDO will continue to be a violation under this IDO and subject to enforcement actions, unless the development or other activity that was a violation of the previous regulations is consistent with the requirements and regulations of this IDO; and

WHEREAS, the City and private property owners will need time to transition from processes related to the existing zoning code to the new IDO, and the IDO is therefore intended to become effective six months from its adoption date; and

WHEREAS, the Planning Department intends to submit and sponsor a series of zone change requests for review/approval within a year of the IDO effective date to address mismatches of land use and zoning that pre-existed the IDO adoption, to address properties with uses that become nonconforming upon the IDO becoming effective, and to consider requests from property owners desiring to downzone their existing zoning to a less intense, less dense zone district in Areas of Consistency; and

WHEREAS, the Planning Department intends to initiate the Community Planning Areas assessments within two years after the effective date of the IDO to assess current and anticipated trends and conditions, to understand planning issues and develop solutions to address them, and to track progress on performance measures identified in the ABC Comp Plan over time; and

WHEREAS, the IDO requires the City to create an update process and annual schedule for updates to the IDO; and

WHEREAS, the Office of Neighborhood Coordination sent e-mail notification to neighborhood representatives on December 29, 2016, as required, as part of the Environmental Planning Commission (EPC) application process, and Planning Staff sent a re-notification reminder and Notice of Decision for each hearing to neighborhood representatives on March 21, April 11, April 25, and May 5, 2017; and

1 WHEREAS, the proposed IDO was announced in the *Albuquerque*
2 *Journal*, the *Neighborhood News* and on the Planning Department's
3 webpage in January 2017; and

4 WHEREAS, staff prepared summary handouts for each adopted Sector
5 Development Plan to explain how Sector Development Plan policies were
6 incorporated into the 2017 ABC Comp Plan, how regulations from Sector
7 Development Plan regulations were incorporated into the Integrated
8 Development Ordinance as either a best practice approach to land-use
9 regulation and zoning that was extended citywide or as a regulation that
10 was mapped to apply to the same area as specified in the Sector
11 Development Plan, either as a zone district (§14-16-2-3), a Character
12 Protection Overlay zone (§14-16-3-2), a Historic Protection Overlay zone
13 (§14-16-3-3), a View Protection Overlay zone (§14-16-3-4), a use-specific
14 standard (§14-16-4-3), a development standard (§14-16-5), or an
15 administrative procedure (§14-16-6); and

16 WHEREAS, the public and staff from City departments and outside
17 agencies had opportunities to make written and verbal comments prior to
18 and during the EPC's review of the IDO, and the IDO was revised to reflect
19 Conditions of Approval recommended by the EPC; and

20 WHEREAS, the EPC voted on May 15, 2017 after five hearings to
21 recommend approval of the IDO with a vote of 6-1 (with one Commissioner
22 absent and one Commissioner's position vacant); and

23 WHEREAS, the public and staff had opportunities to make written and
24 verbal comments prior to and during the Land Use, Planning, and Zoning
25 Committee's review of the IDO, and the IDO was revised to reflect changes
26 recommended by the LUPZ Committee; and

27 WHEREAS, the public and staff had an opportunity to make written and
28 verbal comments prior to and during the full Council's review of the IDO,
29 and the Council adopted Floor Amendments to change the IDO in response.

30 BE IT ORDAINED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY
31 OF ALBUQUERQUE:

1 Section 1. The City hereby repeals the existing Zoning Code (§14-16-1 et
2 seq.) and adopts the Integrated Development Ordinance, attached to O-17-
3 49 and made a part hereof, as the new §14-16-1 et seq.

4 Section 2. The City hereby repeals the existing zoning map and replaces
5 it with the Integrated Development Ordinance zoning conversion map.

6 Section 3. The City hereby repeals the existing Articles of the City Code
7 of Ordinances: Landmarks and Urban Conservation Ordinance (§14-12-1 et
8 seq.), the Subdivision Ordinance (§14-14-1 et seq.), and the Airport Zoning
9 Ordinance (§14-15-1 et seq.), which are incorporated and updated in the
10 Integrated Development Ordinance.

11 Section 4. Upon its adoption this IDO is the City's sole document
12 regulating land use within the municipal boundaries. In the event of any
13 conflicts, the terms, requirements and obligations established by this IDO
14 shall prevail over any other ordinance not specifically repealed herein or
15 otherwise remaining after its adoption.

16 Section 5. The City hereby amends existing ordinances to ensure
17 consistency with Integrated Development Ordinance by replacing the words
18 "Zoning Code," "Comprehensive City Zoning Code," or "city's
19 Comprehensive Zoning Code" with the words "Integrated Development
20 Ordinance" in the following Parts and Sections of the City Code of
21 Ordinances:

- 22 • Part 5-1-4, Other Provisions Effect.
- 23 • Part 6-9-1(A), General Policies.
- 24 • Part 7-5-2, Findings.
- 25 • Part 7-5-3, Display and Sale of Motor Vehicles.
- 26 • Section 8-2-2-15(D), Clear Sight Triangle.
- 27 • Section 9-2-1-4, Definitions, Commercial Property.
- 28 • Section 9-2-3-3(E), Permit Holders: General Duties and Requirements.
- 29 • Section 9-6-3-4(A), Operational Requirements.
- 30 • Section 9-9-2, Definitions, Residential, Office/Commercial,
- 31 Industrial/Manufacturing.
- 32 • Section 9-10-1-7(B)(3)(c), Storage of Solid Waste for Commercial and
- 33 Multi-Family Dwelling Collection.

- 1 • Section 9-10-1-9(E)(1), Dumping, Accumulating, and Scattering of
- 2 Refuse.
- 3 • Part 10-9-8, Delegation of Authority.
- 4 • Section 11-1-1-11(C)(2), Penalties for Public Nuisance Violations.
- 5 • Part 13-1-9(A), Zoning Notification.
- 6 • Part 13-2-6(C), Special Dispenser's Permits.
- 7 • Section 13-5-1-13(D), Exercise of Rights under a Franchise – Minimum
- 8 Conditions on Use of Property; Construction.
- 9 • Part 13-15-2(B), Purpose and Intent.
- 10 • Part 14-4-4(F), Size and Types of Numbers.
- 11 • Part 14-6-1, Prohibited in Residential Zones.
- 12 • Part 14-6-2(A)(5), Regulated in Nonresidential Zones.
- 13 • Section 14-8-2-3(B), Definitions.
- 14 • Section 14-11-7(C)(3), Permits for Solar Rights.
- 15 • Part 14-17-5(A), Establishment of a Family Housing Development.

16 Section 6. City Code of Ordinances Part 4-10-3(D), General Policies, is
17 amended as follows: “(D) Public improvements financed by a TIDD should
18 be in conformance with applicable long-range city policies for development,
19 including, but not limited to, the Albuquerque/Bernalillo County
20 Comprehensive Plan, the Integrated Development Ordinance, the Ordinance
21 adopting elements of a Planned Growth Strategy; the current city enactment
22 relating to the Capital Implementation Program; the Impact Fee Component
23 Capital Improvement Program; other ordinances applicable to the affected
24 land including annexation ordinances and any related annexation
25 agreements, if any; and all supplements and subsequent enactments
26 relating to these measures.”

27 Section 7. City Code of Ordinances Section 6-1-1-12(D), Variances and
28 Appeals, is amended as follows: “Variances to §§ 6-1-1-8 through 6-1-1-10
29 requirements. A variance to the regulations in §§ 6-1-1-8 through 6-1-1-10
30 may be issued by the Mayor, through the Development Review Board,
31 provided that the general intent of this article has been met and compliance
32 with this article is proven to cause practical difficulties and unnecessary
33 hardship. The variance procedure for this article will comply with the

1 variance procedure in the Integrated Development Ordinance as currently
2 adopted or subsequently amended. (This procedure is described in § 14-16-
3 5-5.2.K). Appeals of decisions of the Development Review Board are to the
4 City Council. Appeal procedures will comply with those in the Integrated
5 Development Ordinance, §14-16-6-4(U).”

6 Section 8. City Code of Ordinances Section 6-1-1-99(C), Penalty, is
7 amended as follows: “Any responsible party who violates any provision of
8 §§ 6-1-1-8 through 6-1-1-10 shall be deemed guilty of a misdemeanor, and
9 upon conviction thereof, shall be punished by a fine not to exceed \$500
10 and/or imprisonment for a period not to exceed 90 days. Application of
11 fines for violations of the regulations in §§ 6-1-1-8 through 6-1-1-10 will
12 comply with the Integrated Development Ordinance as currently adopted or
13 subsequently amended. (See §14-16-6).”

14 Section 9. City Code of Ordinances Section 6-5-5-3, Pedestrian Sidewalk,
15 Drive Pad, and Curb and Gutter Required, is amended as follows: “All
16 properties within the city shall have sidewalk, drive pad, curb ramps, curb
17 and gutter in accordance with the standards set forth by § 6-5-5-1 et seq.,
18 unless a variance from these standards is allowed through the procedures
19 established by § 6-5-5-1 et seq. or unless such sidewalks, curb ramps, drive
20 pads, curbs and gutters were constructed under standards previously in
21 force. Such previously constructed improvements shall be considered non-
22 conforming and as such may be repaired and maintained but if and when
23 replacement becomes necessary shall be replaced according to the current
24 standards or variance procedures of § 6-5-5-1 et seq. Compliance with the
25 provisions of § 6-5-5-1 et seq. shall be the responsibility of the property
26 owner. The cost of installing sidewalk shall be borne by the abutting
27 property. On property in residential zones where only houses and
28 townhouses are allowed, and where the lot abuts public streets at both its
29 front and the rear lot lines, the property does not bear the cost of
30 constructing missing sidewalk abutting the rear lot line where the property
31 does not have the legal right to vehicular access from that street; this
32 exception applies only to lots platted before June 29, 1983 (the effective
33 date of the city's Subdivision Ordinance, set forth in §14-16-5-4).”

1 Section 10. City Code of Ordinances Section 6-5-5-4, Definitions, is
2 amended as follows: "DRB. The Development Review Board, an
3 administrative board consisting of six representatives of city departments
4 and other agencies, including the Planning Director as Chairperson, Zoning
5 Enforcement Officer, City Engineer (who may also function as the AMAFCA
6 designee), Traffic Engineer, Parks and Recreation Director, and
7 Albuquerque-Bernalillo County Water Utility Authority Water Resources
8 Engineer." ... "LANDSCAPE/BUFFER AREA. The part of the public right-of-
9 way that is not occupied or planned to be occupied by street, curb, gutter,
10 or sidewalk; that may be used for street furniture, street trees and
11 vegetation, and utilities; and that is typically located between the back of
12 curb and adjacent property line."

13 Section 11. City Code of Ordinances Section 6-5-5-12, Setback Use, is
14 amended as follows: "LANDSCAPE/BUFFER AREA USE. The
15 landscape/buffer area may be used for the following public purposes so
16 long as such uses are not in conflict with the provisions of §§ 6-5-5-1 et seq.
17 or any other applicable provision of this code or any other ordinance of the
18 city."

19 Section 12. City Code of Ordinances Section 6-5-5-14(B)(1)(d), Design
20 and Construction Standards and Procedures, is amended as follows: "2.
21 Land zoned for a residential density greater than allowed in the R-T
22 (Residential Townhouse) zone district."

23 Section 13. City Code of Ordinances Section 6-5-5-14(E), Design and
24 Construction Standards and Procedures, is amended as follows:
25 "Transverse Slope. The transverse slope of the sidewalk and
26 landscape/buffer area shall be no greater than a ratio of 1:50 or 2%, sloping
27 toward the street."

28 Section 14. City Code of Ordinances Section 6-5-5-15, Development
29 Review Board, is amended as follows: "The DRB as established by §14-16-
30 2(D) Development Review Board, will have responsibilities that may include,
31 but not be limited to, the following:"

1 Section 15. City Code of Ordinances Sections §6-5-5-16, Variances, and
2 §6-5-5-17, Appeals, are deleted and the subsequent sections are
3 renumbered to reflect the deletion.

4 Section 16. City Code of Ordinances Section § 6-5-5-18, Sidewalks, Drive
5 Pad, and Curb Ramp Repair and Maintenance; Permitting Commercial
6 Advertising on Transit Shelters, is amended as follows: "(A)(4) The lot was
7 platted before June 29, 1983, the effective date of the city's Subdivision
8 Ordinance, set forth in §14-16-5-4." and sub-sections (D) and (F) are
9 amended to replace the words "sidewalk setback" with "landscape/buffer."

10 Section 17. City Code of Ordinances Section 6-6-1-2, Definitions, is
11 amended as follows: "LANDSCAPE/BUFFER AREA. The part of the public
12 right-of-way that is not occupied or planned to be occupied by street, curb,
13 gutter, or sidewalk; that may be used for street furniture, street trees and
14 vegetation, and utilities; and that is typically located between the back of
15 curb and adjacent property line."

16 Section 18. City Code of Ordinances Section §6-6-2-2, Intent, is amended
17 as follows: "Sections 6-6-2-1 et seq. are intended to secure the following
18 objectives, in accordance with Policy 5.1.9, Policy 7.1.3, Policy 7.2.1, Policy
19 7.6.2, and other policies of the Albuquerque/Bernalillo County
20 Comprehensive Plan."

21 Section 19. City Code of Ordinances Section §6-6-2-3, Definitions, is
22 amended as follows: "DEVELOPMENT REVIEW BOARD. An administrative
23 board, consisting of six city departments and other agencies. Membership
24 consists of the Planning Director as Chairperson, Zoning Enforcement
25 Officer, City Engineer (who may also function as the AMAFCA designee),
26 Traffic Engineer, Parks and Recreation Director, and Albuquerque-Bernalillo
27 County Water Utility Authority Water Resources Engineer "...
28 "LANDSCAPE/BUFFER AREA. The part of the public right-of-way that is not
29 occupied or planned to be occupied by street, curb, gutter, or sidewalk; that
30 may be used for street furniture, street trees and vegetation, and utilities;
31 and that is typically located between the back of curb and adjacent property
32 line."...

Section 20. City Code of Ordinances Section §6-6-2-4(A), Required Street Trees, is amended as follows: “(1) All applicants for building permits for construction of a new building or building addition of 200 square feet or more shall submit a street tree plan for those parts of the lot abutting a major street, a major local street, or another street where street trees are required. (2) Any person who constructs a new building addition of 200 square feet or more or who paves a parking lot or required off-street parking area for apartments and/or non-residential development on a lot abutting a major street, a major local street, or another street where street trees are required shall plant street trees according to a street tree plan approved by the Mayor. Such planting shall occur no later than 60 calendar days after the completion of construction and shall occur before final inspection as required in the Building Code. (3) Street trees shown on an approved street tree plan and required to meet the requirements of §14-16-5-6 shall be maintained alive and healthy. Maintenance and trimming of street trees and replacement of dead trees are the responsibility of the owner of the lot abutting or on which the tree is located. (4) The City shall maintain a list of trees, as part of the Official Albuquerque Plant Palette and Sizing List, generally suitable for use as street trees in Albuquerque. This list shall include a description of the physical characteristics and cultural requirements of each species. (5) City staff, in coordination with appropriate private sector input, shall develop and make available information regarding the required soil volume for trees of a given mature size, and the Planning Director shall make this information available in the Development Process Manual. This soil volume consists of un-compacted and irrigated soil. The root space may be long and linear, to match a landscape/buffer area size, and/or the space may be created through mechanical de-compaction, or the use of either structural soils under pavements, or soil vault systems under pavements.”

Section 21. City Code of Ordinances Section §6-6-2-5, Street Tree Policies, is amended as follows: “(A)(1) Adequate room and spacing for Street Trees shall be accommodated/provided pursuant to the details and specifications developed by the City in the Development Process Manual. ...

(B) Street trees shall be placed between the curb and the public sidewalk and in the landscape/buffer area, unless traffic safety requires different locations of trees, as specified in division (2) of this division (B). ... (B)(1)(b) Where less than three feet of space exists, street trees shall not be planted into the landscape/buffer area. ... (C)(6)(a) Plantings of ten (10) or fewer trees may all be of the same genus; (b) Plantings of more than ten trees must use at least two different genera, with roughly equal numbers of each; ... (C)(7) One of every three street trees planted may be an accent tree per the Official Albuquerque Plant Palette and Sizing List, provided the guidelines in §14-16-5-6(D) are met.”

Section 22. City Code of Ordinances Section §6-6-2-7, More Detailed Regulations, is amended as follows: “Regulations detailing the provisions of §§ 6-6-2-1 et seq. should be enacted in coordination with and through the Departments with installation and maintenance responsibilities, and be amended by the Environmental Planning Commission for regulations in the Integrated Development Ordinance and by the DPM Executive Committee for technical standards in the Development Process Manual at an advertised public hearing.”

Section 23. City Code of Ordinances Section §6-6-2-9, Appeals, is amended as follows: “Appeals from the decision of the Mayor on requests for waivers or variances may be taken to the City Council, through the Land Use Hearing Officer, by filing written notice with the Planning Division within 15 days after the request for variance has been decided.”

Section 24. City Code of Ordinances Part 6-7-2(B), Definitions, is amended as follows: “Words not defined herein, but which are defined in §14-16-7-1 of the Integrated Development Ordinance, are to be construed as defined therein.”

Section 25. City Code of Ordinances Section 8-5-1-42(H), Mobile Food Units on Public Streets, is amended as follows: “This section establishes traffic code regulations pertaining to Mobile Food Units. Other aspects of Mobile Food Units are regulated in other parts of the Municipal Code. Please refer to Integrated Development Ordinance §14-16 and Health, Safety & Sanitation Code §9-6-5.”

1 Section 26. City Code of Ordinances Part 9-2-1-4, Definitions, is amended
2 as follows: "RESIDENTIAL ZONE. "Zone District, Residential" as defined in
3 the Integrated Development Ordinance."

4 Section 27. City Code of Ordinances Part 9-9-2, Definitions, is amended
5 as follows: "DOWNTOWN ARTS AND ENTERTAINMENT FOCUS AREA. The
6 area designated as the Downtown Arts and Entertainment Focus Area in the
7 Integrated Development Ordinance."

8 Section 28. City Code of Ordinances Section 9-10-1-7(B)(3)(e), Storage of
9 Solid Waste for Commercial and Multi-Family Dwelling Collection, is
10 amended as follows: "Commercial collection sites shall be paved with a
11 concrete apron meeting City of Albuquerque Solid Waste specifications for
12 the designated container. However, commercial collection sites approved
13 prior to October 1, 1985, which sites were paved in a way that met the off-
14 street parking requirements of the Zoning Code (§ 14-16-3-1(E)(1)) in effect
15 at the time of the issuance of building permit are exempt from the concrete-
16 paving requirement if the owner of the property agrees in writing to maintain
17 the paving and hold the city harmless for any damage to the pavement
18 resulting from solid waste collection."

19 Section 29. City Code of Ordinances Part 11-2-3, Definitions, is amended
20 as follows: "ADULT ENTERTAINMENT ESTABLISHMENT. An establishment
21 that meets the definition provided by §14-16-7-1 of the Integrated
22 Development Ordinance."

23 Section 30. City Code of Ordinances Part 12-2-28, Safety in Public
24 Places, is amended as follows: "ARTS AND ENTERTAINMENT DISTRICT.
25 The Arts and Entertainment District is roughly bordered by Copper Avenue
26 on the north, 8th Street on the west, the alley between Gold and Silver
27 Avenues to the south, and First Street to the East." ... "NOB HILL DISTRICT.
28 For purposes of this section, the Nob Hill District is the area within the
29 following streets: beginning at the intersection of Girard and Silver, then to
30 Monte Vista to Campus to Copper to Washington to Silver to Carlisle to
31 Silver to Girard."

32 Section 31. City Code of Ordinances Section 14-5-2-10(B), Multiple Use of
33 Rights-of-way and Easements, is amended as follows: "Certain drainage

1 rights-of-way may be credited toward requirements for detached open
2 space in the Integrated Development Ordinance, except for any area which
3 is exclusively used for the drainage control, flood control, stormwater
4 control, or erosion control function."

5 Section 32. City Code of Ordinances Section 14-8-2-3(A), Definitions, is
6 amended as follows: "REGISTERED NEIGHBORHOOD OR HOMEOWNER
7 ASSOCIATION. A neighborhood association other than the Recognized
8 neighborhood association for an area, homeowners association, or other
9 association that has notified the City Office of Neighborhood Coordination
10 of two persons' addresses where it wishes notice to be sent pursuant to §
11 14-8-2-1 et seq."

12 Section 33. City Code of Ordinances Section 14-8-2-4(D), Criteria for
13 Recognition of Neighborhood Associations, is amended as follows: "The
14 appropriate district City Councilor and the City Office of Neighborhood
15 Coordination shall be furnished with names, addresses, email addresses,
16 and available phone numbers of current neighborhood association officers
17 and/or board members."

18 Section 34. City Code of Ordinances Section 14-8-2-5, Responsibilities of
19 Recognized and Non-Recognized Neighborhood or Homeowner
20 Associations, is amended as follows: The word "non-recognized" is
21 replaced with "registered" throughout this section, including the title; the
22 word "Councillor" is replaced with "Councilor."

23 Section 35. City Code of Ordinances Section 14-8-2-6, Responsibilities of
24 the City, is amended as follows: "(A) The Mayor shall make reasonable
25 attempts to provide electronic or mailed notice of City-initiated amendments
26 of Rank 1, Rank 2, or Rank 3 plans or new Rank 2 or Rank 3 plans to
27 recognized and registered neighborhood or homeowner associations
28 located partially or completely within or adjacent to the relevant plan area.
29 Notice is required at the initiation of the planning effort and at the
30 application for approval; proof of both notices shall be required when the
31 application is filed. The Mayor shall make reasonable attempts to provide
32 notice to such associations concerning all subsequent public hearings of
33 city boards, commissions, and task forces concerning such plan proposals,

except hearings which have been deferred or continued to a specific time announced at the prior hearing. (B) The Mayor shall make reasonable attempts to give directly affected recognized and registered neighborhood or homeowner associations prior mailed or electronic notice of pending major city development and redevelopment projects and changes in services by the city that will have a direct, significant impact on neighborhoods adjacent to, for example, projects that would change the size or type of city parks, building of new city facilities, relocation or reconstruction of privately owned utilities that require a permit, or rerouting of bus service. The Mayor shall provide prior electronic or mailed notice to recognized and registered neighborhood or homeowner associations within one mile of street construction, closure, and/or major repair. (C) The Mayor shall require documentation of prior notice to recognized and registered neighborhood or homeowner associations for development projects located within or adjacent to the association boundary at the time of filing applications, as specified in §14-16-6-1, Table 6-1-1. The Mayor shall send electronic or mailed notices of the hearing to recognized and registered associations for applications specified in §14-16-6-1, Table 6-1-1, as specified in the relevant sub-section. (D) For the purpose of divisions (A), (B), and (C) of this section, email or mailed notice to two contact addresses of recognized or registered association representatives on file with the Office of Neighborhood Coordination shall constitute reasonable attempt to notify. (E) The city shall send an initial response electronically or by mail within seven days of receipt of any correspondence received from any recognized and registered association that requests an answer, definition, or status of any city project within their boundaries.” ... “(F)(8) Along with the district Councilor, serve when appropriate as a liaison between a recognized neighborhood association and city agencies;” ... “(F)(12) Upon request, assist the district Councilor and/or neighborhood associations in the formation of alliances of neighborhood associations; and” ...

Section 36. City Code of Ordinances Section 14-8-2-7, Responsibilities of Applicants and Developers, is amended as follows: “(A) Notification of land use and development applications, shall be provided as required by §14-16-

6-1 of the Integrated Development Ordinance, which specifies requirements for mailed or electronic notice, posted signs, web postings, and/or published notice. (B) Notification of applications for issuance or transfer of liquor licenses shall provide notice of their proposal to any recognized and registered neighborhood or homeowner association that includes or is adjacent to the subject property. Certified letters, return receipt requested, mailed to the two designated association representatives on file at the City Office of Neighborhood Coordination constitutes a reasonable attempt to notify an association. Failure by an applicant to show proof of either notification in person or a reasonable attempt to give written notification of its proposal to such designated association representatives shall be grounds for a neighborhood association to request deferral of a hearing. The application for such hearing shall include a signed statement that such notification has been sent.”

Section 37. City Code of Ordinances Section 14-8-2-7(B), Responsibilities of Applicants and Developers, is deleted in whole and replaced with the following: “(C) Pre-Application meetings with City staff for land development applications shall be held as outlined in §14-16-6-1 of the Integrated Development Ordinance. The purpose and requirements for a Pre-Application Meeting are provided in §14-16-6-4(B). (D) Neighborhood meetings for land development applications shall be held as outlined in §14-16-6-1 of the Integrated Development Ordinance. The purpose and requirements for a Neighborhood Meeting are provided in §14-16-6-4(C). These meetings may be recommended for Facilitation, as provided in §14-16-6-4(D).”

Section 38. City Code of Ordinances Part 14-8-7, Board of Appeals for Zoning Special Exceptions, is deleted in whole.

Section 39. City Code of Ordinances Part 14-9-3, Definitions, is amended as follows: “WORKFORCE HOUSING. Dwelling units serving residents and their families whose annualized income is at or below 80% of the Area Median Income for Albuquerque (AMI) as adjusted for household size and determined by the U.S. Department of Housing and Urban Development, and whose monthly housing payment does not exceed 30% of the imputed

1 income limit applicable to such unit or 35% under special conditions to be
2 defined in the Workforce Housing Plan. "Dwelling unit" is used in this article
3 as defined in the Integrated Development Ordinance (see §14-16-7-1)."

4 Section 40. City Code of Ordinances Part 14-11-3(A), Intent, is amended
5 as follows: "This article is intended to help achieve Article IX of the Charter
6 of the City of Albuquerque. It is also a means of conforming solar rights to
7 local plans and laws: the Albuquerque/Bernalillo County Comprehensive
8 Plan and the Integrated Development Ordinance of this code of ordinances.
9 It is intended to create orderly, harmonious, and economically sound
10 development in order to promote the health, safety, convenience, and
11 general welfare of the citizens of the city."

12 Section 41. City Code of Ordinances Section 14-13-1-4(E), Impact Fees;
13 Other Development Related Charges, is amended in title and as follows:
14 "Waivers to impact fees are as is provided in §14-19-15 Exemptions."

15 Section 42. City Code of Ordinances Section 14-13-2-2, Rank Importance
16 of City Plans, is amended as follows: "Adopted City plans to coordinate
17 land use, development, facilities, and resources are of varying rank
18 importance. Lower-ranking plans should be consistent with higher-ranking
19 plans, and when this is indisputably not the case, the conflicting provision
20 of the lower-ranking plan is null and void. Plans should identify how they
21 relate to relevant, higher-ranking plans. Ranked plans shall only contain
22 policy and may not be regulatory. The highest ranks of City plans are as
23 follows in this section and in § 14-13-2-4" ... "(B)(2)" ... "(C)(1) Metropolitan
24 Redevelopment Plans provide guidance to the Metropolitan Redevelopment
25 Agency on redevelopment efforts, catalytic projects, and public/private
26 partnerships, subject to amendment per the Metropolitan Redevelopment
27 Agency Ordinance (§14-8-4-3(B)), for an area with common characteristics,
28 typically one square mile but occasionally considerably smaller. (2) Master
29 Plans provide guidance to the implementing department for the
30 development of a City facility or joint facilities, such as a community center,
31 library, and/or park. Master Plans typically include land uses, site layout,
32 and design standards. (3) Resource Management Plans provide guidance to
33 the Parks and Recreation Department's Open Space Division about how

1 best to manage and protect natural, historic, or cultural resources on City-
2 owned or City-managed Major Public Open Space (MPOS). Resource
3 Management Plans can also guide the overall planning, visitor uses,
4 budgeting, and decision-making for specific MPOS properties."

5 Section 43. City Code of Ordinances Section 14-13-2-3, Planned Growth
6 Strategy, is amended as follows: "(B)(4) *Planned Communities in the City of*
7 *Albuquerque*. (B)(5) The current annexation review and decision criteria in
8 the Integrated Development Ordinance (Section 14-16-6-7(G)), in part,
9 indicate conditions under which an annexation request may be denied by
10 the City. (B)(6) The City shall request that the Albuquerque/Bernalillo
11 County Water Utility Authority (ABCWUA) continue to establish and update
12 new conservation goals below 135 gallons per person per day beyond 2024.
13 The City shall continue to be involved in the ABCWUA's implementation of
14 the Water Resources Management Strategy including the updating of
15 building codes, zoning regulations, and technical standards for rainwater
16 harvesting."

17 Section 44. City Code of Ordinances Section 14-13-2-4(B),
18 Redevelopment Plans, is amended as follows: "Metropolitan
19 Redevelopment Plans are Rank 3 plans that provide guidance to the
20 Metropolitan Redevelopment Agency on redevelopment efforts, catalytic
21 projects, and public/private partnerships, subject to amendment per the
22 Metropolitan Redevelopment Agency Ordinance (§14-8-4-3(B)), for an area
23 with common characteristics, typically one square mile or more but
24 occasionally considerably smaller."

25 Section 45. City Code of Ordinances Section 14-13-2-5, Procedure for
26 Plan Adoption or Amendment; Fee, is deleted in whole.

27 Section 46. City Code of Ordinances Section 14-13-2-6, Annually Revised
28 Planning Program, is deleted in whole.

29 Section 47. The City Council hereby amends Part 14-13-3, et seq.,
30 Environmental Planning Commission, is deleted in whole. Sections 14-13-3-
31 5 Beautification Committee, 14-13-3-6 City of Albuquerque's Greater
32 Albuquerque Bicycling Advisory Committee, 14-13-3-7 Open Space
33 Advisory Board, and 14-13-3-8 City of Albuquerque's Greater Albuquerque

Recreational Trails Committee are moved to become new Part 2-6-14, Part 2-6-15, Part 2-6-16, and Part 2-6-17, respectively.

Section 48. City Code of Ordinances Part 14-17-5, Establishment of a Family Housing Development, is amended as follows: "(C) Financial Guarantee. In exchange for the density bonus, as specified in the Integrated Development Ordinance Section 14-16-5-1, the developer and/or builder shall provide a financial guarantee in favor of the city that is equal to the appraised value of the increased density. The financial guarantee shall become due and payable to the city, if the developer and/or builder fails to sell a family affordable ownership unit to a qualified home buyer. The value of the increased density shall be determined by a qualified appraiser who shall perform an appraisal of the property. The city shall release the financial guarantee as the developer and/or builder provides documentation to the city that the family affordable ownership units have been sold to qualified home buyers." ... "(D)(1) That the proportionate amount of the value of the density bonus and the fee rebate, provided for in the Integrated Development Ordinance Section 14-16-5-1 and subparagraph E(2) of this section, for the family housing development that is attributable to each family affordable ownership unit shall be passed on by the developer and/or builder to each qualified home buyer in the form of a deferred loan of a portion of the purchase price of the family affordable ownership unit;" ... "(E)(1) Density Bonus. Any Family Housing Development (FHD) located in the R-1, RA or R-T zones is eligible for a density bonus. In these zones, the FHD may be developed at a density that is at most 20% higher than normally allowed under the Integrated Development Ordinance. All of the controlling setback and open space requirements must be met for the zone in which the FHD is located. (See the Integrated Development Ordinance, Section 14-16-2-3(A), Section 14-16-2-3(B), Section 14-16-2-3(D), and Section 14-16-5-1(C))"

Section 49. City Code of Ordinances Part 14-19-15(A)(6), Exemptions, is amended as follows: "Full or partial waivers of impact fees shall be provided for projects within metropolitan redevelopment areas that meet the criteria set forth in the Development Process Manual. Notwithstanding the provisions of the Development Process Manual, such waivers shall be

provided for both non-residential and residential development within the metropolitan redevelopment area that conforms to the metropolitan redevelopment area plan and any others applicable within the metropolitan redevelopment area."

Section 50. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word or phrase of this ordinance is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this ordinance. The Council hereby declares that it would have passed this ordinance and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise invalid.

Section 51. COMPILATION. Sections 1 through 48 of this ordinance shall amend, be incorporated in and made part of the Revised Ordinances of Albuquerque, New Mexico, 1994.

Section 52. EFFECTIVE DATE AND PUBLICATION; INTERIM AMENDMENTS. This legislation shall take effect six months after publication by title and general summary. Any amendments to the IDO proposed prior to the effective date shall be introduced through the normal City Council process for direct review by Council or Committee of the Council without any requirement for initial referral to the Environmental Planning Commission or any other review board or body.

1 PASSED AND ADOPTED THIS 13th DAY OF November, 2017
2 BY A VOTE OF: 6 FOR 3 AGAINST.

3
4 For: Benton, Davis, Gibson, Harris, Jones, Lewis
5 Against: Peña, Sanchez, Winter
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10 
11 Isaac Benton, President
12 City Council
13

14 APPROVED THIS 16 DAY OF NOVEMBER, 2017
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18 Bill No. C/S O-17-49
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29 Richard J. Berry, Mayor
30 City of Albuquerque
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ATTEST:

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29 Natalie Y. Howard, City Clerk
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CITY of ALBUQUERQUE
TWENTY SECOND COUNCIL

COUNCIL BILL NO. C/S R-17-213

ENACTMENT NO. R-2017-102

SPONSORED BY: Trudy E. Jones and Isaac Benton

1 RESOLUTION

2 REPEALING RESOLUTIONS AND PLANS WHOSE REGULATORY PURPOSE
3 AND CONTENT HAS BEEN REPLACED BY THE INTEGRATED DEVELOPMENT
4 ORDINANCE (§14-16, ET SEQ.), INCLUDING PART §1-1-2, PART §1-1-4, PART
5 §1-1-5, PART §1-1-6, PART §1-1-10, PART §1-1-11, PART §1-1-12, PART §1-1-
6 14, PART §1-1-16, PART §1-2-1, ARTICLE 3: METROPOLITAN AREAS AND
7 URBAN CENTERS PLAN, ARTICLE 4: REVITALIZATION STRATEGIES,
8 ARTICLE 6: REDEVELOPMENT PLANS, ARTICLE 7: SECTOR DEVELOPMENT
9 AND COMMUNITY DEVELOPMENT PLANS, ARTICLE 10: OVERLAY ZONES,
10 ARTICLE 11: AREA PLANS, ARTICLE 13: CORRIDOR PLANS, PART §1-13-1,
11 AND PART §2-5-1; CREATING A NEW ARTICLE 14: RANK 2 FACILITY PLANS,
12 ARTICLE 15: RANK 3 MASTER PLANS AND RESOURCE MANAGEMENT
13 PLANS, ARTICLE 16: FRAMEWORK PLANS THAT ARE CONSISTENT WITH
14 THE TERMINOLOGY IN THE IDO; REPLACING REFERENCES TO REPEALED
15 ORDINANCES AND RESOLUTIONS IN VARIOUS LOCATIONS OF THE CODE
16 OF RESOLUTIONS OF ALBUQUERQUE, NEW MEXICO, WITH REFERENCES
17 TO THE INTEGRATED DEVELOPMENT ORDINANCE TO MAINTAIN
18 CONSISTENCY, INCLUDING PART §1-6-7, PART §1-6-8, PART §1-6-9, PART §1-
19 6-16, PART §1-7-16, PART §1-7-43, PART §1-11-9, PART §1-11-12, PART §1-12-
20 12, PART §1-13-2, PART §1-13-3, PART §1-13-4, PART §5-1-1; AND REVISING
21 THE LOCATION IN THE CODE OF RESOLUTIONS FOR SELECT PLANS TO
22 COMPILE RELEVANT SECTIONS OF THE CODE OF RESOLUTIONS AND TO
23 MAINTAIN CONSISTENCY WITH THE IDO, INCLUDING PART §1-4-2, PART §1-
24 4-3, PART §1-6-8, PART §1-6-10, PART §1-6-11, PART §1-6-12, PART §1-6-13,
25 PART §1-6-14, PART §1-6-15, PART §1-11-5, PART §1-11-6, PART §1-11-7,
26 PART §1-11-13, PART §1-11-14, PART §1-13-2, PART §1-13-3, PART §1-13-4,

1 PART §1-13-5, PART §4-2-5, PART §4-2-1, PART §4-2-9, PART §4-4-2, PART §4-
2 3-1, AND PART §4-4-3.

3 WHEREAS, the City Council, the Governing Body of the City of
4 Albuquerque, has the authority to adopt and amend plans for the physical
5 development of areas within the planning and platting jurisdiction of the City
6 authorized by statute, Section 3-19-3, NMSA 1978, and by its home rule
7 powers; and

8 WHEREAS, the City's zoning powers are established by the City charter, in
9 which Article I, Incorporation and Powers, allows the City to adopt new
10 regulatory structures and processes to implement the Albuquerque-Bernalillo
11 County Comprehensive Plan ("Comp Plan") and help guide future legislation;
12 Article IX, Environmental Protection, empowers the City to adopt regulations
13 and procedures to provide for orderly and coordinated development patterns
14 and encourage conservation and efficient use of water and other natural
15 resources; and Article XVII, Planning, establishes the City Council as the
16 City's ultimate planning and zoning authority; and

17 WHEREAS, the City adopted a Planning Ordinance (§14-13-2) that
18 established a ranked system of plans, with the jointly adopted Comp Plan as
19 the Rank 1 plan that provides a vision, goals, and policies for the Albuquerque
20 metropolitan area, including the entire area within the city's municipal
21 boundaries, Rank 2 plans that provide more detailed policies for a particular
22 type of facility or a sub-area of the city in order to implement the Comp Plan,
23 and Rank 3 plans that provide an even greater level of detail about an even
24 smaller sub-area; and

25 WHEREAS, the City amended the Comp Plan in 2001 via R-01-344
26 (Enactment No. 172-2001) to include a Centers and Corridors vision for future
27 growth and development as recommended by the City's Planned Growth
28 Strategy (§14-13-1) in order to maintain a sustainable urban footprint and
29 service boundary for infrastructure; and

30 WHEREAS, the City amended the Comp Plan in 2001 via R-01-343
31 (Enactment No. 171-2001) to identify Community Planning Areas and provide
32 goals and policies to protect and enhance distinct community identity in each
33 area; and

1 WHEREAS, the City's Comprehensive Zoning Code ("Zoning Code"), which
2 is the primary implementation tool for the Comp Plan, has been amended
3 piecemeal hundreds of times but has not been comprehensively updated
4 since 1975; and

5 WHEREAS, the Zoning Code was not updated comprehensively after the
6 Comp Plan amendments adopting the Centers and Corridors vision and
7 community identity goals and policies for Community Planning Areas; and

8 WHEREAS, zoning codes typically have a lifespan of 20 years before a
9 comprehensive update is needed; and

10 WHEREAS, the Zoning Code does not include integrated tools to address
11 the unique needs of sub-areas or establish regulations to protect the character
12 of built environments in particular sub-areas; and

13 WHEREAS, lower-ranked plans are intended to implement the Rank 1 Comp
14 Plan and supplement the Zoning Code by providing a greater level of detailed
15 planning policy and/or land use and zoning regulations for sub-areas of the
16 city; and

17 WHEREAS, the City has adopted six Rank 2 Facility Plans – for Arroyos
18 (adopted 1986), for the Bosque (adopted 1993), for Major Public Open Space
19 (adopted 1999), for the Electric System: Transmission & Generation (last
20 amended in 2012), for Route 66 (adopted 2014), and for Bikeways & Trails (last
21 amended in 2015) – to provide policy guidance and implementation actions for
22 implementing departments; and

23 WHEREAS, the City's Rank 2 Facility Plan for Arroyos identifies major
24 arroyos that serve a drainage function as well as, in many cases, recreational
25 opportunities through multi-use trails or parks and provides policy guidance
26 for the design and management of these facilities; and

27 WHEREAS, the City has adopted three Rank 3 Arroyo Corridor Plans –
28 Pajarito (adopted in 1990), Amole (adopted in 1991), and Bear Canyon
29 (adopted in 1991) – which include policy guidance to the City for the
30 management of these facilities as well as regulations pertaining to private
31 property abutting these facilities; and

1 WHEREAS, Rank 2 Area Plans and Rank 3 Sector Development Plans have
2 been created and adopted over the last 40 years for approximately half the
3 area of the city; and

4 WHEREAS, the City has adopted five Rank 2 Area Plans – the Sandia
5 Foothills Area Plan in 1983 (never amended), the Southwest Area Plan in 1988,
6 (last amended in 2002), the East Mountain Area Plan in 1992 (never amended),
7 the North Valley Area Plan in 1993 (never amended), and the West Side
8 Strategic Plan in 1997 (last amended in 2014) – that provide policy guidance
9 about sub-areas to help implement the Comp Plan, yet three have not been
10 amended since 2001, when the Comp Plan was amended to adopt a Centers
11 and Corridors vision for future growth and development; and

12 WHEREAS, the Southwest Area Plan and East Mountain Area Plan were
13 jointly adopted with Bernalillo County, as the plan areas include land that is
14 predominantly within the unincorporated County area; and

15 WHEREAS, the City has adopted over 50 Sector Development Plans – some
16 of which include policies and some of which include tailored zoning,
17 regulations, and approval processes for properties within the plan boundary;
18 and

19 WHEREAS, approximately 51% of the adopted Rank 3 Sector Development
20 Plans were adopted or amended after 2001, when the Comp Plan was
21 amended to adopt a Centers and Corridors vision for future growth and
22 development; and

23 WHEREAS, the City intended to update each Sector Development Plan
24 every 10 years, but some have never been amended, some have been
25 amended multiple times, and over half are now more than 10 years old; and

26 WHEREAS, the Code of Resolutions indicates that the City has adopted
27 plans that the Planning Department cannot find, which may have been
28 repealed or replaced in whole or in part, and there may be other adopted
29 ranked plans that the Planning Department is no longer aware of and have not
30 been listed on the Planning Department's publication list; and

31 WHEREAS, approximately half the properties in the city have not had the
32 benefit of long-range planning for specific sub-areas with trend analysis by

1 staff or engagement by area stakeholders, which is an inequitable and
2 untenable existing condition; and

3 WHEREAS, City staff and the budget have been restructured and allocated
4 over the years in such a way as to no longer be adequate to maintain and
5 update over 50 standalone Sector Development Plans, three Area Plans, and
6 three Arroyo Corridor Plans, much less the additional plans that would be
7 needed to provide an equal level of policy guidance and tailored regulations
8 for the half of the city not currently covered by Rank 2 Area Plans or
9 Rank 3 Sector Development Plans; and

10 WHEREAS, the mix of policy and regulations in Rank 3 Plans has
11 sometimes created confusion as to whether language is narrative, policy,
12 and/or regulatory; and

13 WHEREAS, the adopted Rank 3 Sector Development Plans have created
14 over 235 unique SU-2 zones outside of the Zoning Code, many of which
15 establish zone abbreviations unique to each plan; and

16 WHEREAS, there are enumerable SU-1 zones adopted for individual
17 properties throughout the city totaling over 28,500 acres (almost 25% of the
18 city's total acreage); and

19 WHEREAS, the Zoning Code has 24 base zone districts, not including SU-1,
20 SU-2, and SU-3 zones or overlay zones; and

21 WHEREAS, the City has struggled to administer and enforce all of these
22 unique zones consistently over time; and

23 WHEREAS, the separation of land use and zoning regulation from the
24 Zoning Code into multiple standalone plans has sometimes resulted in
25 conflicting language and/or regulations being lost or overlooked by staff and
26 decision-makers in the review/approval and enforcement processes, which are
27 the primary responsibility of the Planning Department and the City Council as
28 the ultimate land use and zoning authority; and

29 WHEREAS, some Rank 3 Sector Development Plans establish separate
30 decision-making processes and/or criteria, which introduces an uneven
31 playing field for development and inconsistent protections for neighborhoods
32 and natural/cultural resources from area to area; and

1 WHEREAS, the City Council directed the City in April 2014 via R-14-46
2 (Enactment No. R-2014-022) to update the Comp Plan *and the land*
3 *development regulations intended to implement it*; and
4 WHEREAS, the City Planning Department and Council Services initiated a
5 project in February 2015 called "ABC-Z" to update the Albuquerque-Bernalillo
6 County Comprehensive Plan and develop an Integrated Development
7 Ordinance ("IDO") to help implement it; and
8 WHEREAS, the public engagement process for ABC-Z offered a range of
9 opportunities for input, discussion, and consensus-building with over 130
10 workshops and public meetings, including daytime focus groups organized by
11 topic, evening meetings with a more traditional presentation and question and
12 answer session, "Comp Plan 101" and "Zoning 101" meetings, and periodic
13 "Ask an Expert" zoning clinics; and
14 WHEREAS, the project team spoke at over 100 meetings and local
15 conferences by invitation of various stakeholders; and
16 WHEREAS, the project team staffed booths and passed out promotional
17 material at community events and farmers markets to reach more people and a
18 broader cross-section of the community and met with individuals and small
19 groups during weekly office hours; and
20 WHEREAS, articles about the ABC-Z project appeared monthly in the City's
21 Neighborhood News, ads specifically for the proposed IDO were placed in
22 print and social media, as well as on local radio stations, and the project team
23 maintained a project webpage and a social media page on Facebook for the
24 ABC-Z project; and
25 WHEREAS, the Planning Department has expended additional funds from
26 its general operating budget, and the City Council also provided
27 supplementary funds as part of a budget amendment in November 2015 (R-15-
28 266, Floor Amendment 2, Enactment No. R-2015-113) that were subsequently
29 used for additional paid advertising in print, radio, and social media, including
30 Spanish-language media outlets, to reach a broader and more diverse
31 audience; and
32 WHEREAS, the City Council adopted an updated Albuquerque-Bernalillo
33 County Comprehensive Plan ("ABC Comp Plan") on March 20, 2017 via R-16-

1 108 (Enactment No. R-2017-026), including an updated community vision that
2 is still based on a Centers and Corridors approach to growth; and
3 WHEREAS, the 2017 ABC Comp Plan adopted an updated Centers and
4 Corridors map that establishes boundaries for the Centers; designates priority
5 for transportation modes on certain Corridors; and identifies Downtown,
6 Urban Centers, Activity Centers, Premium Transit Corridors, Major Transit
7 Corridors, and Main Street Corridors as the Centers and Corridors that are
8 intended to be walkable, with a mix of residential and non-residential land
9 uses, and with higher-density and higher-intensity uses; and
10 WHEREAS, the 2017 ABC Comp Plan established a hierarchy of Centers
11 and Corridors from the most to the least walkable, mixed-use, and dense, with
12 Downtown, Urban Centers, Premium Transit Corridors, and Main Street
13 Corridors all intended to be highly walkable, mixed-use, and dense; and
14 WHEREAS, the IDO, as a regulatory document that applies citywide, is the
15 primary mechanism to implement the 2017 ABC Comp Plan for land within the
16 municipal boundaries of the City of Albuquerque; and
17 WHEREAS, the IDO has been drafted to be consistent with and implement
18 Comp Plan goals and policies; and
19 WHEREAS, the IDO's stated purpose is to implement the 2017 ABC Comp
20 Plan; ensure that all development in the City is consistent with the spirit and
21 intent of other plans and policies adopted by City Council; ensure provision of
22 adequate public facilities and services for new development; protect quality
23 and character of residential neighborhoods; promote economic development
24 and fiscal sustainability of the City; provide efficient administration of City
25 land use and development regulations; protect health, safety, and general
26 welfare of the public; provide for orderly and coordinated development
27 patterns; encourage conservation and efficient use of water and other natural
28 resources; implement a connected system of parks, trails, and open spaces to
29 promote improved outdoor activity and public health; provide reasonable
30 protection from possible nuisances and hazards and to otherwise protect and
31 improve public health; and encourage efficient and connected transportation
32 and circulation systems for motor vehicles, bicycles, and pedestrians; and

1 WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors
2 map with a new Downtown Center designation as the most urban, walkable,
3 dense, intense, and mixed-use Center in Albuquerque, with the same
4 boundary as the adopted Rank 3 Downtown 2025 Sector Development Plan;
5 and

6 WHEREAS, the IDO helps to implement the Downtown Center by carrying
7 over and updating zoning regulations and design standards from the adopted
8 Rank 3 Downtown 2025 Sector Development Plan as a mixed-use, form-based
9 zone district (MX-FB-DT); and

10 WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors
11 map with a new Center designation of Urban Centers – intended to be highly
12 walkable, with mixed-use development and high-density, high-intensity uses –
13 for Volcano Heights and Uptown, with the same boundaries as identified in the
14 2013 Comp Plan, which followed boundaries established by SU-2 zoning in the
15 adopted Rank 3 Volcano Heights and Uptown Sector Development Plans; and

16 WHEREAS, the IDO helps implement these Urban Centers by allowing
17 additional building height and reducing parking requirements in these
18 Centers; and

19 WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors
20 map with a new Corridor designation of Premium Transit Corridors in order to
21 prioritize transit service in the public right-of-way and encourage higher-
22 density and mixed-use transit-oriented development that can support and be
23 supported by transit service; and

24 WHEREAS, the IDO helps implement Premium Transit Corridors for which
25 funding has been secured and transit station locations have been identified by
26 allowing additional building height and reducing parking requirements within
27 660 feet (one-eighth of a mile, a distance of two typical city blocks, considered
28 a 5-minute walk) of Premium Transit stations; and

29 WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors
30 map with a new Corridor designation of Main Streets, intended to be
31 pedestrian-oriented and encourage mixed-use and high-density residential
32 development along them; and

1 WHEREAS, the IDO helps implement Main Street Corridors by allowing
2 additional building height and reducing parking requirements on parcels
3 within 660 feet (one-eighth of a mile, a distance of two typical city blocks,
4 considered a 5-minute walk) of the centerline of Main Street Corridors; and

5 WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors
6 map with a new Center designation of Activity Centers, intended to serve
7 surrounding neighborhoods, be more walkable and allow higher-density and
8 higher-intensity uses than non-Center areas; and

9 WHEREAS, the IDO helps implement Activity Centers by requiring
10 enhanced building façade design and site design for drive-throughs that
11 results in more pedestrian-oriented layouts within the boundary of these
12 Centers; and

13 WHEREAS, the IDO helps implement the Centers and Corridors vision by
14 converting existing mixed-use and non-residential zoning in Centers and
15 Corridors intended to be walkable, mixed-use, and dense to IDO zone districts
16 with the closest matching set of permissive uses, as described in more detail
17 below; and

18 WHEREAS, the IDO helps implement the Centers and Corridors vision by
19 providing different dimensional standards for density, height, and setbacks,
20 lower parking standards, additional building design and site layout standards,
21 and reduced buffering and landscaping requirements that will allow more
22 urban development forms as relevant for walkable, mixed-use, dense Centers
23 and Corridors (excluding Old Town, Employment Centers, and Commuter
24 Corridors); and

25 WHEREAS, the 2017 ABC Comp Plan included an updated map of City
26 Development Areas Map that replaced the 1975 Development Areas with one
27 of two new Development Area designations: Areas of Change, including all
28 Centers but Old Town and all Corridors but Commuter Corridors, or Areas of
29 Consistency, including single-family neighborhoods, parks, Major Public Open
30 Space, golf courses, airport runway zones, and many arroyos, acequias; and

31 WHEREAS, the 2017 ABC Comp Plan includes policies to encourage
32 growth and development in Areas of Change and policies to protect the

1 character and built environment in Areas of Consistency from new
2 development or redevelopment; and
3 WHEREAS, the IDO helps implement the Comp Plan by providing
4 Neighborhood Edge regulations (§14-16-5-9) that require a transition and
5 buffering between Areas of Change and Residential zones, as well as other
6 design requirements for development in Areas of Change to minimize negative
7 impacts on Areas of Consistency; and
8 WHEREAS, the IDO helps implement the Comp Plan by including
9 regulations (§14-16-5-2) to avoid sensitive lands such as flood plains, steep
10 slopes, unstable soils, wetlands, escarpments, rock outcroppings, large
11 stands of mature trees, archaeological sites; and
12 WHEREAS, the IDO helps implement the Comp Plan by including specific
13 regulations (§14-16-5-2(C)) to ensure that development near sensitive lands,
14 including archaeological sites (§14-16-5-2(D)), arroyos (§14-16-5-2(E)), and
15 acequias (§14-16-5-2(F)), is context-sensitive; and
16 WHEREAS, the IDO helps implement the Comp Plan by incorporating and
17 updating regulations from adopted Rank 3 Arroyo Corridor Plans as general
18 regulations for private property abutting any arroyo identified in the Rank 2
19 Facility Plan for Arroyos in order to ensure context-sensitive development
20 next to these natural resources, which function as drainage facilities as well
21 as providing open space and, in some cases, recreational opportunities
22 through multi-use trails or parks; and
23 WHEREAS, the IDO helps implement the Comp Plan by including specific
24 use restrictions and design standards (§14-16-5-2(H)) to ensure that
25 development adjacent to or within 330 feet (one-sixteenth of a mile, a distance
26 of one typical city block) of Major Public Open Space is context-sensitive; and
27 WHEREAS, the 2017 ABC Comp Plan includes goals and policies to protect
28 historic assets and cultural resources, and the IDO implements these goals
29 and policies by incorporating Historic Protection Overlay zones (§14-16-3-3)
30 with design standards to ensure compatible new development and
31 redevelopment in historic districts, View Protection Overlay zones (§14-16-3-
32 4), and regulations for development next to sensitive lands (§14-16-5-2); and

1 WHEREAS, the 2017 ABC Comp Plan includes goals and policies to protect
2 community health and maintain safe and healthy environments where people
3 can thrive; and
4 WHEREAS, the IDO helps to implement these goals and policies by
5 providing a set of zones (§14-16-2) that range from low intensity to high
6 intensity and designating the appropriate mix of land uses in each zone; and
7 WHEREAS, the IDO helps implement these goals and policies by providing
8 use-specific standards (§14-16-4-3) that require a distance separation for
9 certain nuisance uses – such as alcohol sales and heavy manufacturing –
10 from residential areas, schools, and churches to mitigate the potential
11 negative impact on quality of life; and
12 WHEREAS, the IDO helps implement these goals and policies by providing
13 use-specific standards (§14-16-4-3) that require distance separations between
14 uses that pose potential negative impacts on nearby properties – such as
15 pawn shops, bail bonds, small loan businesses, and liquor retail – to prevent
16 clustering of such uses; and
17 WHEREAS, the 2017 ABC Comp Plan recommends a transition from long-
18 range planning with communities on an as-needed basis to create standalone
19 Rank 2 and 3 plans to a 5-year cycle of planning with each of 12 Community
20 Planning Areas in order to provide opportunities for all areas of the city to
21 benefit from area-specific long-range planning, including regular and ongoing
22 opportunities for stakeholder engagement and analysis by staff of trends,
23 performance measures, and progress toward implementation actions in the
24 Comp Plan; and
25 WHEREAS, the IDO implements the new proactive approach to long-range
26 planning by committing the City to a proactive, equitable system of
27 assessments (§14-16-6-3(D)) done every five years with residents and
28 stakeholders in each of 12 Community Planning Areas established by the ABC
29 Comp Plan; and
30 WHEREAS, the IDO furthers the purpose and intent of the Planning
31 Ordinance (§14-13-2) and the Planned Growth Strategy (§14-13-2-3) by
32 establishing a regulatory framework that ensures that development is
33 consistent with the intent of other plans, policies, and ordinances adopted by

the City Council; that updated development standards help ensure provision of adequate light, air, solar access, open spaces, and water; that clarified and streamlined development processes will help ensure the harmonious, orderly, and coordinated development of land in the City, and help create efficiency in governmental operations; that land use is coordinated with transportation corridors to help promote the convenient circulation of people, goods, and vehicles while minimizing traffic hazards; that subdivision standards and review/approval processes serve as a framework to help Staff and the public ensure the safety and suitability of land for development; and

WHEREAS, the IDO (§14-16-6-3) describes a Planning System (§14-16-6-3) that incorporates the ranked system of plans described in the Planning Ordinance (§14-13-2): the Rank 1 plan with which the lower-ranking plans must be consistent and that the lower-ranking plans are intended to help implement, Rank 2 plans for facilities that exist throughout the City in various areas and need to be coordinated and managed with a consistent approach (i.e. Facility Plans), and Rank 3 plans for specific areas that benefit from more detailed guidance related to the area's unique needs and opportunities (i.e. Metropolitan Redevelopment Plans, Master Plans, and Resource Management Plans); and

WHEREAS, the Planning Ordinance (§14-13-2) is being amended with the Ordinance adopting the IDO (O-17-49) to clarify that Ranked plans will hereby include narrative and policies but not regulations; and

WHEREAS, adopted Rank 2 Facility Plans will remain in effect, to be amended pursuant to the IDO (§14-16-6-3(B)) or as specified in the adopted plan; and

WHEREAS, the 2017 ABC Comp Plan included and updated policies from adopted Rank 2 Area Plans and Rank 3 Sector Development Plans; and

WHEREAS, the 2017 ABC Comp Plan included Sector Development Plans adopted as of March 2017 in the Appendix so that they can be used as informational, reference documents for relevant sub-areas, especially in creating and/or amending Community Planning Area assessments in the future; and

WHEREAS, the IDO is intended to contain all the zoning and land use laws of the City, superseding any and all other zoning and land use laws whether written or based on prior practice; and

WHEREAS, the IDO is intended to integrate and adopt regulations pertaining to land use and development on private land within the City's municipal boundaries into one document in order to eliminate duplication, inconsistencies, and conflicts and to strengthen consistency, coordination, efficiency, effectiveness, and enforcement of these regulations; and

WHEREAS, the IDO does not apply to properties within other jurisdictions, such as the State of New Mexico, Federal lands, and lands in unincorporated Bernalillo County or other municipalities; and

WHEREAS, the IDO includes the flexibility to tailor uses, overlay zones, development standards, and review/approval processes for specific sub-areas to protect character, enhance neighborhood vitality, and respect historic and natural resources; and

WHEREAS, regulations from the adopted Rank 3 Sector Development Plans and Rank 3 Arroyo Corridor Plans have been coordinated, updated, and included in the IDO either as citywide regulations or as regulations applying to a mapped area consistent with the applicable area identified in the relevant adopted Sector Development Plan; and

WHEREAS, the IDO carries over as Character Protection Overlay zones (§14-16-3-2) distinct sets of building and site design standards intended to reinforce the existing character of sub-areas of the city from adopted Rank 3 Sector Development Plans, including Coors Corridor Plan (last amended in 2013), Downtown Neighborhood Area (adopted 2012), Huning Highland (last amended in 2005), Los Duranes (adopted 2012), Nob Hill Highland (last amended in 2014), Rio Grande Boulevard Corridor (adopted 1989), Sawmill/Wells Park (last amended in 2002), Volcano Cliffs (last amended in 2014), Volcano Heights (last amended in 2014), and Volcano Trails (last amended in 2014); and

WHEREAS, within the Nob Hill Character Protection Overlay zone, the IDO tailors the dimensional standards associated with Premium Transit stations and Main Street Corridors, as well as the building height bonus associated

1 with Workforce Housing, to recognize the lower building heights that
2 contribute to the distinctive character of "Lower Nob Hill" between Girard
3 Blvd. and Aliso Dr., consistent with the intent of the adopted Rank 3 Nob Hill
4 Highland Sector Development Plan; and

5 WHEREAS, the IDO carries over as Historic Protection Overlay zones (§14-
6 16-3-3) historic design standards from the Historic Zone (H-1) and adopted
7 historic overlay zones, including East Downtown (adopted 2005),
8 Eighth/Forrester (last amended in 1998), Fourth Ward (adopted 2002), Huning
9 Highland (adopted 2010), and Silver Hill (last amended in 2010); and

10 WHEREAS, the IDO carries over and updates view preservation regulations
11 from the Rank 3 Coors Corridor Plan (last amended in 2013) and Rank 3
12 Northwest Mesa Escarpment Plan (last amended in 2016) as View Protection
13 Overlay zones (§14-16-3-4) to protect views from public rights-of-way to
14 cultural landscapes designated by the 2017 ABC Comp Plan; and

15 WHEREAS, the IDO includes and updates standards and review/approval
16 procedures for development from the existing Landmarks and Urban
17 Conservation Ordinance (§14-12-1 et seq.) in order to protect structures and
18 areas of historical, cultural, architectural, engineering, archeological, or
19 geographic significance; and

20 WHEREAS, the IDO includes and updates portions of the Development
21 Process Manual (DPM) that pertain to the engineering technical standards for
22 development on private land and these updates have been coordinated with
23 technical subcommittees that are updating relevant portions of the DPM as
24 part of a parallel effort in order to remove conflicts between zoning regulations
25 and technical standards related to street and parking design, drainage, flood
26 control, and sewer service; to ensure an orderly and harmonious process and
27 outcome for coordinating land use, transportation, and infrastructure on
28 private property and within the public right-of-way; and to improve the viability
29 of multiple transportation methods throughout the city; and

30 WHEREAS, the IDO incorporates the purpose and updates the content of
31 the existing Zoning Code (§14-16 et seq.); and

32 WHEREAS, the IDO includes three categories of uses – Residential, Mixed-
33 use, and Non-residential – with zones in each category that range from the

1 least to the most intense that are appropriate to a mid-size, Southwestern, 21st
2 century city; and

3 WHEREAS, the existing Official Zoning Map is included by reference in the
4 Zoning Code (§14-16-4-9); and

5 WHEREAS, the IDO adopts an Official Zoning Map (§14-16-1-6) with zones
6 converted from existing zone districts pursuant to the zoning conversion rules
7 described below; and

8 WHEREAS, properties with zoning from the Zoning Code have been
9 converted on the zoning conversion map to the IDO zone district with the
10 closest matching set of permissive uses on a conversion map that has been
11 available to the public for review and comment since April 2016; and

12 WHEREAS, properties with SU-2 or SU-3 zoning from adopted Rank 3
13 Sector Development Plans have been converted on the zoning conversion
14 map to the IDO zone district with the closest matching set of permissive uses;
15 and

16 WHEREAS, properties with Residential and Related Uses – Developing
17 Area (RD) zoning, Planned Residential Development (PRD) zoning, or Planned
18 Development Area (PDA) zoning have been converted on the zoning
19 conversion map to the Planned Development (PD) zone district in the IDO,
20 which is site-plan controlled and allows uses as specified on the approved site
21 plan; and

22 WHEREAS, properties with SU-1 zoning in an adopted Rank 3 Sector
23 Development Plan that describes the zones by referring to the existing Zoning
24 Code (other than SU-1 for PRD or SU-1 for PDA, whose conversion is
25 described above) have been converted in the conversion zoning map to the
26 IDO zone with the closest matching set of permissive uses; and

27 WHEREAS, properties with SU-1 zoning whose zone descriptions refer to
28 zones from the existing Zoning Code have been converted on the zoning
29 conversion map to the IDO zone with the closest matching set of permissive
30 uses; and

31 WHEREAS, properties with SU-1 zoning with zoning descriptions that refer
32 to permitted uses but do not refer to zones from the existing Zoning Code

1 have been converted on the conversion zoning map to the IDO zone district
2 that is site plan controlled – Planned Development (PD); and
3 WHEREAS, the zoning conversion rules for properties with C-2 zoning, or
4 SU-1, SU-2, or SU-3 zones that reference C-2 zones as the highest uses
5 allowed permissively, were different for the east and west sides of the Rio
6 Grande in order to address the imbalance of jobs and housing on the West
7 Side, so that C-2 properties on the East Side were converted to MX-M to
8 encourage an ongoing mix of residential and commercial uses, while
9 properties on the West Side were converted to Non-Residential Commercial
10 (NR-C) to ensure the addition of retail and services that are currently lacking;
11 and
12 WHEREAS, the zoning conversion rules for properties with C-3 zoning, or
13 SU-1 and SU-2 zones that reference C-3 zones as the highest uses allowed
14 permissively, were different inside and outside of Centers to help implement
15 the ABC Comp Plan and result in more mixed-use, walkable development
16 within Centers, so that C-3 properties outside of Centers were converted to
17 Non-Residential Commercial (NR-C), while properties east of the river within
18 Urban Centers or Activity Centers or within 660 feet of Premium Transit station
19 areas or 660 feet of the centerline of a Main Street Corridor were converted to
20 MX-H, west of the river only properties within 660 feet of Premium Transit
21 station areas were converted to MX-H; and
22 WHEREAS, the City and Bernalillo County jointly adopted the Planned
23 Communities Criteria (Code of Resolutions §1-1-10) that establish a procedure
24 for planning large areas that are intended to function self-sufficiently within
25 their jurisdictions, with development and services that have no net cost to the
26 local jurisdiction and that implement the Comp Plan; and
27 WHEREAS, the City has approved two Planned Communities – Mesa del
28 Sol and Westland – with Level A “Master Plans,” which will be called
29 Framework Plans in the IDO, and Level B “Master Plans,” which will be called
30 Site Plans or Master Development Plans, based on the zoning designation;
31 and
32 WHEREAS, properties within a Planned Community have been converted to
33 the IDO’s Planned Community (PC) zone, which will still be regulated pursuant

1 to the relevant approved “Master Plan” as an approved Site Plan – EPC, with
2 uses regulated pursuant to the matching IDO conversion zone for any named
3 zone out of the existing Zoning Code; and
4 WHEREAS, the IDO includes a Use Table (§14-16-4-2) that clearly indicates
5 land uses that are permitted, conditional, accessory, conditional accessory,
6 conditional vacant, or temporary in each zone district; and
7 WHEREAS, the IDO includes use-specific standards (§14-16-4-3) to
8 establish use regulations, further design requirements, allowances, area-
9 specific regulations, and/or processes to avoid or mitigate off-site impacts and
10 ensure high-quality development, including those carried over from adopted
11 Rank 3 Sector Development Plans and generalized to apply citywide or
12 mapped to continue to apply to a small area; and
13 WHEREAS, the IDO includes general development standards (§14-16-5)
14 related to site design and sensitive lands; access and connectivity; parking
15 and loading; landscaping, buffering, and screening; walls; outdoor lighting;
16 neighborhood edges; solar access; building design; signs; and operation and
17 maintenance; and
18 WHEREAS, the IDO includes and updates standards for the subdivision of
19 land (§14-16-5-4) and associated administrative and enforcement procedures
20 (§14-16-6) in the existing Subdivision Ordinance (§14-14-1 et seq.) in order to
21 ensure that land suitable for development is served by the necessary public
22 services and infrastructure, including a multi-modal transportation network,
23 and platted accordingly; and
24 WHEREAS, the IDO establishes review and approval processes (§14-16-6)
25 appropriate for each type of land development application in order to clearly
26 establish notice requirements, decision-making bodies, and criteria for
27 decision-making bodies; and
28 WHEREAS, the IDO establishes thresholds and criteria for administrative
29 review and decision by staff (§14-16-6-5) for minor projects based on objective
30 standards for high-quality, context-sensitive development established by the
31 IDO; and
32 WHEREAS, the IDO establishes thresholds, criteria, and the appropriate
33 decision-making body for major projects (§14-16-6-6) that require a public

1 meeting and/or hearing and whose approval should be based on consideration
2 of objective standards for high-quality, context-sensitive land use and
3 development established by the IDO; and

4 WHEREAS, the IDO requires review and decision by the Environmental
5 Planning Commission for a zone change (§14-16-6-7(E)) and site plan approval
6 (§14-16-6-7(F)) based on consideration of policy as well as objective standards
7 for high-quality, context-sensitive development established by the IDO in
8 Planned Development (PD), Non-residential Sensitive Use (NR-SU) zone
9 districts, and new Master Development Plans in Non-residential Business Park
10 (NR-BP) zone districts; and

11 WHEREAS, the IDO incorporates and updates criteria for amendments of
12 the zoning map (i.e. zone changes) adopted by R-270-1980 and differentiates
13 between criteria for Areas of Change and Areas of Consistency to help
14 implement the 2017 ABC Comp Plan; and

15 WHEREAS, the IDO requires applicants requesting amendments of the
16 zoning map on properties wholly or partially within Areas of Consistency to
17 demonstrate that the new zone would clearly reinforce or strengthen the
18 established character of the surrounding Area of Consistency and would not
19 permit development that is significantly different from that character; and

20 WHEREAS, the IDO requires review and decision by the Environmental
21 Planning Commission (§14-16-6-7(E)) based on consideration of policy as well
22 as objective standards for high-quality, context-sensitive development
23 established by the IDO for amendments to the zoning map up to 10 acres in
24 Areas of Consistency and up to 20 acres in Areas of Change, above which
25 Council has authority; and

26 WHEREAS, the IDO requires review and recommendation by the
27 Environmental Planning Commission and review and final decision by the City
28 Council for amendment of a Rank 1 Plan (§14-16-6-7(A)), adoption or
29 amendment of a Rank 2 Facility Plan (§14-16-6-7(B)), text amendments to the
30 IDO (§14-16-6-7(D)), or annexations (§14-16-6-7(G)) based on consideration of
31 policy as well as objective standards for high-quality, context-sensitive
32 development established by the IDO for zone changes of 10 acres or more in
33 Areas of Consistency and 20 acres or more in Areas of Change; and

1 WHEREAS, the IDO establishes procedures and criteria for alterations and
2 demolition within and outside Historic Protection Overlay zones and for
3 amending existing and designating new Historic Protection Overlay zones and
4 landmarks (§14-16-6-7(C)); and

5 WHEREAS, the IDO requires appeals of all decisions to be reviewed and
6 recommended by the Land Use Hearing Officer and reviewed and decided by
7 the City Council as the City's ultimate land use and zoning authority; and

8 WHEREAS, the IDO establishes criteria and thresholds appropriate for staff
9 review and decision of minor deviations from zoning dimensional standards
10 (§14-16-6-4(X)(2)); and

11 WHEREAS, the IDO establishes procedures and criteria for the Zoning
12 Hearing Examiner to decide on requests for conditional uses (§14-16-6-6(A)) or
13 for variances from dimensional zoning standards (§14-16-6-6(L)); and

14 WHEREAS, the IDO establishes procedures for the Development Review
15 Board (§14-16-6-6(J)) to grant variances to sidewalks, public right-of-way
16 standards, and subdivision standards, based on criteria established in the
17 Development Process Manual; and

18 WHEREAS, the IDO establishes procedures and criteria for the
19 Environmental Planning Commission to grant exceptions to zoning
20 dimensional standards that provide civic benefits or that benefit the natural
21 environment (§14-16-6-6(K)); and

22 WHEREAS, the IDO establishes notice and meeting requirements (§14-16-6-
23 4) that provide public awareness of development projects and input
24 opportunities appropriate to the scale of the development project – minor
25 projects that are administratively decided requiring notice but no meetings or
26 hearings, major projects that require notice and either a meeting or hearing,
27 and projects requiring discretionary decision-making based on consideration
28 of policy in addition to IDO regulations that are heard and decided at public
29 hearings; and

30 WHEREAS, approved site plans and permits shall remain valid (as
31 described in §14-16-6-4(W)) unless they expire (as described in §14-16-6-
32 4(W)(2)) or are amended (as described in §14-16-6-4(W)(3)); and

1 WHEREAS, the IDO establishes the period of validity for development
2 approvals that are subject to expiration; and

3 WHEREAS, the expiration of approvals granted prior to the effective date of
4 the IDO shall be calculated from the effective date of the IDO; and

5 WHEREAS, any compliance periods specified in the Zoning Code that are
6 carried over or replaced with new time periods for compliance in the IDO are
7 to be calculated from the effective date of the IDO; and

8 WHEREAS, all existing development that conforms to the Zoning Code on
9 the date the IDO becomes effective but that does not comply with the IDO shall
10 be considered nonconforming and allowed to continue, subject to limits on
11 expansion and thresholds after which the property must be brought into
12 compliance with the IDO as specified in §14-16-6-8; and

13 WHEREAS, the IDO establishes adequate provisions for the continuation
14 and expansion of nonconforming uses, structures, lots, signs, and site
15 features (§14-16-6-8), as well as appropriate thresholds or timeframes for when
16 nonconformities must come into compliance with the IDO; and

17 WHEREAS, the IDO establishes appropriate standards and procedures for
18 enforcing violations and assessing penalties (§14-16-6-9); and

19 WHEREAS, any violation of the City zoning, subdivision, or land
20 development regulations in effect prior to the effective date of this IDO will
21 continue to be a violation under this IDO and subject to enforcement actions,
22 unless the development or other activity that was a violation of the previous
23 regulations is consistent with the requirements and regulations of this IDO;
24 and

25 WHEREAS, the City and private property owners will need time to transition
26 from processes related to the existing zoning code to the new IDO, and the
27 IDO is therefore intended to become effective six months from its adoption
28 date; and

29 WHEREAS, the Planning Department intends to submit and sponsor a
30 series of zone change requests for review/approval within a year of the IDO
31 effective date to address mismatches of land use and zoning that pre-existed
32 the IDO adoption, to address properties with uses that become nonconforming
33 upon the IDO becoming effective, and to consider requests from property

1 owners desiring to downzone their existing zoning to a less intense, less
2 dense zone district in Areas of Consistency; and

3 WHEREAS, the Planning Department intends to initiate the Community
4 Planning Areas assessments within two years after the effective date of the
5 IDO to assess current and anticipated trends and conditions, to understand
6 planning issues and develop solutions to address them, and to track progress
7 on performance measures identified in the ABC Comp Plan over time; and

8 WHEREAS, the IDO requires the City to create an update process and
9 annual schedule for updates to the IDO; and

10 WHEREAS, the Office of Neighborhood Coordination sent e-mail
11 notification to neighborhood representatives on December 29, 2016, as
12 required, as part of the Environmental Planning Commission (EPC) application
13 process, and Planning Staff sent a re-notification reminder and Notice of
14 Decision for each hearing to neighborhood representatives on March 21, April
15 11, April 25, and May 5, 2017; and

16 WHEREAS, the proposed IDO was announced in the *Albuquerque Journal*,
17 the *Neighborhood News*, and on the Planning Department's webpage in
18 January 2017; and

19 WHEREAS, staff prepared summary handouts for each adopted Sector
20 Development Plan to explain how Sector Development Plan policies were
21 incorporated into the 2017 ABC Comp Plan, how regulations from Sector
22 Development Plan regulations were incorporated into the Integrated
23 Development Ordinance as either a best practice approach to land-use
24 regulation and zoning that was extended citywide or as a regulation that was
25 mapped to apply to the same area as specified in the Sector Development
26 Plan, either as a zone district (§14-16-2-3), a Character Protection Overlay zone
27 (§14-16-3-2), a Historic Protection Overlay zone (§14-16-3-3), a View Protection
28 Overlay zone (§14-16-3-4), a use-specific standard (§14-16-4-3), a development
29 standard (§14-16-5), or an administrative procedure (§14-16-6); and

30 WHEREAS, the public and staff from City departments and outside
31 agencies had opportunities to make written and verbal comments prior to and
32 during the EPC's review of the IDO, and the IDO was revised to reflect
33 Conditions of Approval recommended by the EPC; and

1 WHEREAS, the EPC voted on May 15, 2017 after five hearings to
2 recommend approval of the IDO with a vote of 6-1 (with one Commissioner
3 absent and one Commissioner's position vacant); and

4 WHEREAS, the public and staff had an opportunity to make written and
5 verbal comments prior to and during the Land Use, Planning, and Zoning
6 Committee's review of the IDO, and the IDO was revised to reflect changes
7 recommended by the LUPZ Committee; and

8 WHEREAS, the public and staff had an opportunity to make written and
9 verbal comments prior to and during the full Council's review of the IDO, and
10 the Council adopted Floor Amendments to change the IDO in response; and

11 WHEREAS, the policy purpose of the Rank 2 Area Plans and Rank 3 Sector
12 Development Plans has been replaced by the 2017 ABC Comp Plan update;
13 and

14 WHEREAS, the planning purpose of Rank 2 Area Plans and Rank 3 Sector
15 Development Plans for sub-areas of the city has been replaced with the 2017
16 ABC Comp Plan implementation policies and IDO Planning System (§14-16-6-
17 3) to provide a proactive, equitable system of long-range planning for all areas
18 of the city as assessments done every five years with residents and
19 stakeholders in each of 12 Community Planning Areas established by the ABC
20 Comp Plan; and

21 WHEREAS, the regulatory purpose of the Rank 3 Sector Development
22 Plans has been replaced by the IDO, which includes best practices for
23 coordinating land use and transportation, establishing appropriate land use
24 controls through zoning, protecting single-family neighborhoods and
25 sensitive lands, and providing appropriate tools to protect character in
26 historic districts and unique neighborhoods; and

27 WHEREAS, the land use and zoning purpose of the Rank 3 Sector
28 Development Plans has been replaced with the IDO, which includes
29 regulations from adopted Rank 3 Sector Development Plans, and the zoning
30 conversion map, which converts SU-2 zoning from Rank 3 Sector
31 Development Plans to zones in the IDO with the closest matching set of
32 permissive uses; and

1 WHEREAS, the regulatory purpose of the Rank 3 Arroyo Corridor Plans has
2 been replaced by the IDO, which incorporates and updates regulations from
3 adopted Arroyo Corridor Plans and applies then citywide along arroyos
4 designated in the Rank 2 Facility Plan for Arroyos to ensure that development
5 on private land adjacent to arroyos is context-sensitive; and

6 WHEREAS, the Rank 3 Arroyo Corridor Plans will continue to be used as
7 Resource Management Plans by the relevant implementing departments to
8 provide policy guidance for the management of these resources; and

9 WHEREAS, Master Plans for City facilities, such as the Balloon Fiesta Park
10 Master Plan and BioPark Master Plan, will continue to be used as Rank 3
11 Master Plans by the relevant implementing departments for guidance on
12 management and planning these individual facilities, to be developed and
13 amended as specified by the relevant implementing departments; and

14 WHEREAS, several Sector Development Plans were jointly adopted as
15 Metropolitan Redevelopment Area Plans, including St. Joseph Hospital/Civic
16 Auditorium Area Sector Development Plan (adopted in 1979), McClellan Park
17 Metropolitan Redevelopment Plan (last amended in 1995), Los Candelarias
18 Village Center & Metropolitan Redevelopment Plan (adopted in 2001), South
19 Broadway Sector Development Plan and Metropolitan Redevelopment Plan
20 (last amended in 2002), and Downtown 2025 Sector Development Plan (last
21 amended in 2014); and

22 WHEREAS, adopted Metropolitan Redevelopment Plans – including
23 Metropolitan Plans that were adopted as joint Sector Development Plans and
24 Metropolitan Plans – will continue to be used by the Metropolitan
25 Redevelopment Agency as Rank 3 Metropolitan Redevelopment Plans to
26 provide guidance on redevelopment efforts, catalytic projects, and
27 public/private partnerships, subject to amendment pursuant to the
28 Metropolitan Redevelopment Agency Ordinance (§14-8-4-3(B)); and

29 WHEREAS, the City adopted a Rank 2 Bikeways and Trails Facility Plan that
30 replaced the former Trails and Bikeways Plan and On-Street Comprehensive
31 Bike Plan; and

32 WHEREAS, references in the Code of Resolutions to previous amendments
33 to the Comp Plan and other plans that are no longer necessary should be

1 removed to be consistent with changes to §14-13-2-2 in the Planning
2 Ordinance amended via O-17-49 and codified in §14-16-6-3 of the IDO; and

3 WHEREAS, references in the Code of Resolutions to zone districts the
4 Zoning Code should be updated to reflect the new zone districts in the IDO;
5 and

6 WHEREAS, references in the Code of Resolutions to former Commissions
7 and procedures that are no longer current practice, such as the Extraterritorial
8 Zoning Commission and prior notice of annexations by City Council, need to
9 be updated to match changes to State Law; and

10 WHEREAS, many resolutions in the Code of Resolutions refer to plans and
11 practices that are no longer in use, and deleting outdated references and
12 reorganizing the remaining content is intended to clarify requirements and
13 increase governmental efficiency, effectiveness, and consistency.

14 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
15 ALBUQUERQUE:

16 Section 1. The City hereby repeals the Rank 2 Area Plans, whose policy
17 content has been updated, incorporated into, and replaced by the 2017 ABC
18 Comp Plan via R-16-08 (Enactment No. R-2017-026) and whose policy purpose
19 has been invalidated by the amendments to the Planning Ordinance in the
20 companion legislation adopting the Integrated Development Ordinance (O-17-
21 49). The Code of Resolutions Land Use – Article 11: Area Plans is hereby
22 repealed, with the following related actions:

23 (A) The following Parts are repealed in their entirety:

- 24 • §1-11-2 Southwest Area Plan
- 25 • §1-11-3 East Mountain Area Plan
- 26 • §1-11-4 North Valley Area Plan
- 27 • §1-11-8 West Side Strategic Plan
- 28 • §1-11-10 Sandia Foothills Area Plan

29 (B) The following Part is moved as follows:

- 30 • §1-11-5 Trails and Bikeways Plan; On-Street Comprehensive Bike Plan
31 adopting resolutions, which were replaced with the Bikeways & Trails
32 Facility Plan, are moved to become a new §4-2-9, for historical
33 reference, and sections (A)(1), (A)(2), (B)(1), and (B)(2) are hereby

1 rescinded. A reference to §1-14-1 Bikeways & Trails Facility Plan shall
2 be added.

3 (C) The following Parts are moved to a new Article 15: Rank 3 Master Plans and
4 Resource Management Plans, and the City hereby designates the
5 referenced plans as Rank 3 Plans.

- 6 • §4-2-5 Albuquerque International Airport Master Plan and Airport Noise
7 Compatibility Program is moved to become a new §1-15-1, with a
8 reference to §1-11-7 Airport Master Plan. The text in §1-11-7 is
9 rescinded.
- 10 • §1-11-6 Bosque Action Plan is moved to become a new §1-15-2.
- 11 • §4-4-2 Rio Grande Zoological Park Master Plan is moved to become a
12 new §1-15-3.
- 13 • §1-11-13 Los Poblanos Fields Open Space Resource Management Plan
14 is moved to become a new §1-15-23.
- 15 • §4-4-3 Rio Grande Valley State Park Management Plan is hereby
16 designated a Resource Management Plan and moved to become a new
17 §1-15-25.
- 18 • §1-11-14 Tijeras Arroyo Biological Zone Resource Management Plan is
19 moved to become a new §1-15-26.

20 (D) The following Parts are moved to a new Article 16: Framework Plans, and
21 the City hereby designates the referenced plans as adopted Framework
22 Plans.

- 23 • §1-11-9 Level A Community Master Plan for Mesa del Sol is moved to
24 become a new §1-16-1.
- 25 • §1-11-12 Westland Master Plan is moved to become a new §1-16-2, and
26 shall be updated with the text of R-15-5, Enactment No. R-2016-007.

27 Section 2. The following approved, but uncodified Facility Plans are hereby
28 incorporated into a new Article 14: Rank 2 Facility Plans, created in Section 1
29 above. The City hereby designates following plans as Rank 2 Facility Plans:

- 30 • Bikeways & Trails Facility Plan. The resolution adopting this plan (R-14-
31 142 / Enactment No. R-2015-045) shall be added as a new §1-14-1, with
32 references to §4-2-1 Bikeway Network Plan and §4-2-9 Trails and

1 Bikeways and On-Street Comprehensive Bike Plan. The text in §1-14-1
2 is hereby rescinded.

- 3 • Facility Plan: Electric System Transmission and Generation (2010-
4 2020). The resolution adopting this plan (R-11-311 / Enactment No. R-
5 2012-023) shall be added as a new §1-14-2, with a reference to §4-3-1
6 Facility Plan: Electric Service Transmission and Sub-transmission
7 Facilities (1995-2005). The text of §4-3-1 is hereby rescinded.
- 8 • Facility Plan for Arroyos. The resolution adopting this plan (no number)
9 shall be added as a new §1-14-3.
- 10 • Major Public Open Space Facility Plan. The resolution adopting this
11 plan (R-1-1999) shall be added as a new §1-14-4.
- 12 • Route 66 Action Plan. The resolution adopting this plan (R-14-115 /
13 Enactment No. R-2014-094) shall be added as a new §1-14-5.

14 Section 3. The City hereby repeals the existing Rank 3 Sector Development
15 Plans as regulatory documents whose purposes are replaced by the
16 Integrated Development Ordinance, whose regulatory content has been
17 updated, incorporated into, and replaced by the Integrated Development
18 Ordinance, and whose policy content has been updated, incorporated into,
19 and replaced by the 2017 ABC Comp Plan via R-16-08 (Enactment No. R-2017-
20 026). Code of Resolutions Land Use – Article 7: Sector Development and
21 Community Development Plans is hereby repealed, with the following related
22 actions:

23 (A) Article 4 is amended to repeal the following Parts in their entirety:

- 24 • §1-4-1 Downtown 2025 Sector Development Plan

25 (B) Article 7 is amended to repeal the following Parts in their entirety:

- 26 • §1-7-1 Designation of Community Development Areas
- 27 • §1-7-2 Academy-Tramway-Eubank Sector Development Plan
- 28 • §1-7-3 Los Duranes Sector Development Plan and Community
29 Development Plan
- 30 • §1-7-4 Downtown Neighborhood Area Sector Development Plan and
31 Community Development Plan
- 32 • §1-7-5 University of Albuquerque Sector Development Plan

- 1 • §1-7-6 La Mesa Sector Development Plan and Community Development
2 Plan
- 3 • §1-7-7 West Mesa Sector Development Plan and Community
4 Development Plan
- 5 • §1-7-8 Los Griegos Sector Development Plan and Community
6 Development Plan
- 7 • §1-7-9 Boys' Club Sector Development Plan
- 8 • §1-7-10 North Babelas Sector Development Plan and Community
9 Development Plan
- 10 • §1-7-11 Old Town Sector Development Plan and Community
11 Development Plan
- 12 • §1-7-12 Huning Highland Sector Development Plan
- 13 • §1-7-13 University Neighborhood Sector Development Plan
- 14 • §1-7-14 Sawmill/Wells Park Sector Development Plan
- 15 • §1-7-15 South Broadway Neighborhoods Sector Development Plan
- 16 • §1-7-17 Trumbull Neighborhood Sector Development Plan
- 17 • §1-7-18 Huning Castle and Raynolds Addition Neighborhood Sector
18 Development Plan
- 19 • §1-7-19 Uptown Sector Development Plan
- 20 • §1-7-20 El Rancho Atrisco Sector Development Plan
- 21 • §1-7-21 La Cuesta Sector Development Plan
- 22 • §1-7-22 Heritage Hills East Sector Development Plan
- 23 • §1-7-23 East Gateway Sector Development Plan
- 24 • §1-7-24 McClellan Park District Sector Development Plan
- 25 • §1-7-25 Lava Shadows Sector Development Plan
- 26 • §1-7-26 East Atrisco Sector Development Plan
- 27 • §1-7-27 Coors Corridor Sector Development Plan
- 28 • §1-7-28 Seven Bar Ranch Neighborhood Sector Development Plan
- 29 • §1-7-29 Riverview Neighborhood Sector Development Plan
- 30 • §1-7-30 North Interstate 25 Sector Development Plan
- 31 • §1-7-31 West Route 66 Sector Development Plan
- 32 • §1-7-32 Nob Hill Sector Development Plan

- 1 • §1-7-33 Rio Bravo Sector Development Plan
- 2 • §1-7-34 Tower/Unser Sector Development Plan
- 3 • §1-7-35 Martineztown/Santa Barbara Neighborhoods Sector
- 4 Development Plan
- 5 • §1-7-36 Vineyard Sector Development Plan
- 6 • §1-7-37 High Desert Sector Development Plan
- 7 • §1-7-38 Quintessence Sector Development Plan
- 8 • §1-7-39 Barelás Sector Development Plan
- 9 • §1-7-40 South Martineztown Sector Development Plan
- 10 • §1-7-41 Window G Sector Development Plan
- 11 • §1-7-42 La Cueva Sector Development Plan
- 12 • §1-7-44 East Gateway Sector Planning and Interim Development
- 13 Management Area
- 14 • §1-7-45 Volcano Heights Sector Development Plan
- 15 • §1-7-46 2008 South Yale Sector Development Plan
- 16 • §1-7-47 North 4th Street Corridor Plan
- 17 • §1-7-48 Volcano Cliffs Sector Development Plan
- 18 • §1-7-49 Volcano Trails Sector Development Plan
- 19 (C) Article 11 is amended to repeal the following Parts in their entirety:
- 20 • §1-11-11 Northwest Mesa Escarpment Plan
- 21 (D) Article 13 is amended to repeal the following Parts in their entirety:
- 22 • §1-13-1 Rio Grande Boulevard Corridor Plan
- 23 Section 4. The City hereby severs and invalidates the regulatory content of
- 24 the jointly adopted Rank 3 Sector Development Plans and Metropolitan
- 25 Redevelopment Plans, which will no longer serve as Sector Development
- 26 Plans but will continue to serve as Metropolitan Redevelopment Plans to guide
- 27 the Metropolitan Redevelopment Agency on redevelopment efforts, catalytic
- 28 projects, and public/private partnerships, subject to amendment pursuant to
- 29 the Metropolitan Redevelopment Agency Ordinance (§14-8-4-3(B)). Code of
- 30 Resolutions Land Use - Article 6: Redevelopment Plans is hereby repealed,
- 31 and Articles 7 and 12 are amended with the following related actions:

- 1 (A) The City hereby designates the following plans as Rank 3 Metropolitan
- 2 Redevelopment Area Plans only, with regulatory content voided and
- 3 amended with the following changes:
- 4 • Part §1-6-7 McClellan Park Metropolitan Redevelopment Plan, is moved
- 5 to become a new §1-12-17 and is revised to delete subsection (C).
- 6 • Part §1-6-9 South Broadway Neighborhoods Metropolitan
- 7 Redevelopment Plan is moved to become a new §1-12-18 and is revised
- 8 as follows: "The South Broadway Neighborhoods Metropolitan
- 9 Redevelopment Plan is hereby approved in all respects."
- 10 • Part §1-7-16 St. Joseph/Civic Auditorium Area Sector Development Plan,
- 11 is moved to become a new (A) through (F) of Part §1-12-4, and sections
- 12 (A) and (B) are renumbered to reflect the insertion.
- 13 • Part §1-7-43 Downtown 2010 Sector Development Plan, is moved to
- 14 become a new Part §1-12-19, Downtown 2025 Metropolitan
- 15 Redevelopment Plan. References to the "Downtown 2010 Sector
- 16 Development Plan" shall be deleted and replaced with "Downtown 2025
- 17 Metropolitan Redevelopment Area Plan."
- 18 • Part §1-12-12 Los Candelarias Village Center Metropolitan
- 19 Redevelopment Area, is revised to delete the words "Sector
- 20 Development Plan" in and replace with "Metropolitan Redevelopment
- 21 Area Plan."
- 22 (B) The following Metropolitan Redevelopment Plan resolutions are amended
- 23 to update their citation reference in the Code of Ordinances and amended
- 24 with the following changes:
- 25 • Part §1-4-2 Sawmill Revitalization Strategy is hereby rescinded in its
- 26 entirety, whose purpose and intent has been incorporated into the
- 27 Sawmill Metropolitan Redevelopment Area Plan.
- 28 • Part §1-4-3 Bridge/Isleta Revitalization Plan is moved to become a new
- 29 §1-12-20.
- 30 • Part §1-6-8 Soldiers and Sailors Park Metropolitan Redevelopment Plan,
- 31 is moved to become a new §1-12-21 and is revised as follows: "(A)(2)
- 32 The Plan conforms to the general plans of the city as a whole; and"

- §1-6-10 South Barelás Industrial Park Redevelopment Plan, is moved to become a new §1-12-22, and it is renamed “South Barelás Industrial Park Redevelopment Area Plan.”
- §1-6-11 Barelás Neighborhood Commercial Area Revitalization and Metropolitan Redevelopment Plan, is moved to become a new §1-12-23.
- §1-6-12 Near Heights Metropolitan Redevelopment Plan, is moved to become a new §1-12-24, and it is renamed “Near Heights Metropolitan Redevelopment Area Plan.”
- §1-6-13 Highland Central Metropolitan Redevelopment Plan, is moved to become a new §1-12-25, and it is renamed “Highland Central Metropolitan Redevelopment Area Plan.”
- §1-6-14 Clayton Heights Metropolitan Redevelopment Plan, is moved to become a new §1-12-26, and it is renamed “Clayton Heights Metropolitan Redevelopment Area Plan.”
- §1-6-15 Historic Central Metropolitan Redevelopment Plan, is moved to become a new §1-12-27, and it is renamed “Historic Central Metropolitan Redevelopment Area Plan.”

Section 5. The City hereby severs and invalidates the regulatory content of the Rank 3 Arroyo Corridor Plans, which has been included or updated in the Integrated Development Ordinance, and shall consider these plans as Resource Management Plans that provide policy guidance to the implementing department(s). Code of Resolutions Land Use - Article 13: Corridor Plans is hereby repealed, with the following related actions:

- (A) The following Parts are moved to a new Article 15, and the City hereby designates the referenced plans as Rank 3 Resource Management Plans.
- §1-13-2 Pajarito Arroyo Corridor Plan is moved to become a new §1-15-24, and it is amended as follows: “The Pajarito Arroyo Plan, attached to Resolution No. 115-1990 is hereby adopted as a Rank Three Plan. All management, operations, and improvement activities within the corridor shall be guided by this plan.”
 - §1-13-3 Bear Canyon Arroyo Plan is moved to become a new §1-15-22, and it is amended as follows: “(A) The Bear Canyon Arroyo Plan, attached to Resolution No. 100-1991 is hereby adopted as a Rank 3 Plan.

All management, operations, and improvement activities within the corridor shall be guided by this plan.”

- §1-13-4 Amole Arroyo Plan is moved to become a new §1-15-21, and it is amended as follows: “(A) The Amole Arroyo Plan, attached to Resolution No. 165-1991 is hereby adopted as a Rank Three Plan. All management, operations, and improvement activities within the corridor shall be guided by this plan.”

(B) The following Part is moved to Chapter 4: Programs and Plans, Article 2: Transportation.

- Part §1-13-5 Interstate Corridor Enhancement Plan is moved to become a new Part §4-2-11, and Parts §4-2-10 and §4-2-11 are renumbered to reflect the insertion.

(C) The following Parts are moved to a new Article 15, and the City hereby designates the referenced plans as Rank 3 Resource Management Plans.

- Part §1-11-13 Los Poblanos Fields Open Space Resource Management Plan is moved to become a new §1-15-23.
- Part §1-11-14 Tijeras Arroyo Biological Zone Resource Management Plan is moved to become a new §1-15-25.

Section 6. The City hereby repeals Article 10: Overlay zones, including the Historic Overlay Zones resolutions (§1-10-1, §1-10-2, §1-10-3), the Design Overlay Zones resolutions (§1-10-20 through §1-10-23), and the Airport Overlay Zone resolutions (§1-10-30), whose regulatory purpose has been replaced by the Integrated Development Ordinance (O-17-49).

(A) The following Overlay Zone plans are hereby rescinded:

- Alameda Boulevard Design Overlay Zone (July 28, 1998)
- Atrisco Vista Wall Overlay Zone (Z-84-115)
- Central Avenue Design Overlay Zone (R-13-165, Enactment No. R-2013-065)
- Sunport Boulevard Design Overlay Zone (R-453, Enactment No. 110-1992)
- Unser Boulevard Overlay Zone (R-14, Enactment No. 95-1992)

(B) The City hereby invalidates other Overlay Zones and plans that may have been adopted that are not otherwise listed in Section 6(A) above.

Section 7. The City hereby repeals §1-1-2, Policies for Zone Map Change Applications, which is commonly referred to by its enactment number of “R-270-1980,” whose procedures and criteria for zone change requests have been replaced by the Integrated Development Ordinance (O-17-49).

Section 8. The City hereby repeals §1-1-4, Annexation Policies, and §1-1-5, Withdrawal of Petitioners for Annexation, whose procedures and criteria for annexation of land into the City has been replaced by the Integrated Development Ordinance (O-17-49).

Section 9. The City hereby repeals §1-1-6, Annual Revised Program of Planning Priorities, whose procedures have been replaced by the Integrated Development Ordinance (O-17-49).

Section 10. The City hereby repeals §1-1-11, Bed and Breakfast Establishments in Residential Areas, whose procedures and criteria for establishing bed and breakfast zoning has been replaced by the Integrated Development Ordinance (O-17-49).

Section 11. The City hereby repeals §1-1-12, High Quality in Site Development Type Plans, whose procedures and criteria for creating site development plans has been replaced by the Integrated Development Ordinance (O-17-49).

Section 12. The City hereby repeals §1-1-16, Establishing a Policy Pursuant to the Pre-Development Facility Fee to Require Plat Review by Albuquerque Public Schools Prior to City Approval for Preliminary Plats and Final Plats Containing Residential Uses, whose procedures and criteria for referral of platting applications to APS has been updated, integrated into, and replaced by the Integrated Development Ordinance (O-17-49).

Section 13. The City hereby repeals Article §1-3, Metropolitan Areas and Urban Centers Plan, whose policies have been replaced by the ABC Comp Plan Centers and Corridors Map via R-16-08 (Enactment No. R-2017-026) and whose regulatory intent has been replaced by the Integrated Development Ordinance (O-17-49).

Section 14. The City hereby repeals Part §2-5-1 Extraterritorial Zoning Commission in its entirety, whose purpose has been invalidated by changes to State Law.

Section 15. The City hereby repeals Part §1-1-14 City Council’s Prior Notice of Annexations Required in its entirety, whose purpose has been invalidated by changes to State Law.

Section 16. The City hereby amends Part §1-1-10 Criteria to Guide the Planning and Development of Planned Communities in the Reserve Area to ensure consistency with the 2017 ABC Comp Plan via R-16-08 (Enactment No. R-2017-026) and the Integrated Development Ordinance (O-17-49).

- Subsection §1-1-10(A) is revised as follows: “Acceptance of planned communities criteria: policy element. The Planned Community Criteria: Policy Element, attached to Resolution No. 151-1990 are accepted and approved in fulfillment of Subsection 2.D of Resolution 138-1988, conditioned upon public hearing and approval by the Albuquerque City Council and the Bernalillo County Commission.”
- Subsections §1-1-10(A)(1) through (A)(4) are deleted.
- Subsection §1-1-10(C) et seq. is deleted with subsequent sections renumbered to reflect the deletion.
- Subsection §1-1-10(E) is revised as follows: “Plan ranking. Planned community master plan ranking relationships are as follows: (1) Planned community master plans will implement and be compatible with the Rank 1 Comprehensive Plan. (2) Planned community master plans will implement and be compatible with relevant Rank 2 plans. However, planned community Level A Community Master Plans may, when specifically so adopted constitute or contain an amendment to a Rank 2 Area Plan previously adopted. (3) Planned community Level B Village Plans shall not conflict with other Rank 2 or Rank 3 plans affecting the same area.”
- Subsection §1-1-10(F) et seq. is deleted.

Section 17. The City hereby amends Part §1-2-1 Comprehensive Plan for Albuquerque and Bernalillo County to ensure consistency with the 2017 ABC Comp Plan via R-16-08 (Enactment No. R-2017-026) and the Integrated Development Ordinance (O-17-49).

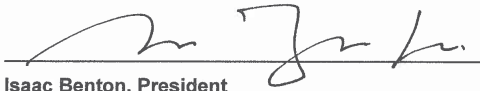
- Subsections §1-2-1(B)4 and §1-2-1(B)5 are deleted.

- Subsection §1-2-1(C) is amended as follows: “The Implementation Chapter shall be used as a foundation for procedures to evaluate accomplishments and recommend amendments to the plan and revisions to the work priorities associated with implementation; and such evaluation and adjustment shall be done at least every 5 years.”
 - Subsections §1-2-1(D) et seq., §1-2-1(E), and §1-2-1(H) through §1-2-1(BB) are deleted. This resolution shall become a new §1-2-1(D).
- Section 18. The City hereby amends Part §1-6-16 Railyards Master Development Plan to ensure consistency with the Integrated Development Ordinance (O-17-49).
- The title is amended to read: “Rail Yards Master Plan”
 - Subsection §1-6-12(A) is amended as follows: “The Rail Yards Master Plan and accompanying Site Plan (attached hereto as Exhibit A) are hereby approved and adopted.”
 - Subsection §1-6-12(B) is amended as follows: “The City Council adopts the following Findings as recommended by the Environmental Planning Commission: (1) This is a Master Plan and accompanying Site Plan for Tract A of the Plat of Tract A of AT&SF Railway Co. Machine Shop located on 2nd Street SW between Cromwell Avenue and Hazeldine Avenue and containing approximately 27.3 acres. (2) The Rail Yards are zoned PD. The Master Plan allows for a wide range of permissive uses, including multifamily residential (R-MH), community commercial uses such as retail, restaurants, services (MX-M), and light industrial (NR-BP) each with some limited exceptions. The Master Plan was reviewed by the EPC and approved by the City Council prior to the issuance of a building permit for the site (with very limited exceptions). (3) The Master Plan as submitted contains a site development plan for subdivision with an accompanying Master Plan document. The Master Plan is the document that will guide redevelopment of the City-owned Albuquerque Rail Yards site. The Albuquerque Rail Yards are located within the Barelas neighborhood and adjacent to the South Broadway neighborhood.... (5) The Rail Yards property is located within the Area of Change Development Area of the Albuquerque Bernalillo County

- Comprehensive Plan (2003).... (9) Section 10.4 of the Master Plan requests delegation of Site Plan to the Development Review Board with its review to include historic preservation planner and a Metropolitan Redevelopment planner.”
- Section 19. The City hereby amends Part §5-1-1 Sale of Alcohol Near Schools or Churches; Standards for Waiver to ensure consistency with the Integrated Development Ordinance (O-17-49).
- Part §5-1-1(B)(2) is revised as follows: “Any waiver shall be subject to the zoning requirements in the Integrated Development Ordinance.”
- Section 20. The City hereby invalidates any other policy related to zoning and land use within adopted Resolutions for Rank 2 Area Plans or Rank 3 Sector Development Plans not otherwise listed above, which have been replaced by the ABC Comprehensive Plan via R-16-08 (Enactment No. R-2017-026).
- Section 21. Upon its adoption this IDO is the City’s sole document regulating land use within the municipal boundaries. In the event of any conflicts, the terms, requirements and obligations established by this IDO shall prevail over any other ordinance not specifically repealed herein or otherwise remaining after its adoption.
- Section 22. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word or phrase of this resolution is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this resolution. The Council hereby declares that it would have passed this resolution and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise invalid.
- Section 23. COMPILATION. Sections 1 through 21 of this resolution shall amend, be incorporated in and made part of the Code of Resolutions of Albuquerque, New Mexico, 1994.
- Section 24. EFFECTIVE DATE AND PUBLICATION. This legislation shall take effect six months after publication by title and general summary.

1 PASSED AND ADOPTED THIS 13th DAY OF November, 2017
2 BY A VOTE OF: 6 FOR 3 AGAINST.

3
4 For: Benton, Davis, Gibson, Harris, Jones, Lewis
5 Against: Peña, Sanchez, Winter
6

7
8
9 
10 Isaac Benton, President
11 City Council
12
13

14
15 APPROVED THIS 16 DAY OF NOVEMBER, 2017
16
17

18 Bill No. C/S R-17-213

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20 
21 Richard J. Berry, Mayor
22 City of Albuquerque
23
24

25 ATTEST:

26
27 
28 Natalie Y. Howard, City Clerk
29
30
31
32
33

ACKNOWLEDGEMENTS



Administration

Martin Chávez, Mayor
Bruce Perlman, Chief Administrative Officer
Ed Adams, Chief Operating Officer

City Council

District 1, Ken Sanchez
District 2, Debbie O'Malley
District 3, Isaac Benton
District 4, Brad Winter
District 5, Michael Cadigan
District 6, Ray Garduño
District 7, Sally Mayer
District 8, Trudy Jones
District 9, Don Harris

Environmental Planning Commission

Jeffrey Jesionowski, Chair, Council District 8
James Grout, Vice-Chair, Council District 9
Ishmael Valenzuela, Council District 1
Jonathan Siegel, Council District 2
Klarissa Pena, Council District 3
Larry Chavez, Council District 4
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Steve Meyer
Michael Navarro
Chris Perea
John Perrine
Russ Riekeman
Ron Romero
Raul Sanchez
Patrick Turrieta
Al Valdez
Angel Vigil
Maclovía Zamora

Steering Committee Resources

Ed Casebier, Property Owner
Louis Kolker, Greater Albuquerque Housing
Partnership
Joseph Montoya, Albuquerque Civic Trust
Jim Trump, Build New Mexico
Dory Wegrzyn, Planner



REPEALED (R-17-213 & O-17-49)

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This document replaces the Barelás Sector Development Plan, written in 1976 and amended in 1993. It lays out the existing conditions, issues, and recommendations for five main planning categories: Land Use and Zoning; Home Ownership and Affordability; Transportation; Public Safety, Social Services, and Community Facilities; and Economic Development. By addressing each of these areas, the Plan aims to create a strategy for stabilizing, preserving, developing and revitalizing the commercial and residential area of Barelás.

The Barelás neighborhood is one of Albuquerque's oldest settlements, and forms part of the City's urban core. Its Plan boundaries are Coal Avenue to the north, the Santa Fe Railroad to the east, Bridge Boulevard/Avenida Cesar Chavez to the south, and Tingley Drive and Alcalde Place to the west. Barelás is home to a number of City amenities, including the Rio Grande Zoo, Tingley Park, and the Albuquerque Hispano Chamber of Commerce. It is also adjacent to Downtown Albuquerque, the National Hispanic Cultural Center and the Bosque.

This Plan was written in collaboration with various Barelás stakeholders, including residents, business owners, social services representatives, and City agencies. Community input was sought in all stages of Plan elaboration, from identifying existing conditions and concerns to developing recommendations. A draft of the Plan was available for public review and comment throughout the process, and efforts were made to incorporate community input as much as possible.

The major goals of this Plan are:

- To create land uses and zoning in Barelás that are compatible with its function as a residential urban neighborhood, respect its historic significance, and help foster a sense of community.
- To provide affordable housing in Barelás, while also facilitating the development of market-rate housing for homeowners and renters, and to improve property appearance.
- To improve vehicular circulation and public transportation in a way that promotes the residential quality and pedestrian orientation of the neighborhood.
- To create a safe network of bicycle and pedestrian pathways connecting major destinations in Barelás.
- To provide safe and adequate parking for local facilities without disrupting the neighborhood.
- To improve public safety in Barelás by reducing crime.
- To provide adequate social services to Barelás residents.
- To maintain and improve existing community facilities in Barelás and ensure accessibility to Barelás residents.
- To spur economic development in Barelás in a way that will have broad benefits for the community.
- The Plan proposes the adoption of City policies to help achieve these goals. These policies can then be implemented through the application of the Plan's recommended actions. Proposed actions are either regulatory in nature, enhancements to existing City programs, community or private initiatives, or capital improvements projects. By executing these Plan recommendations, the Barelás community can achieve its vision for the future of a safe, equitable, and pleasant neighborhood.

Major Plan recommendations include:

- Amending zoning regulations to allow for the development of 25' wide parcels and to legalize accessory dwelling units; rezoning the Rail Yards property to allow mixed use development, and require historic preservation and maximum benefits for the neighborhood; creating a special Warehouse District to encourage adaptive mixed use of industrial buildings; creating building design guidelines to ensure that future development blends aesthetically with existing structures; creating a plan for South Barelás; and pursuing official recognition of historic buildings in Barelás
- Implementing a variety of programs to fulfill the affordable housing goal, such as inclusionary zoning, affordability impact studies, public redevelopment programs, tax incentives for home buyers, and homeowner education programs
- Conducting traffic calming studies on Eighth and Tenth Streets and implementing study recommendations; re-orienting the Zoo's entrance to the southwest; extending the narrow gauge rail from the Zoo to the National Hispanic Cultural Center (NHCC); improving public transportation service; improving pedestrian amenities such as crosswalks, sidewalks, trails, and footbridges into the Bosque; adding bike lanes and routes in Barelás; and finding solutions to the parking problems caused by Zoo and NHCC overflow
- Implementing a community policing program; improving networking between the APD, the homeless service providers and the neighborhood; generating more outreach for existing social services in Barelás; creating a community plaza; adding artwork reflecting the area's cultural heritage;



- Allowing mixed use development in the Rail Yards and requiring community input in redevelopment; promoting small and mobile businesses; promoting businesses that meet local shopping needs; and making streetscape improvements to Fourth Street (the main commercial corridor in Barel as).



I. INTRODUCTION

REPEALED (R-17-213 & O-17-49)

A. Purpose of the Plan

The City of Albuquerque's overall goals for Sector Plans are to implement the concept of centers and corridors, enhance the livability of communities, attain stakeholder agreement through the planning process, and develop capital project plans. A Sector Development Plan also describes existing conditions in the plan area, identifies things that the community wants to see protected or improved, and lists recommendations for action by the City. The Plan includes the specific language of the special neighborhood zones and a map showing where the zones will apply.

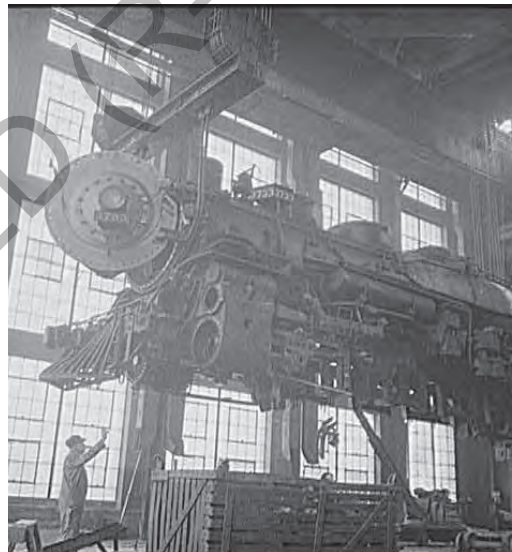
The City's plans are organized into three levels:

- **Rank One** (The Albuquerque/Bernalillo Comprehensive Plan)
- **Rank Two** (Area Plans such as the North Valley Area Plan or the Southwest Area Plan)
- **Rank Three** (Sector Development Plans or Metropolitan Redevelopment Plans)



The Barelas Sector Development Plan is a Rank Three plan, the most detailed planning level, intended to produce plans that can be implemented and enforced through policy, regulation, and capital improvements funding. Rank Three plans include parcel-specific land use and zoning regulations, housing and other design standards and guidelines, streetscape recommendations, and capital project priorities.

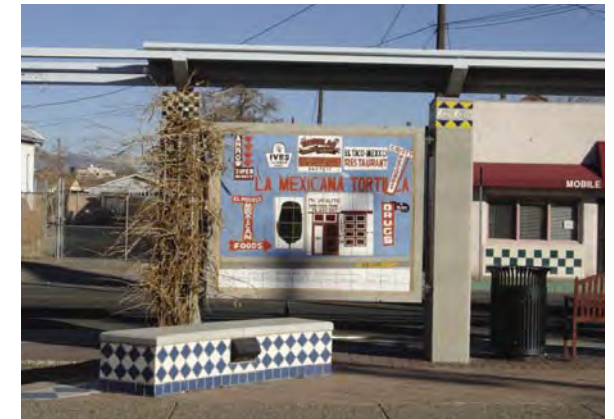
The Barelas neighborhood houses a mix of residential, commercial, office, institutional, as well as industrial uses. In some cases these are desirable uses, while others could be better managed to enhance the quality of life in the neighborhood. In addition, surrounding areas such as Downtown, the Rio Grande Zoo, the Santa Fe Rail Yards, the National Hispanic Cultural Center and the South Barelas Industrial Park are all experiencing change, and will impact the Barelas community. The purpose of this Sector Development Plan update is to help Barelas adjust to its surrounding context, as well as make changes to improve its future as a



viable community.

Stabilization, preservation, development, and revitalization are the primary goals of this Sector Plan. It employs special neighborhood zoning and capital improvements to meet these purposes. Through discussions with neighborhood residents, property owners and City staff, the project team has identified issues to be addressed through appropriate goals, policies and actions. These issues relate to five major themes:

- Land Use and Zoning
- Home Ownership and Affordability
- Transportation
- Public Safety, Social Services and Community Facilities
- Economic Development



B. Plan Area Boundaries

The boundaries of the Sector Development Plan update are the same as the 1993 Barelás Sector Development Plan. The boundaries are delineated below:

Beginning at the intersection of the north right-of-way line of Coal Avenue SW and the east right-of-way line of Alcalde Place SW;

Thence, easterly along the north right-of-way line of Coal Avenue SW to the center line of the Santa Fe Rail Yards property, thence, south through the Santa Fe Railway property to the easterly projections of the south right-of-way line of Bridge Boulevard SW;

Thence, westerly along said projected line and the south right-of-way line of Bridge Boulevard SW to the east right-of-way line of the Albuquerque Riverside Drain; Thence, northwesterly along the east right-of-way line of the Albuquerque Riverside Drain to the east right-of-way line of Alcalde Place;

Thence, northeasterly along the east right-of-way line of Alcalde Place SW to the point and place of beginning.



Figure 1. Boundaries of Barelás Sector Development Plan Area

C. Public Involvement

This sector plan is the result of collaboration between the public and the City of Albuquerque, and was facilitated by a private consulting firm, Sites Southwest, LLC. The “public” in this project includes neighborhood residents, representatives of local businesses and community organizations, and other entities operating in Barelas. Public input was integral to the planning process and was realized through three community-wide Public Meetings, as well as ten Steering Committee Meetings.

The Steering Committee was the primary vehicle for public input regarding this planning effort. It was composed of residents and business-owners in Barelas, representatives of local organizations such as the Barelas Neighborhood Association, and other community stakeholders. The City of Albuquerque believes that one purpose of public participation is to build capacity within the community so that they can continue to work effectively to accomplish the goals of the plan after its adoption. Hence, attendance and participation in the meetings was very important. Steering Committee meetings were held monthly, and were open to anyone interested in the planning process. Guests were invited on occasion to provide technical expertise and clarification, based on the topic of discussion. Most Steering Committee meeting addressed a particular topic, including Transportation, Housing, Land Use and Zoning, and Public Safety and Social Services. Other meetings were focused on reviewing and clarifying information from Public Meetings, and examining and editing drafts of the Plan. In order to make the planning process as transparent and open as possible, all information regarding meeting agendas and outcomes can be found in the companion document “Public Involvement in the Barelas Sector Planning Process.”

In addition to the monthly Steering Committee meetings, three Public Meetings were held. The first, held on December 3, 2005, was organized as a “SWOT” workshop. Its purpose was to have stakeholders identify Strengths, Weaknesses, Opportunities and Threats facing Barelas. In the months following this meeting, the Steering Committee met to work on specific topics as noted above. They identified issues, goals, and possible actions regarding these topics. These goals were presented to the community for their review in the second Public Meeting on March 4, 2006. Community members commented on the goals and possible actions, added or removed them as appropriate, and prioritized the ones they felt were most important. Participants also had the opportunity to work in small groups organized by topic, including all of those mentioned above, in addition to Economic Development and Revitalization. The results of the Public Meeting were then presented and discussed with the Steering Committee. From this work, a draft plan was developed, which was reviewed and edited by the Steering Committee. Finally, the draft was presented to the community for final input at the last Public Meeting, held on July 15, 2006.

Public participation is vital to any planning process, and it is the intention of this document to represent the desires and concerns of the Barelas community. It is hoped that the Plan will be used to help residents and other stakeholders achieve their vision of the future for their neighborhood.



Small group discussion at December 3, 2005 Public Meeting



March 4, 2006 Public Meeting



D. Brief History of Barelás

Development in Barelás has been influenced over the centuries by various forces – the early colonial agricultural lifestyle, the coming of the Railroad in the 1880s, and the rise of the automobile in the 20th century. Figure 2 shows geographically where these different eras left their mark on the neighborhood.

Early records indicate that Barelás was part of the San Nicolas Land Grant, granted by the Spanish Crown. The grant was located “opposite the agricultural lands of Atrisco and on the edge of the Esteros de Mexia”. (*Esteros* means swamps in Spanish and scholars agree that the land along the river where the Zoo now stands was swampy for centuries. Mexia was the name of a soldier who came to New Mexico with Don Juan De Oñate at the beginning of the 17th century.) Evidence suggests that Barelás Road was part of the route of the Camino Real De Tierra Adentro, once a major trade route from Mexico City to Santa Fe.

Settlement of Barelás began as a farming community when several prominent Hispanic

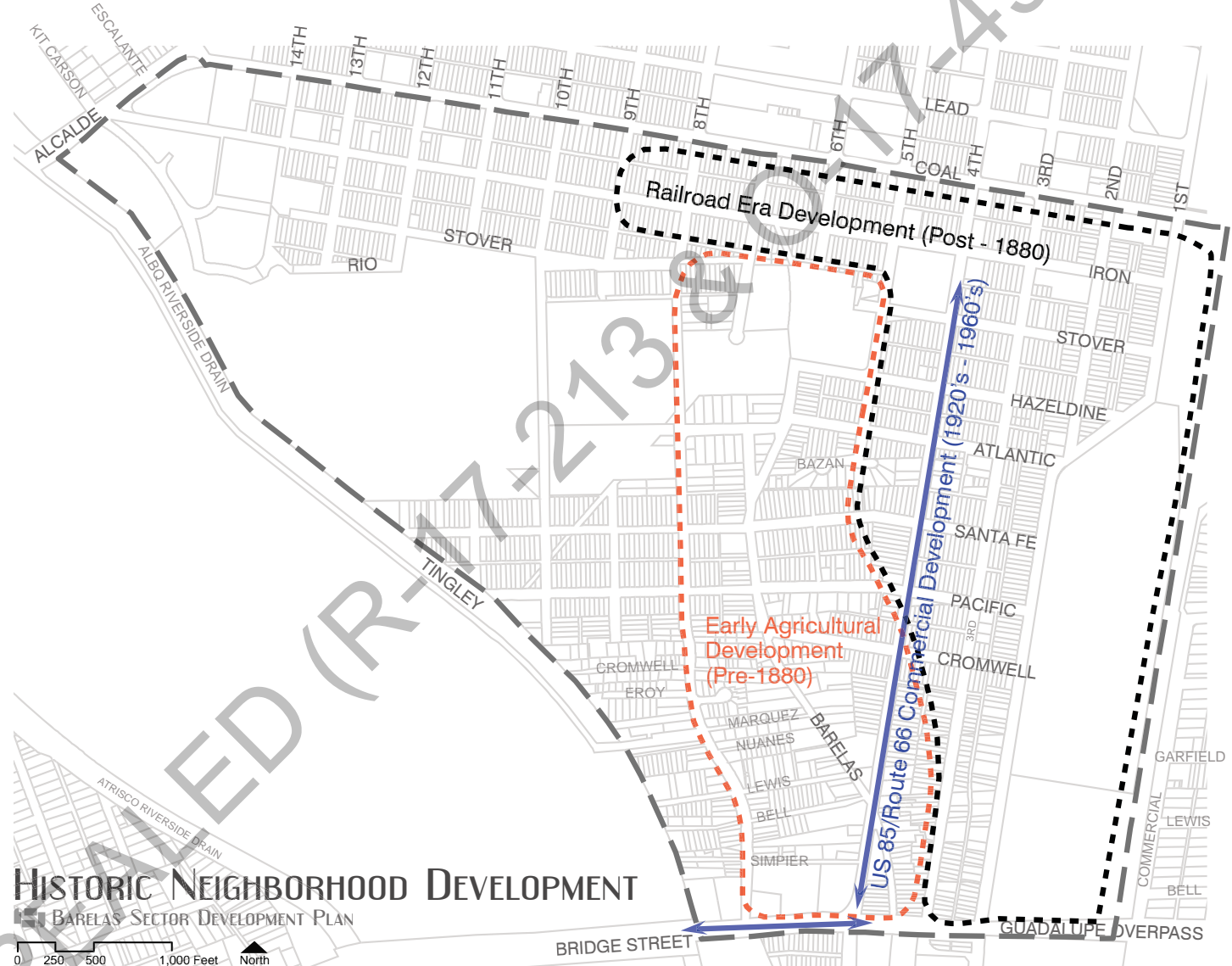


Figure 2. Historic Neighborhood Development

INTRODUCTION

families colonized the area. Early development took place in and around the farms adjacent to the swamps of the Rio Grande. Three irrigation ditches served the community in these early days, the primary being the Acequia Madre de Barelas. After the ditches were built, and according to an 1890's record, "thirty to forty houses were built along Road," most of them north of present day Bridge Boulevard.

A new era began when the Atchison Topeka and Santa Fe Railroad arrived at Albuquerque in 1880. The company built shops on the eastern edge of Barelás, employing men from past generations of Hispanic families still living in Barelás today. With the coming of the railroad the lands around the original town site began to flourish with commerce and housing. An influx of immigrants arrived looking for jobs or a new way of life. Soon, a community of Germans, Italians and other immigrants developed in Barelás, close to the bustling downtown.

The first residential additions south of the original Barelás town site were the Atlantic and Pacific Additions, named after the railroad. The owner of this land, Franz Huning, was Albuquerque's premier entrepreneur at the time. As more settlers arrived, Huning and other Albuquerque boosters such as William Hazeldine and Elias Stover sold lots to the newcomers and spurred the development of this neighborhood to the south of Downtown. Further to the south were a series of smaller developments, built on several acres which belonged to older established Hispanic families. The names of the development tracts reflect the names of the families who originally owned the land. These included:

- The Baca Addition (1880-1881)
- The Severo Apodaca Addition (1882)
- C.W. Lewis Addition (1882)
- The Baca & Armijo Addition (1888)
- The Juan Armijo Addition (1888)
- The Simpiar Addition (1889)

N.J. Sanchez Addition (1891)
The John Lee Addition (1898)

These additions extended from the railroad tracks west to the old Barelás Road. All of these and smaller development tracts located west of the railroad yards compose much of the Barelás neighborhood and the South Barelás Industrial Area today. Some of the original family names are still visible in street names in Barelás.

By the early 1900s Barelás had become a vibrant neighborhood with many of its residents becoming entrepreneurs or employees of the railroad. The little village had its own chapel, San Jose Patriarca, which was probably located along Barelás Road, although the exact location is not known. In 1921, the small adobe chapel was replaced by a larger church,



The Red Ball Café
This neighborhood fixture was renovated in 1998, and remains a vibrant gathering place in Barelás.

Sacred Heart, which stood along Fourth Street until 1965, when it was demolished due to structural problems. The church was never rebuilt, but its former Parish Hall has since been remodeled and become the church building.

South Fourth Street, at first a residential street, was declared part of Route 66 and the Pan American

Highway (US 85) in 1926. This helped create a thriving automobile commercial strip in the community, which enjoyed a peak of popularity from the 1930s to 1950s. During this time, many businesses located along Fourth Street and continue to operate today. Among these are Ruppe Drugs, The Red Ball Café, and Ives Flower and Gift Shop. Barelás was also serviced by a city Electric Trolley System in the early days. The trolley ran along Third Street and connected the neighborhood of Barelás to Old Town, the Sawmill areas and later to the University.

By 1934 the neighborhood's first community center was established at 1221 Third Street. In the early 1940s, citizens of Barelás, the League of United Latin American Citizens (L.U.L.A.C.), and youth trainees from the National Youth Administration raised seed money to fund a new community center. The center, now located at the intersection of Barelás Road and Hazeldine Avenue, is over fifty years old.



New small businesses locating along Fourth Street

The decline in the railroad industry following the wars and the eventual replacement of Fourth Street by Interstate 25 as the major north-south city route initiated a major decline in Barelás. The 1970s Urban Renewal Program removed most of the adobe homes located south of Bridge Boulevard, adjacent to the City Treatment Plant, for development

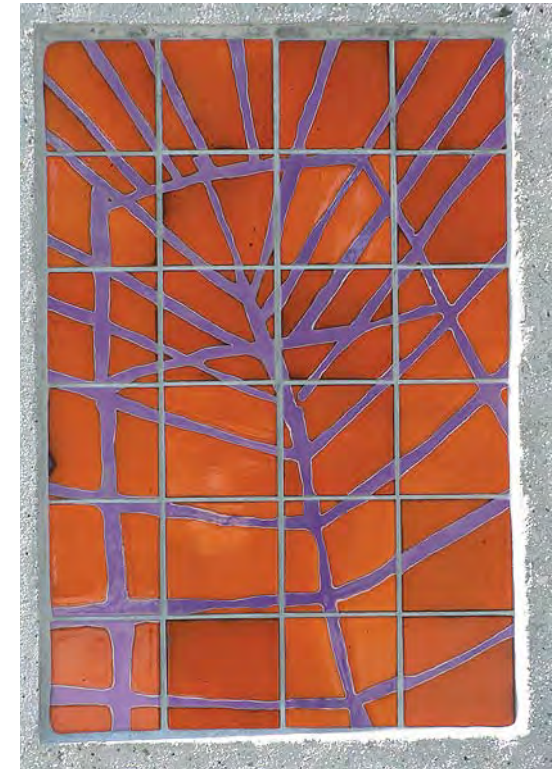


INTRODUCTION

of industrial uses. South Baretas was almost completely lost and only a handful of houses remain today. However, the neighborhood area north of Bridge Boulevard still exists with a mixture of single family and multi-family dwellings. The South Fourth Street commercial district also experienced a severe decline, but shows promise for recovery and future revitalization. Some of the original small, family owned and operated businesses persevered and still exist today on Fourth Street, and new ones have opened. Furthermore, effects of revitalization efforts spurred by the 1993 Sector Plan are beginning to show in Baretas.

There have been a number of changes in the community since the last Sector Plan was written in 1993. New amenities and community resources have found a home in Baretas. In particular, the National Hispanic Cultural Center, the Hispano Chamber of Commerce, and the Baretas Job Opportunity Center have located in the neighborhood. In addition, the Baretas Community Development Corporation (BCDC) was formed in 1993 to work on affordable housing and economic development activities in the community. Downtown Albuquerque, bordering Baretas to the north, is undergoing revitalization efforts, spurred in part by the adoption of the Downtown 2010 Plan in 2000. Furthermore, the Santa Fe

Rail Yards property, located on the eastern edge of Baretas, was sold by the Railroad and opened up for private development. Following years of inactivity and numerous proposals to develop the property that were never realized, the City of Albuquerque purchased 27-acre Rail Yards site in November 2007 and plans to undertake its redevelopment in the coming years. Its future redevelopment, combined with the Downtown renewal activities, will have a strong influence on Baretas in years to come. As such, it will be important to ensure the community's ongoing participation and voice in every stage of the redevelopment process.



Artwork decorating new bus shelters along Fourth Street

There have been changes and improvements to the physical landscape as well. Coal and Lead Avenues were converted to two-way streets. Coal Avenue has seen significant infill development adjacent to the neighborhood including new housing, several live/work developments and affordable rental units. The Zona de Colores Townhomes is a new affordable housing development in the Barelas neighborhood, and more of these types of projects are planned for the future. In addition, major streetscape improvements were made to Fourth Street, including business façade renovations, upgraded and decorated bus shelters that display artwork reflecting Barelas' cultural heritage, and the creation of the Joseph P. Baca plazuela at the intersection of Fourth Street and Barelas Road.

All of these changes have made Barelas a more attractive place to live and do business. As the neighborhood continues to adapt and develop residents, business owners, and property owners have a strong desire to manage the changes in a way that benefits the community as a whole. This Sector Development Plan update is an instrument to help implement this vision.



REPEALED (R-17-213 & O-17-49)

II. COMMUNITY CONTEXT

REPEALED (R-17-213 & O-17-49)

A. Related plans and policies

Although Baretas is a cohesive and distinct community, it also forms part of the larger context of Albuquerque. Its neighboring areas exert influence and are influenced by Baretas. Baretas is flanked on both sides by physical boundaries – the Bosque and Rio Grande to the west, and the Rail Yards to the east. The neighborhood is also bordered by other communities – South Baretas, Downtown Albuquerque, Huning Castle-Raynolds, and South Broadway.

1. Albuquerque/ Bernalillo County Comprehensive Plan

Baretas is designated as part of the Central Urban Area within the 2002 Albuquerque/Bernalillo County Comprehensive Plan. The Sector Plan conforms to the goals and policies for Central Urban Areas and will serve as the official policy guide for new development, redevelopment and conservation of the area.

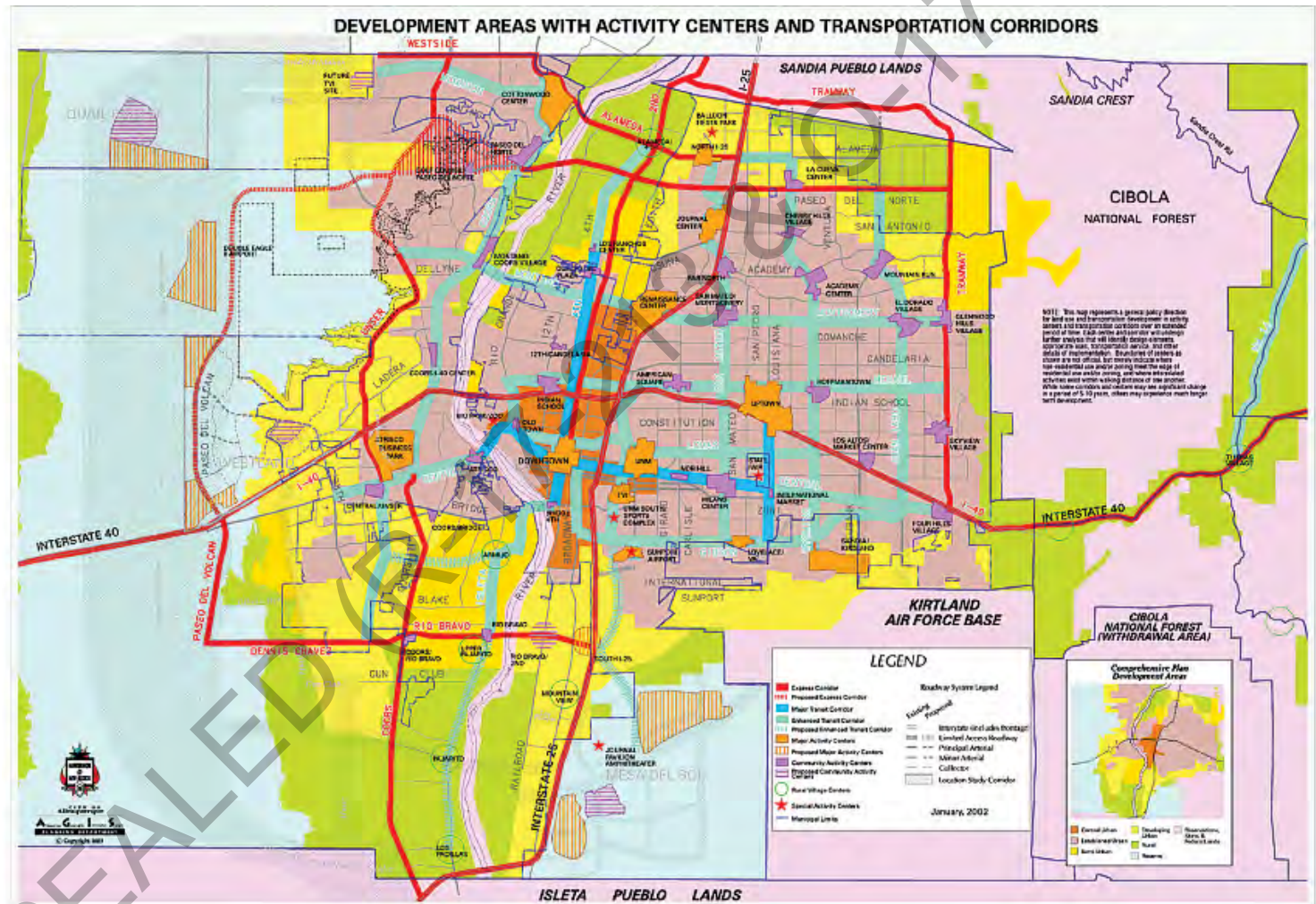


Figure 3. Centers & Corridors





Figure 4. Barelas and Surrounding Areas



The Central Urban Area in the Policies Plan of the of the Albuquerque/Bernalillo County Comprehensive Plan states:

“The goal is to promote Central Urban Area as a focus for arts, cultural, public facilities/activities while recognizing and enhancing the character of its residential neighborhoods and its importance as the historic center of the City.”

Specific policies which relate to the Plan Update are:

New public, cultural, and arts facilities should be located in the Central Urban Area and existing facilities preserved.

Upgrading efforts in neighborhoods within the Central Urban Area should be continued and expanded and linkages created between residential areas and cultural/ arts/ recreational/ facilities.

Another important concept in the Comprehensive Plan is the development of activity centers connected by important corridors. Major Activity Centers provide large-scale employment opportunities, medium to high density housing, and activities such as “regional shopping centers, government and financial institutions, and major cultural and entertainment features.” Community Activity Centers should be pedestrian-oriented, and ideally “provide focus, identity, and convenient goods and services as well as some employment” for surrounding neighborhoods. These activity centers are connected by Express Corridors, Major Transit Corridors, and Enhanced Transit Corridors. As shown in Figure 4, Barelás lies between the Downtown area, which is designated as a Major Activity Center, and a Community Activity Center at Fourth Street and Bridge Boulevard, which corresponds to the location of the National Hispanic Cultural Center and the South Barelás Industrial

Park. These activity centers are connected by Fourth Street, designated as a Major Transit Corridor. Although there may be negative implications for Barelás such as more traffic passing through the community, the neighborhood’s central location may also create opportunities such as enhancing the commercial viability of Fourth Street. This Sector Plan update is rooted in addressing neighborhood-scale issues, but always within the larger context of Barelás’ positioning in Albuquerque.

2. Downtown 2010 Plan

The Downtown 2010 Plan, a rank three plan for the Downtown Core, addresses the areas adjacent to Barelás north of Coal Avenue and between Tenth Street and the Rail Yards. It also discusses the residential neighborhoods surrounding Downtown. The plan states:

We will:

Preserve and enhance the character of the neighborhoods which surround Downtown, by:

- Protecting surrounding neighborhoods from incompatible land uses and minimizing the impacts of Downtown revitalization.
- Promoting high density urban housing within the Downtown core, specifically buffering Barelás from intense commercial activity by using the urban Housing District.
- Encouraging residential infill development in neighborhoods adjacent to Downtown and/or located within the Historic District.

Have at least 20,000 people living within one mile of the Downtown Core, and 5,000 living within the Downtown Core by 2010, by:

- Protecting the character of the existing

urban neighborhoods adjacent to Downtown and/or within the Historic District, specifically prohibiting commercial parking lots and creating “permit parking programs” in adjacent neighborhoods.

Several parts of the Downtown 2010 Plan are particularly relevant to Barelás. First is the area zoned to the north of Coal Avenue that borders the Barelás neighborhood. The predominant use, proposed a “Housing Focus,” covers the western part of Coal Avenue from Fifth to Tenth Streets, calls for medium to high density housing units and allows 3-4 story townhouses, 5-6 story urban apartments, and housing integrated above retail or office spaces. The next two blocks, from Fifth to Third Streets, is zoned as a ‘Mixed Use Corridor’, which allows for a variety of residential, office, and retail activities. Following this is one block that is a ‘Government/Financial/Hospitality District.’ The easternmost portion of Coal, from Second Street to the Rail Yards has been designated as a ‘Warehouse District.’ Preserving the historic character of existing structures while promoting infill development is strongly encouraged here. Allowed uses include commercial, retail, office, residential, transportation, and sports. The Plan also states that rehabilitated warehouse buildings would be ideal for ‘live/work artist studios and “funky” off-beat retail and restaurant venues.’ Barelás also contains a number of vacant but historical manufacturing structures that could be redeveloped in a similar fashion. It will be important to mitigate other effects from Downtown revitalization, such as overflow parking in the neighborhood, and rising property values.



3. Barelas Neighborhood Commercial Area Revitalization Plan (A Metropolitan Redevelopment Plan)

The Revitalization Plan, written in 1994, had the goals of eliminating blight conditions and restoring economic, functional, and aesthetic value of the Barelas neighborhood, among others. The plan made recommendations about how to revitalize Fourth Street as the primary economic corridor in Barelas. It also presented design guidelines to help develop “a unique ‘sense of place’ with a well defined character.” This Sector Plan update draws on the recommendations made in the Revitalization Plan, seeking to further improve the economic conditions in Barelas.

4. South Broadway Neighborhoods Sector Development Plan

Barelas is separated from the South Broadway Neighborhood by the Railroad right-of-way and part of the Rail Yards. Any redevelopment of the Yards will impact both South Broadway and Barelas, and efforts should be made to involve both of these communities in any proposed development. South Broadway confronts some of the same problems as Barelas, such as the presence of the homeless, and depressed economic activity. It also seeks to gain historic recognition for some of their buildings, and promote these as a draw to the area.

The South Broadway Neighborhoods Sector Development Plan was written in 1986. Hence, it will likely be updated within coming years. Although planning in Barelas and South Broadway has happened independently of one another, there are possibilities for creating partnerships and

developing joint strategies to enhance the quality of life in their communities in the future.

5. Huning Castle and Raynolds Addition Neighborhood Sector Development Plan

The Huning Castle-Raynolds Neighborhood borders Barelas to the north and northwest, along Alcalde Avenue and Coal Avenue from Fifteenth to Eighth Streets. The Huning Castle and Raynolds Addition Neighborhood Sector Development Plan was written in 1981. At that time, zoning in the area bordering Barelas was changed from Office (O-1) to Special Use Multi-Family Residential (SU-2 MFR). Currently, land use in the neighboring area is primarily low density multi-family housing, as well as single family housing with some commercial uses interspersed throughout. When the Huning Castle and Raynolds Addition Neighborhood Sector Plan is eventually revised, it will be important for Barelas that the proposed uses in neighboring areas continue to be compatible.

6. Bosque Action Plan

Running north-south through Albuquerque, a cottonwood dominated forest (or Bosque) flanks the Rio Grande and forms the western border of the Barelas neighborhood. The Bosque Action Plan, written in 1993, outlines environmental and recreational improvements for this area. Currently, a multi-use recreational trail runs parallel to the Bosque and Tingley Drive, adjacent to Barelas. Two non-paved pathways connect this trail to the River. There are plans to create a trail that will border the River, hence connecting these two pathways. Just northwest of Barelas is Tingley Beach, which has recently undergone improvements such as the

creation of fishing ponds and public restrooms. However, there are currently no footbridges across the Riverside Drain to connect the neighborhood to the Bosque.

7. Metropolitan Redevelopment Plan for South Barelas Industrial Park

Previously, there was no distinction between the northern and southern portions of Barelas. In fact, the Barelas Neighborhood Association still encompasses both areas under its jurisdiction. However due to funding and past planning efforts, this Sector Plan addresses only the northern portion of Barelas. The southern portion of Barelas does not have a Sector Plan, but is covered by the Metropolitan Redevelopment Plan for South Barelas Industrial Park.

The Metropolitan Redevelopment Plan for South Barelas Industrial Park was written in 1974 for the 275 acre tract of land extending south of Bridge Boulevard between the Rail Yards and the Albuquerque Riverside Drain. Its purpose was to “promote industrial growth which is environmentally compatible with the adjacent residential uses...thus eliminating physical and economic blight.” This goal was pursued by designating the plan area as an industrial park, and expanding the business base using various incentives such as tax-increment financing, metropolitan redevelopment bonds, and industrial revenue bonds, among others.



B. Neighborhood Demographics

1. Population

Data from the 2000 Census and Mid-Region Council of Governments (MRCOG) provide useful demographic information about the Barelás community. The two charts below indicate that the

Barelás population has stabilized and in fact is likely to drop slightly over the next five years, while the overall population of Albuquerque continues to grow.

However, Barelás has a relatively high youth population compared to Albuquerque, particularly in the 10-19 age category.

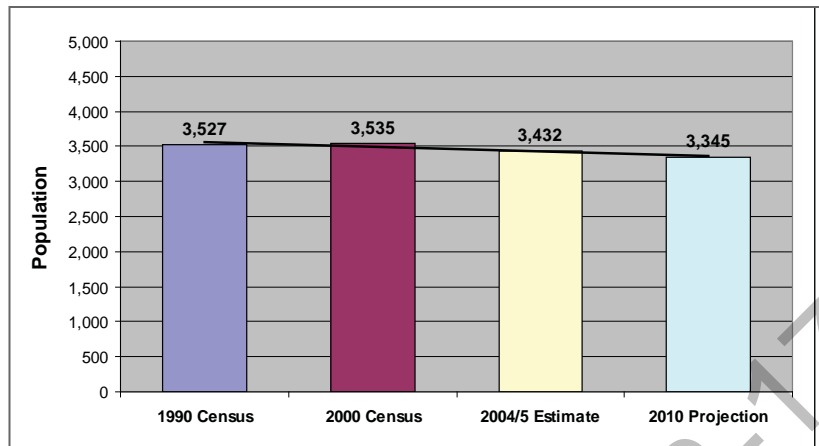


Figure 5. Barelás Population Growth since 1990

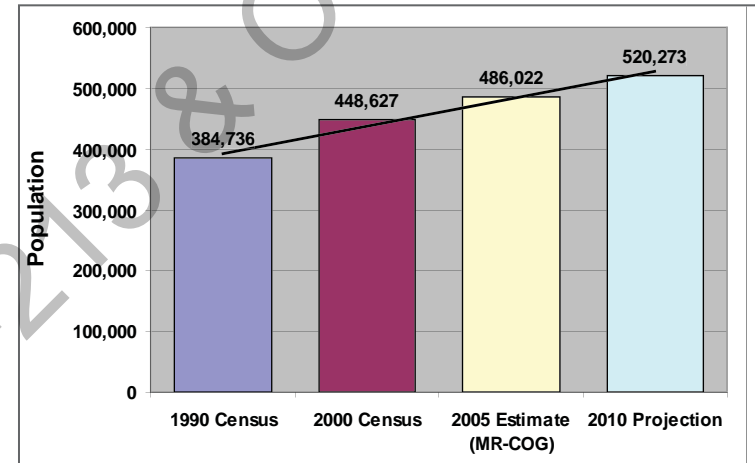


Figure 6. Albuquerque Population Growth Since 1990

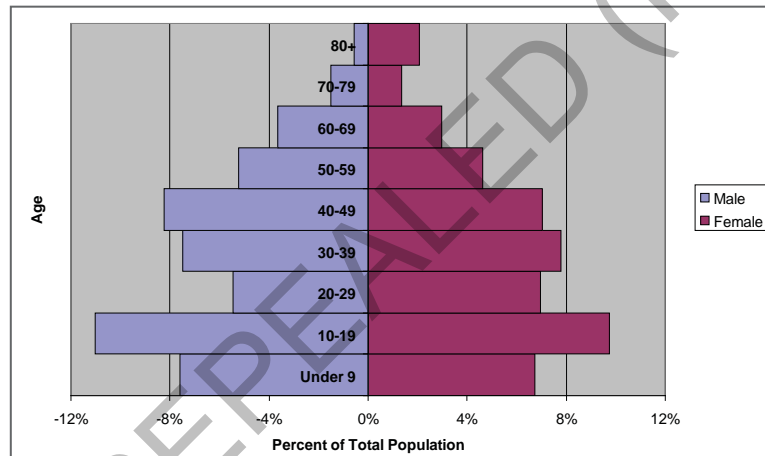


Figure 7. Barelás Population by Age and Gender

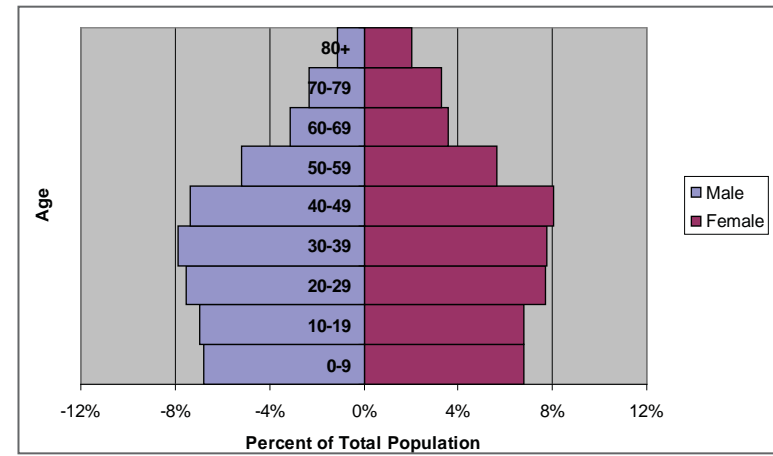


Figure 8. Albuquerque Population by Age and Gender



2. Race and Ethnicity

In terms of ethnicity, Barel as has twice as high a percentage of Hispanic or Latino residents (84% total) than Albuquerque as a whole (40% total). Hence, it is not surprising that Barel as residents are also more likely to speak Spanish compared to other Albuquerque residents (66% compared to 23%). Furthermore, 32% of Barel as residents speak English "less than well."

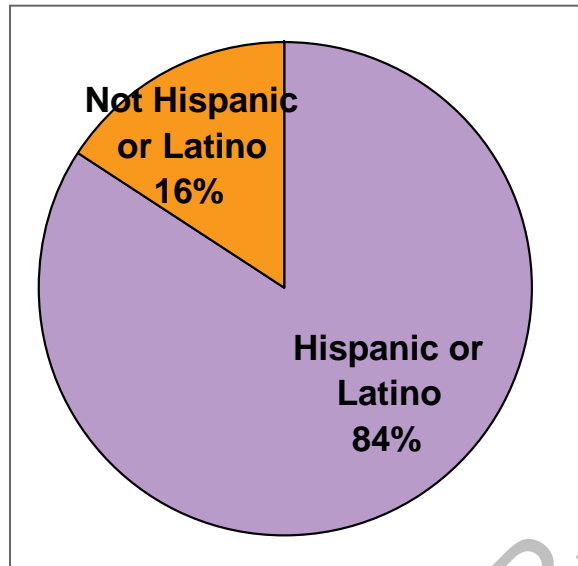


Figure 9. Barel as Ethnicity, 2005

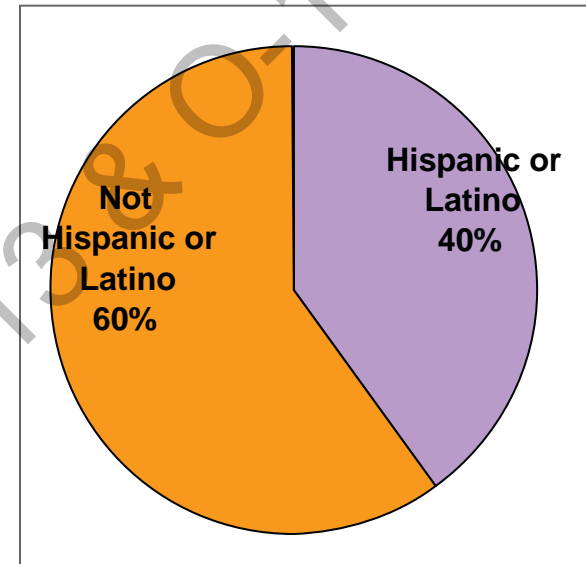


Figure 10. Albuquerque Ethnicity, 2000

Table 1. Language Spoken at Home

LANGUAGE SPOKEN AT HOME	Barel as		Albuquerque	
	Number	% of Total	Number	% of Total
Population 5 years and over	3,442	100	417,841	100
English only	1,054	31%	301,429	72.1%
Spanish	2,267	66%	95,935	23.0%
Speak English less than "very well"	1109	32%	30,586	7.3%
Language other than English or Spanish	121	4%	20,477	4.9%
Speak English less than 'very well"	12	0%	5,726	1.4%

3. Household Income

Demographic data also indicates that household income level is substantially lower in Baretas than in overall Albuquerque. The average annual per capital income in Baretas is \$11,351, compared to \$20,884 for Albuquerque. Furthermore, 31% of Baretas households fall under the poverty level, while only 13% of all Albuquerque households face this situation. Baretas is in fact considered part of Albuquerque's "Pocket of Poverty."

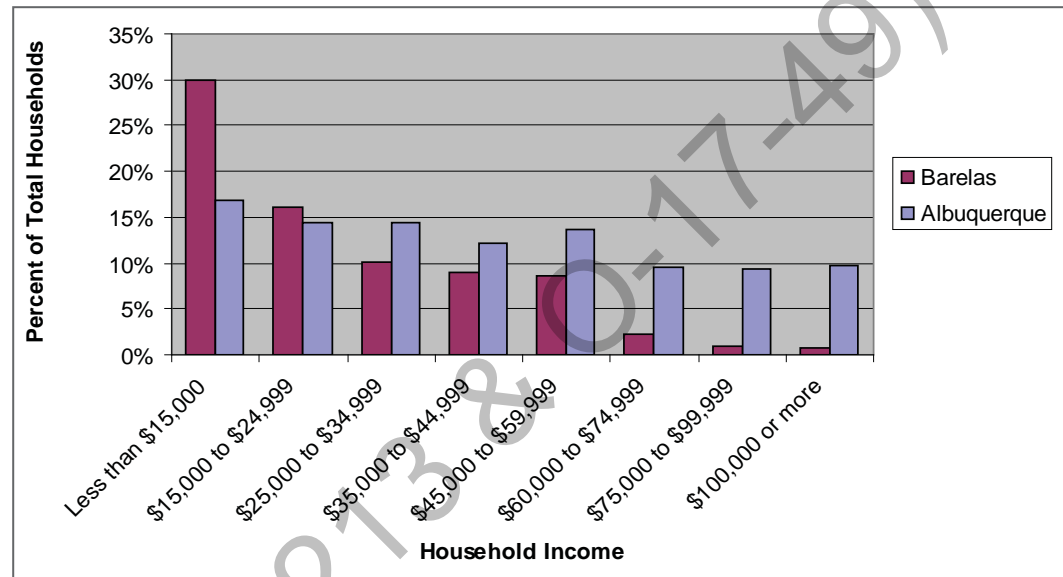


Figure 11. Percent of Households by Income

4. Education Levels

A final indicator is educational attainment. Baretas residents have obtained far less formal education than residents city wide. Nearly 50% of adults ages 25 or over do not have a high school diploma (compared with 14% from the whole city). In addition, the attainment of higher education (some college or a degree) is far lower among Baretas residents than Albuquerque residents overall.

These demographic indicators – poverty, lower educational attainment, lower levels of English proficiency– suggest that planning for Baretas requires special attention. Issues such as economic development and affordable housing are key, as is facilitating the participation of non-English speakers in the planning process.

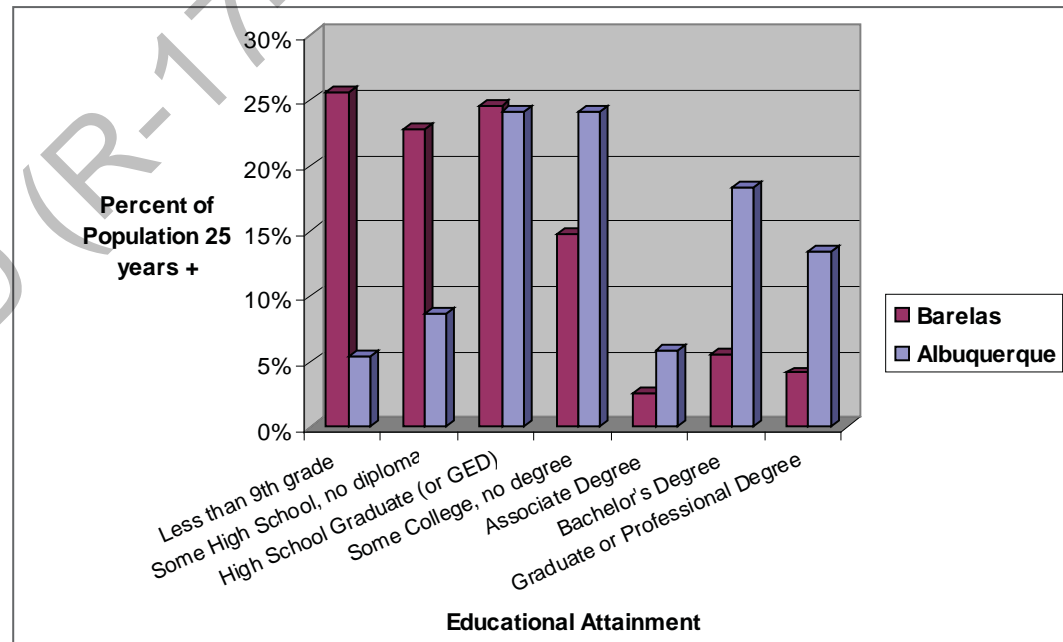


Figure 12. 2000 Population 25+ by Educational Attainment

C.Existing Conditions

1. Land Use

Land use in Barelás is shown in Figure 13. Barelás is predominantly residential, with commercial enterprises concentrated primarily along Fourth Street. Many of the buildings, both residential and commercial, have historical significance and should be recognized and preserved. Structures in the Rail Yards property also have a unique historic quality, and any redevelopment efforts should restore and celebrate their character. Other land use issues to be addressed include parks and community space, vacant properties, and the characteristics of neighboring areas including South Barelás and Downtown Albuquerque.

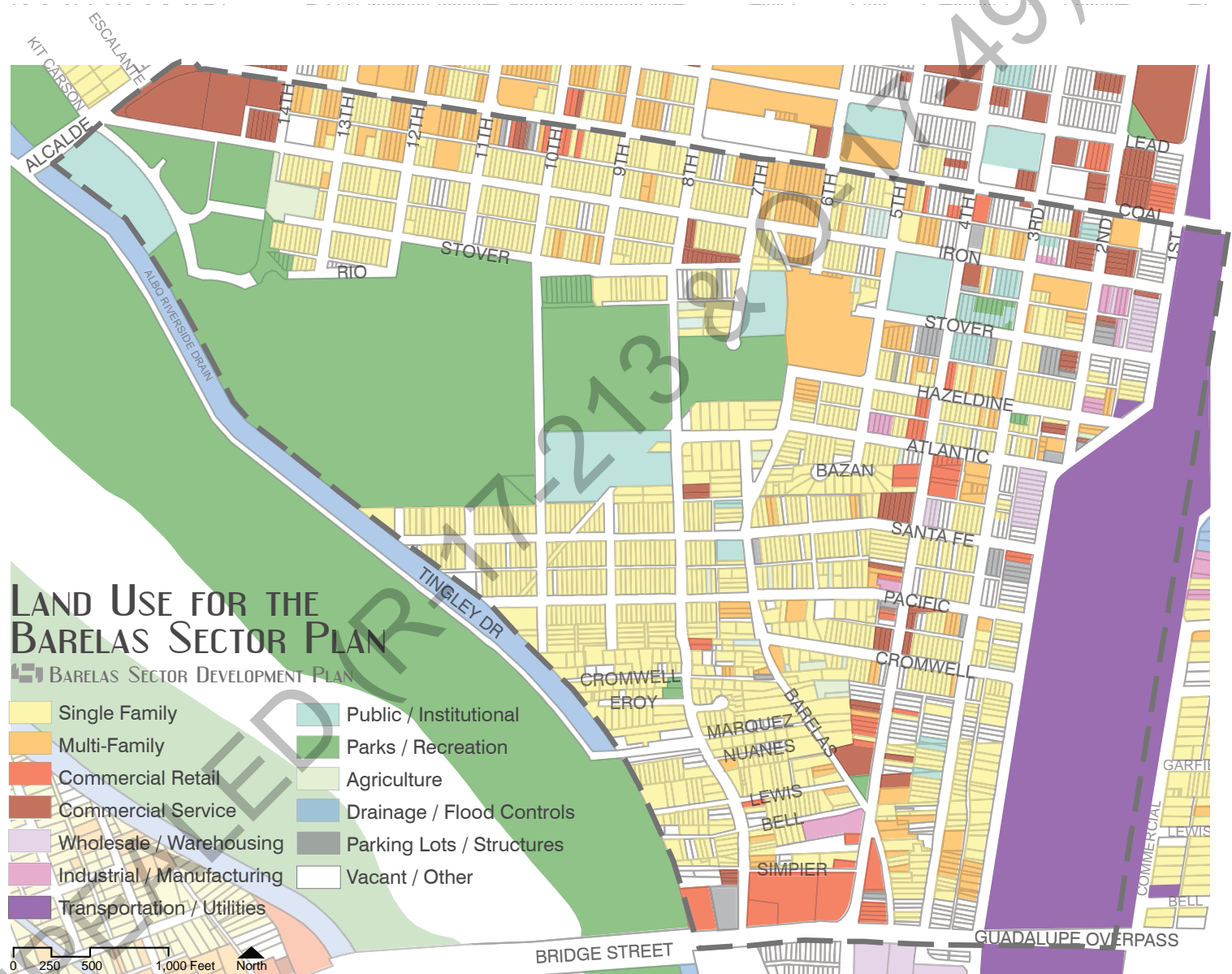


Figure 13. Land Use in Barelás

Historic Preservation

Barelas' land use reflects its historic ties to the Railroad and the housing settlements that sprung up to provide homes for Railroad Locomotive Shop workers. A list of historic properties was compiled in 1980 by the Historic Landmarks Survey Team, and several buildings and a historic district have been designated.

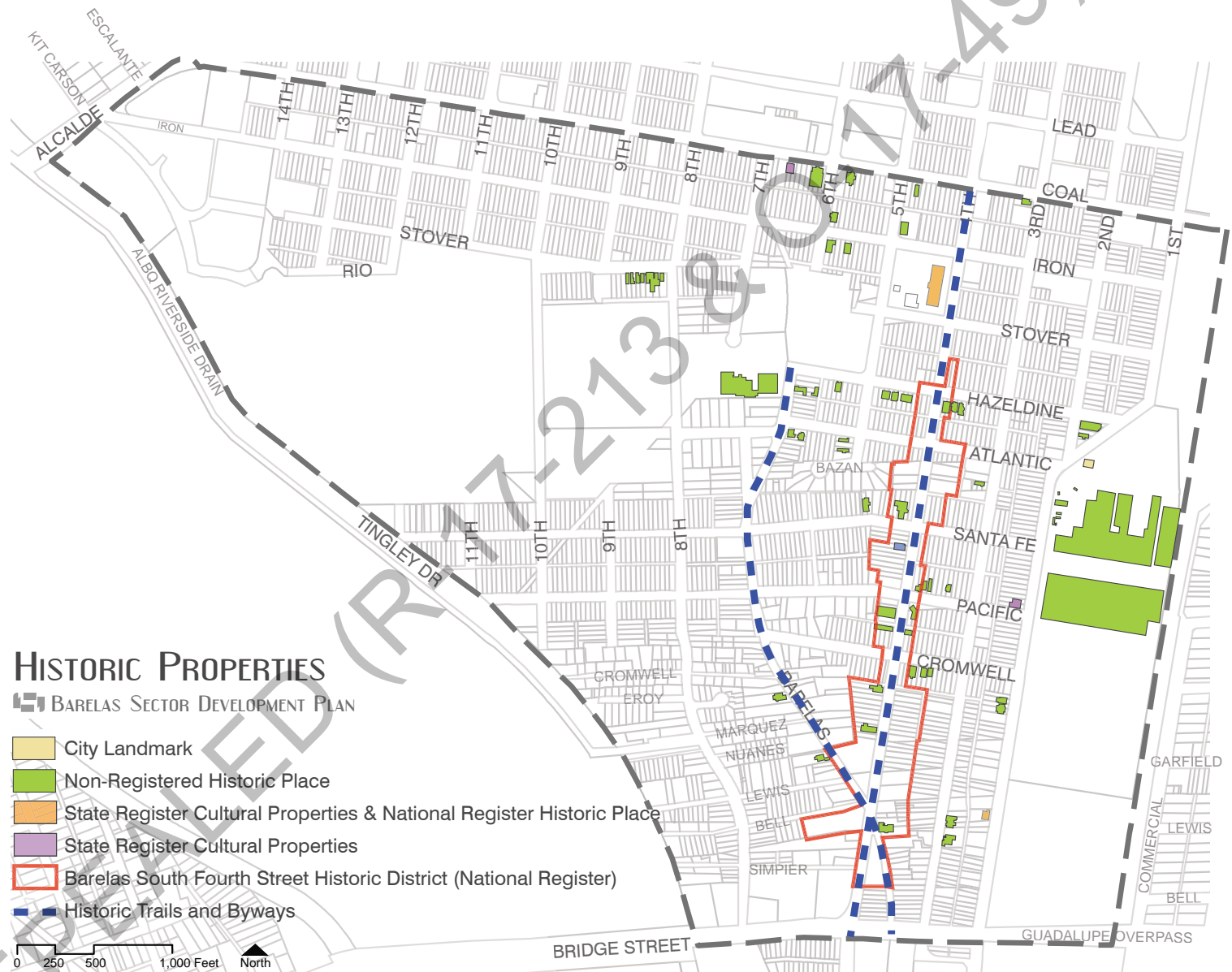


Figure 14. Historic Properties in Barelas



COMMUNITY CONTEXT

The Baretas-South Fourth Street Historic District is one of Albuquerque's most unusual historic districts. It is significant as a Hispanic-dominated commercial area and for its range of architectural styles in both commercial and residential buildings interspersed along a historic highway. The district was listed in the State and National registers in 1997. Its spine is Fourth Street, which carried north-south traffic through Baretas and Albuquerque first as New Mexico Route 1, later U.S. Highway 66 (1926-37), and then U.S. Highway 85.

Less traveled than Fourth Street is Baretas Road, perhaps a remnant of El Camino Real de Tierra Adentro (Royal Road of the Interior), a highway of the Spanish Colonial Period. This and several other old road segments in the Rio Grande Valley remain as parts of the current Albuquerque street system, and they warrant careful treatment and interpretation.

Many of these houses, built between 1880 and 1915, are still standing. House styles present in Baretas today include the Queen Anne cottage, one-story shotgun, bungalow, and southwest vernacular and national folk (see historic homes photos to the right). Most of these homes are found in the eastern half of Baretas, with heavy concentrations along Hazeldine Avenue and in the South Fourth Street Historic District. Although these buildings have been identified as having historic character, the majority are not currently protected through historic overlay zoning or city landmark designation. In order to retain Baretas' unique character, it is critical to find ways to preserve its historic buildings landmarks and streetscapes. Furthermore, as vacant properties are redeveloped with new housing and businesses, it will be important that they blend aesthetically with the existing buildings.



1023 2nd Street SW - Superintendent's House, Atlantic & Pacific Railroad - built 1881 and listed



722 3rd Street SW



917 3rd Street SW, built around 1898

Historic Homes



1405 2nd Street SW, built 1882



1420 3rd Street, built between 1898-1907

Historic homes



Baretas Community Center





524 Atlantic SW, built pre-1908



1211 4th SW, house/clinic, built about 1943



413 Santa Fe SW, built pre-1898

Historic Homes



616 Coal SW, built about 1910



523 Iron SW, built about 1908

Historic Homes



524 Iron SW, built about 1912

Residential

Historically, land use in Barelás was dominated by large agricultural plots. Over time, the large rectangular plots were subdivided into smaller residential lots. Currently, residential use in Barelás is divided into three loosely defined areas, the Railroad Corridor, Old Barelás, and the Coal Corridor, represented in Figure 15.

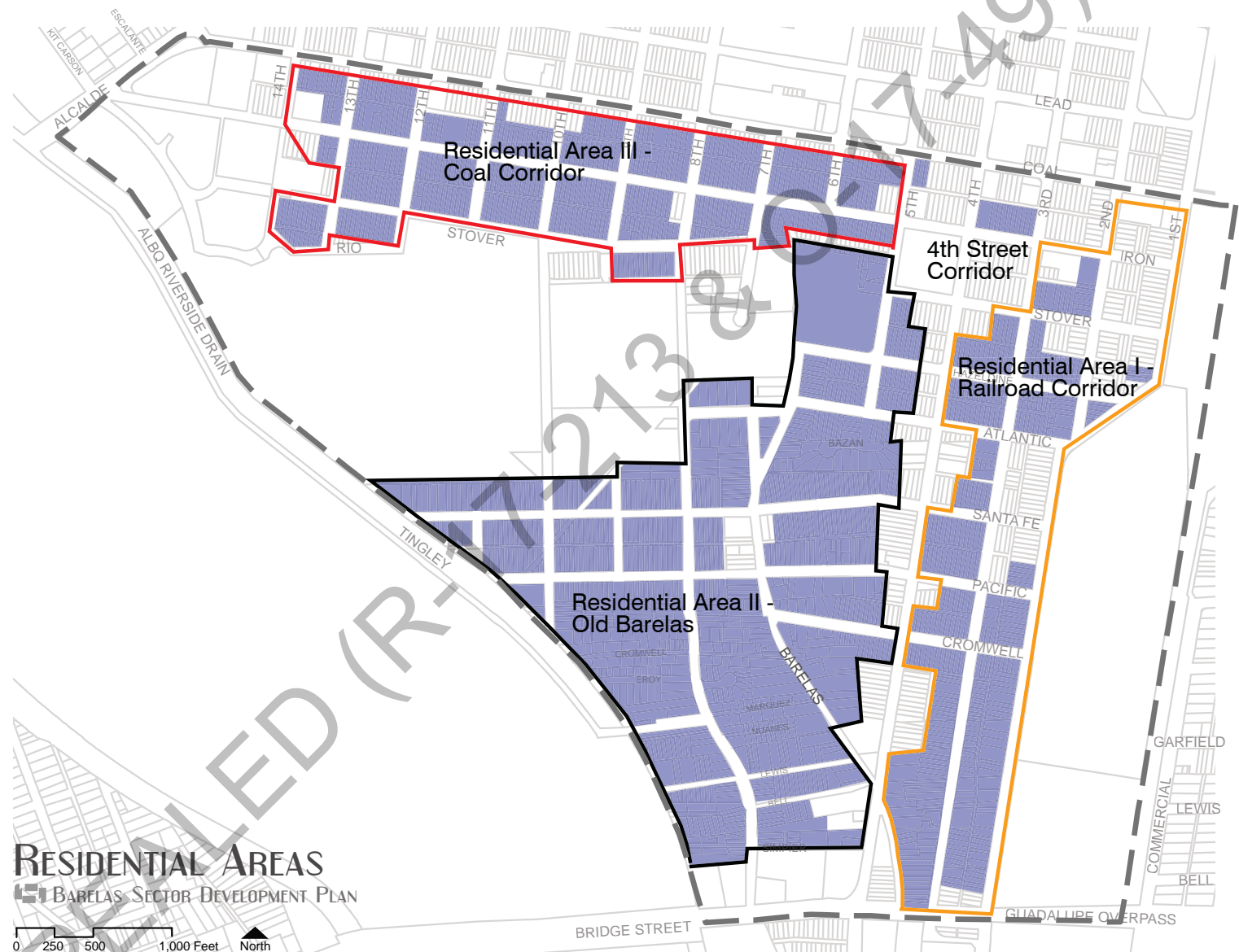


Figure 15. Residential Areas in Barelás

The Railroad Corridor

This portion of Barelas runs north-south and is contained by the Rail Yards to the east and the commercial area along Fourth Street to the west. It follows a traditional grid street pattern, with predominantly 25' x 130' parcels with back-alley access (except for an area probably aligned with an old ditch at the southern end of Barelas Road). The block configurations within this pattern are fairly regular except between Cromwell Avenue and Avenida Cesar Chavez, where a lack of east/west streets creates one large block. In many cases, narrow shotgun style homes are built on 25-foot lots (see traditional railroad era houses photos to the right). Other parcels have been consolidated, generally two adjoining parcels to accommodate slightly larger homes (see larger homes photos to the right). In some cases, lots running perpendicular to the traditional pattern have been created, resulting in a shifting street face. A few newer homes, mostly along Second Street, mix reasonably well into the existing pattern.

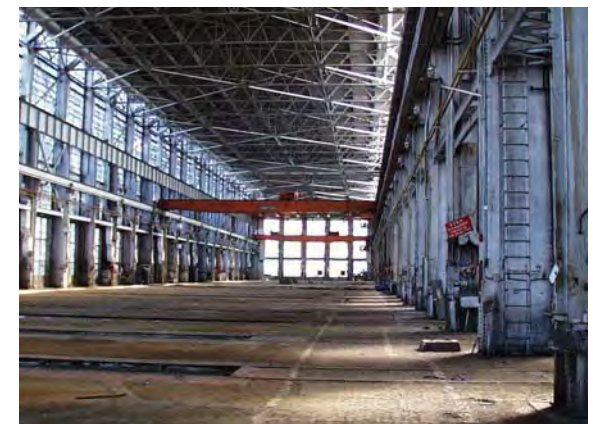
This area has a large amount of vacant land available for infill, some of which is presently being developed. New construction is occurring on the block between Atlantic Avenue and Santa Fe Avenue between Second and Third Streets, at Bridge Boulevard between Second and Third Streets and on Third Street between Cromwell Avenue and Bridge Boulevard. Nevertheless, significant amounts of vacant land remain along the eastern border with the Rail Yards. This border presents both challenges and opportunities in how the divergent uses of a (post) industrial development area converges with future residential development, and highlights the importance of how the reuse of the Rail Yards can impact the local community.



Traditional railroad era houses built on 25-foot lots



Larger homes built on consolidated parcels



Locomotive Shop at the Rail Yards

Old Barelás

A second residential district covers the area east of the Albuquerque Zoo, between Tingley Drive and the Fourth Street mixed use commercial area. This is the oldest residential zone and is characterized by small and irregular lots that lend a distinctive character to Barelás (particularly in the southern portion). There is a mixed street pattern resulting from the collision of the railroad era grid with an older ditch alignment based on agricultural lots. The resultant residential pattern is composed of an assortment of odd lot shapes and sizes (see photos to the right). Lots tend to be larger along Barelás Road but are consistent with the 25' x 130' parcels along streets running east/west. Parcels facing the streets east and west off Eighth Street are predominantly small and odd sized. Some even lack street access. Many of them do not meet current code for minimum lot width or size, but the majority of lots are built. The resultant residential pattern is very dense and organic (see Figure 16).

While there are vacant parcels in this area, they are less frequent, and groupings of vacant parcels are rare. Many of the vacant parcels are like those described above that do not meet current minimum sizes. New construction has taken place mostly on multiple parcels, re-subdivided and developed at one time, disturbing the existing street pattern. Examples are the Senior Housing on Hazeldine Avenue and two cul-de-sac developments at Barelás Court and Eroy and Eighth Street. There is also one large infill project currently under construction on Simpier Lane SW.



A new development



A narrow lot house



A lack of side-lot setback

Neighborhood Character, Old Barelás



Figure 16. Old Barelás, aerial view

Coal Avenue Corridor

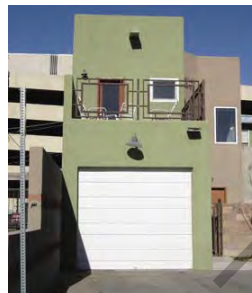
A third residential section of Barelas encompasses the area north of the Zoo from the Fourth Street commercial corridor to Fourteenth Street. This zone is characterized by even blocks and fairly uniform rectangular plots. It has a traditional grid street pattern with predominant 25' x 130' parcels. This area, however, probably due to its proximity to downtown, has undergone more consolidation for multi-family housing and other uses. Apartment complexes and multi-family units are dominant along Coal Avenue. The area from Lead north to Downtown, from the Rail Yards to Tenth Street, is included in the Downtown 2010 Plan and is designated with a housing focus west of Fifth Street. This plan describes the district as medium to high density housing to act as a buffer between Downtown and Barelas.

Infill has been concentrated mostly in multi-family buildings along Lead Avenue, many of them suggested in the previous Sector Development Plan (see recent residential development photos to the right). These recent developments tend to respect existing street patterns and fit in with their surrounding context quite well. Similar sorts of development could be appropriate for future infill.

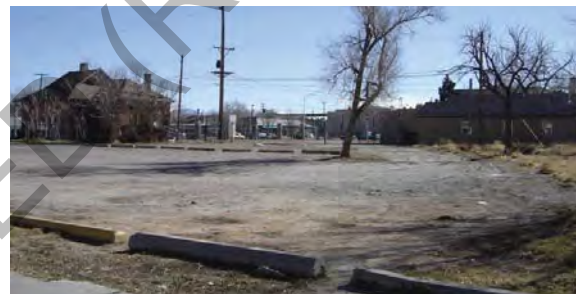
Despite the various infill projects, vacant land remains at the eastern edge of this area, closer to Downtown, where many homes appear to have been demolished (see vacant land photos to the right). These areas are most appropriate for higher density apartment, multi-family or mixed-use residential developments similar to the recent developments along Lead and Coal.



Recent residential developments along Coal Avenue and Iron Avenue



Recent residential developments along Coal Avenue and Iron Avenue



Vacant land suitable for infill

Commercial

The majority of commercial and retail spaces in the plan area are located along the Fourth Street corridor between Avenida Cesar Chavez and Coal Avenue. Many of these are smaller, locally-owned businesses that have come to be emblematic of Baretas' commercial character. Although zoned for commercial/retail use, a number of residential sections along Fourth Street still remain, lending the area a "horizontal" mixed-use character (as opposed to the "vertical" model in which retail is at street level and housing is above). There is strong interest in encouraging small, local businesses along this corridor that serve the needs of nearby residents.

At the northern end of this corridor (along the south side of Coal Avenue between Second and Third Streets) are a number of other smaller businesses and lots zoned for commercial uses. At the southern end of the Fourth Street corridor (along Avenida Cesar Chavez between Baretas Road and the Rio Grande) are a number of national chain businesses (fast food restaurants and a filling station/convenience store). A few commercial/retail sites exist scattered throughout the plan area, including a mortuary, bakery, upholstery shop, and a non-operating corner store on Eighth Street.

Industrial

Some industrial uses are clustered along the eastern boundary of the plan area and encompass the Rail Yards and two blocks in the northeast corner (from Coal to Stover Avenues between First and Second Streets.). The Rail Yards, recently purchased by the City, could be developed in a way to make an important contribution to Baretas' economic revitalization strategy. Buildings in the northeast quadrant of Baretas are also currently vacant.

There is interest in converting existing warehouse buildings to office, retail, commercial or other non-industrial uses.

Currently, the Rail Yards does not have the infrastructure to support a large redevelopment, and an electrical substation would be required to support new construction there. Existing infrastructure in Baretas includes a storm drain pump station located just west of the Riverside Drain and north of Avenida Cesar Chavez Bridge.

Institutional

Existing institutional and government uses consist primarily of the Dolores Gonzales Elementary School (at Tenth Street and Atlantic), the Coronado School (used for offices at Fourth Street and Stover Avenue), and the Baretas Community Center (at Eighth Street and Atlantic). Both sites are considered significant to the local community and serve to support a variety of social activities.

In addition, the Sacred Heart Catholic Church (at Fourth Street and Stover) continues to serve as a significant spiritual center for many Baretas residents, as it has for many decades.

Parks and Community Space

For a small neighborhood, Baretas has important green space amenities. The neighborhood is bordered by the Bosque, Tingley Beach, and Kit Carson Park. Within its boundaries are the 20 acre Rio Grande Zoo, and a few small "pocket parks." In addition, Tingley Park (once the site of the Albuquerque Dukes baseball stadium) has been dedicated to playing fields and enjoys heavy use. Adjacent to this park are tennis courts and a

gymnasium located at the Baretas Community Center.

Vacant and Agricultural Lands

There are close to 170 vacant lots in Baretas. These lots are scattered throughout the neighborhood, but a higher concentration (over 100 parcels) are found between Fourth Street and the Rail Yards. There are also a few scattered lots used for small-scale agriculture. These are largely found in the older portions of Baretas (south of Santa Fe Avenue and west of Fourth Street). They are often not maintained, have trash, and are sites where vagrancy and crime are perceived to take place.

2. Zoning and Design Guidelines

Existing zoning in Baretas in many cases is inconsistent with land use and community aspirations. For example, many 25' lots, reminiscent of the Railroad period, cannot be developed under existing regulations, which creates vacant lots and limits opportunities for infill development. Furthermore, zoning does not encourage residents' vision of mixed-use commercial development along certain corridors, particularly Fourth Street. In addition, there are several unused properties, most notably the Rail Yards, that are zoned for industrial uses that may no longer embrace the community's vision of the future. Finally, there is no protection under current zoning regulations for historic buildings in Baretas, nor guidelines to direct the design and construction of new development.

Zoning in Baretas was established in 1959. Zoning history maps show that the neighborhood was zoned for high density uses in the interior and for heavy commercial uses along the periphery of the neighborhood. At that time, it was expected that



Downtown growth would soon expand into adjacent neighborhoods such as Barelas. Anticipated expansion, however, never occurred and much of the residential development was left with intensive, inappropriate zoning patterns.














The adoption of the 1976 Sector Development Plan implemented SU-2 zoning for the whole area. This allowed special zoning categories which were tailored to the unique characteristics of Barelas. These zones were amended in 1978, 1981, and 1993. Existing zoning categories are specific to the Barelas area, and include special requirements for use, lot size, setbacks, parking, etc. These are shown in Figure 17.

Residential Zoning

The 1993 Sector Plan update recommended several amendments to the existing SU-2

CURRENT ZONING DESIGNATIONS

 BARELAS SECTOR DEVELOPMENT PLAN

 SU-2 (O-1)	 SU-2 (LCR)
 SU-2 (R-1)	 SU-2 (C-2)
 SU-2 (R-2)	 SU-2 (C-3)
 SU-2 (R-3)	 SU-2 (HM)
 SU-2 (RG)	 SU-2 (PK)
 SU-2 (NCR)	 SU-2 (ZOO)
	 M-2

0 250 500 1,000 Feet North

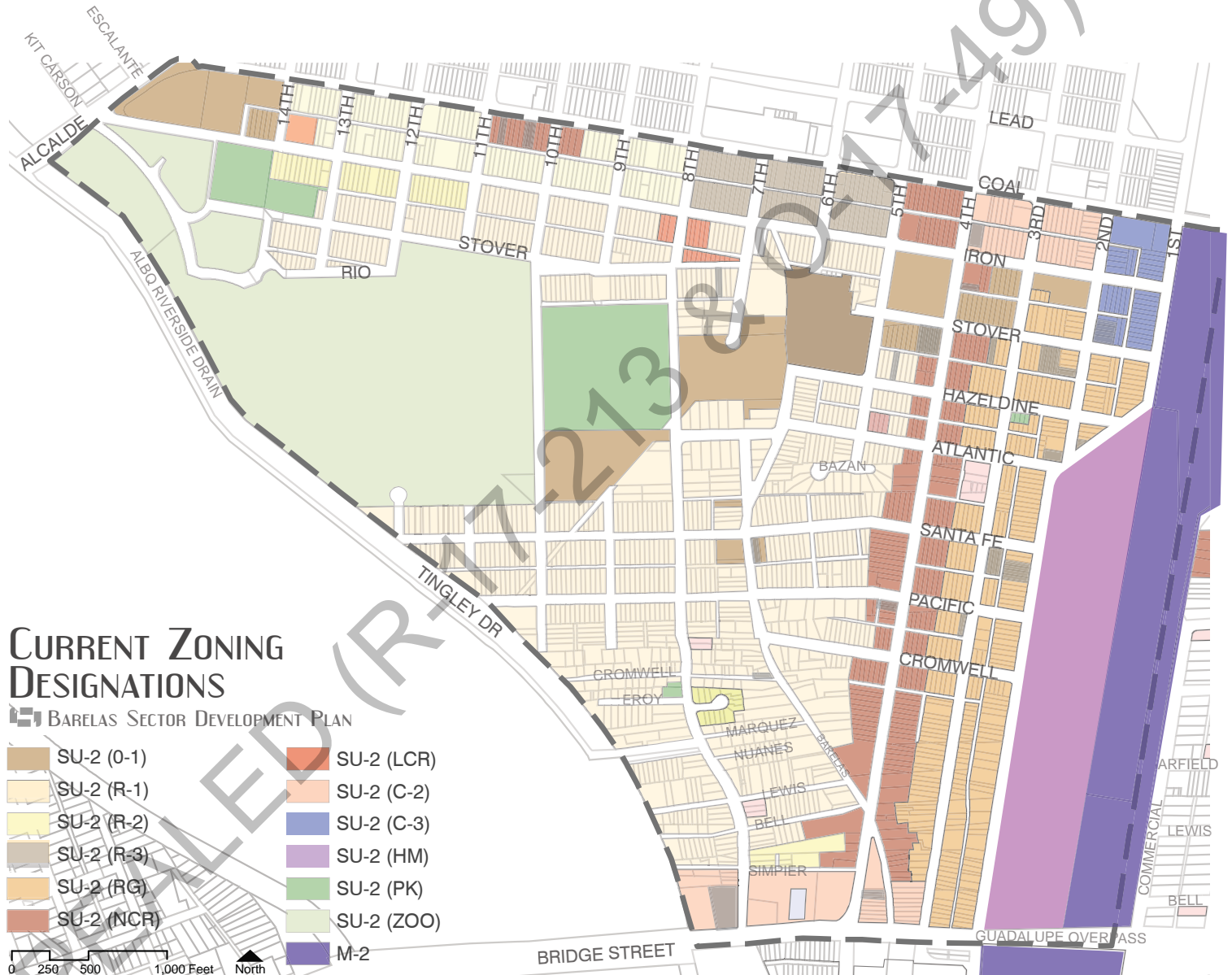


Figure 17. Existing Zoning in Barelas

Zoning to make zoning more consistent with the existing development in areas where land use and zoning were not compatible. The new zoning was designed to help stabilize the residential and commercial areas. The residential zoning allowed for a more single family oriented development, with special requirements for smaller lot sizes, parking, etc., to make allowances for development patterns unique to the area. Nevertheless, there are still a number of 25' lots that cannot be developed due to zoning restrictions (see Figure 18). The result has been either leaving lots vacant, or grouping lots together to build larger residences that fall out of character with the neighborhood. In addition, there are still some non-conforming properties due to setback and other zoning requirements. Residential zoning designations in Barelás are SU-2 R-1 (Single Family Residential), SU R-2 (Multi-Family Residential), SU-2 R-3

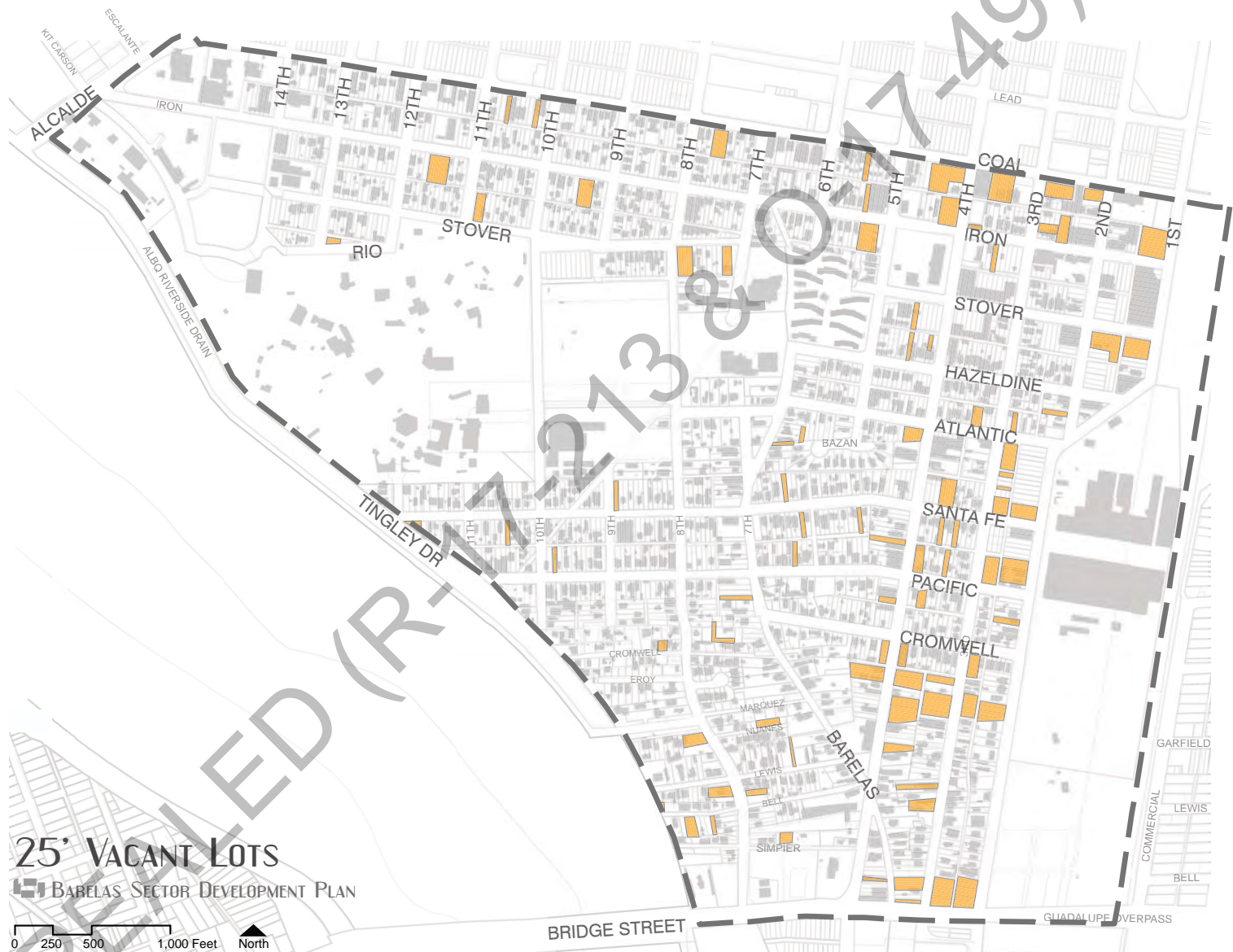


Figure 18. 25' Vacant Lots

(Multi-Family Residential), and SU-2 RG (Residential Garden).

The SU-2 R-1 zone is primarily for single family houses. This designation encompasses a large part of the neighborhood, particularly in the “Old Barelás” area and the southern part of the “Coal Corridor” area. This zone corresponds with the R-1 zone in the Comprehensive City Zoning Code, with four exceptions. The SU-2 R-1 designation allows uses permissive in the R-T (Residential Townhouse) zone, which includes townhouses. It also reduces the minimum lot width from 60 to 40 feet, and minimum lot area from 6,000 to 4,800 square feet. The minimum setback for SU-2 R-1 in Barelás is reduced from 20 to 10 feet for the front yard, though setbacks for a garage or carport must remain at 20 feet minimum. Finally, existing legal non-conforming uses as of 1993 are considered approved uses as of the adoption of the previous plan.

The SU-2 R-2 zone allows for single family houses, townhouses, and medium density apartments. This designation is found in the western portion of the “Coal Corridor” area, from Eighth Street to Fourteenth Street. There are several ways that this designation differs from the standard R-2 zone. SU-2 R-2 reduces the minimum front yard setback from 15 feet to 10 feet, except for setbacks for garages and carports, which must be a minimum of 20 feet. However, lots with single family units require a minimum setback of 15 feet. Off street parking requirements for multi-family developments vary slightly; required parking spaces are based on the number of baths (one space per bath) rather than the number of bedrooms. In addition, off street parking must be provided at the rear of the property; alley access is encouraged when possible. The

usable open space regulations for new construction are reduced in the SU R-2 zone, from 400 to 300 square feet per one-bedroom unit, 500 to 350 square feet per two-bedroom unit, and from 600 to 400 square feet per three or more bedroom unit. Finally, the SU-2 R-2 designation requires site plan approval by the City Planning Director for all new multi-family developments under 45,000 square feet, and review and approval by the Environmental Planning Commission for those developments over 45,000 square feet.

The SU-2 R-3 zoning designation allows for the highest density housing in Barelás. This zone covers the eastern portion of the “Coal Corridor” from Eighth to Fifth Streets. This zone’s specifications are the same for the standard R-3 zone with several exceptions. Minimum lot width for multi-family units is reduced from 150 to 60 feet. Front yard setback is reduced from 15 to 10 feet, with the exception of garage or carport setbacks. (Lots with single family housing still require a 15 foot front setback). For lots with a lot dimension size of less than 142 feet, the maximum floor area ratio is reduced from 1.0 to 0.5. Off street parking regulations and open space requirements for new construction and are the same as in SU-2 R-2, as is the site plan approval process.

The SU-2 RG designation covers most of the “Railroad Corridor” in Barelás, flanking Third Street on both sides. This zone allows for single family housing, townhouses, and low density apartments. It differs from the standard RG zone in that it prohibits package liquor sales. The designation also approved legal non-conforming uses as conditional uses upon the adoption of the 1993 plan.

Commercial Zoning

Commercial zoning in the plan area is centered primarily along the Fourth Street corridor. The 1993 Sector Plan encouraged expansion of this area to build on existing development pattern of local businesses. However, there are many residential uses along Fourth Street along with businesses that residents feel do not meet their basic needs (such as wholesale retail and industrial/manufacturing, for example). At the northern and southern ends of Fourth Street, commercial zoning extends east-west along Coal Avenue in the north (between First and Fifth Streets) and Avenida Cesar Chavez to the south (between the Rio Grande and Third Street). Additional commercial zoning is scattered throughout the plan area in a very small scale. One way to promote vibrant commercial development in desired areas is by allowing mixed use development that encourages street-level businesses, with residential uses on the second floor. The four current commercial zoning designations in Barelás are SU-2 NCR (Neighborhood Commercial Residential), SU-2 LCR (Limited Commercial Residential), SU-2 C-2 (Community Commercial), and SU C-3 (Heavy Commercial).

The SU-2 NCR zone encompasses both sides of Fourth Street north of Simpler Lane, with the exception of a few plots between Iron and Stover Avenues. A partial section of Coal Avenue between Eleventh and Ninth Streets is also zoned SU-2 NCR. This designation corresponds with the standard C-1 and R-2 zones. It allows a variety of types of development including residential, office, service, institutional and limited commercial uses. It differs from standard City zoning in multiple ways. First, it prohibits the sale of alcoholic beverages for off-



premise consumption. Second, it does not allow outside storage as a conditional use. Front yard setbacks are not allowed on Fourth Street, with the exception of creating seating space or an outdoor plaza, in order to orient the corridor for pedestrian activity. Finally, existing legal non-conforming uses as of 1993 are considered approved uses as of the adoption of the previous plan.

The SU-2 LCR designation covers only eight properties scattered throughout the plan area. This zone corresponds to the RC (Residential Commercial) designation, which permits a mix of residential and small commercial activities. The SU-2 LCR designation differs only in that permissive non-residential uses are not limited by floor area. (The RC zone states that non-residential activities may not exceed one half of the gross floor area on the lot).

The SU C-2 zone is designated in two small portions of Barelás, the two blocks between Second and Fourth Streets and Iron and Coal Avenues, and the area between Third Street and Tingley Drive and Simpier Lane and Bridge Boulevard. The zone corresponds identically to the C-2 Community Commercial Zone in the Comprehensive City Zoning Code, which allows offices, most service and commercial activities, and some institutional uses.

The SU C-3 zone guides land use for two blocks in the northeastern portion of Barelás, between First and Second Streets, and Stover and Coal Avenues. This designation corresponds identically to the City's C-3 Heavy Commercial Zone. Allowed uses include wholesale commercial activities and some light industrial uses.

Industrial Zoning

The only area zoned for industrial use in Barelás is the Rail Yards property. This site is currently vacant, and its zoning designation may no longer be appropriate for the neighborhood. The Rail Yards property has been largely unused for decades, and no redevelopment proposals have been realized under the current zoning, indicating a need to adopt new regulations that allow flexibility for prospective developers and that is compatible with the needs and desires of Barelás residents.

The SU-HM (Heavy Manufacturing) zone, which covers the Rail Yards, corresponds to the City's M-1 Light Manufacturing zone, although it does have some differences. It allows M-2 Heavy Manufacturing activities as conditional uses (which include nearly all industrial activities). The SU-HM designation also incorporates a landscaping requirement of a five foot strip along all property lines that abut residential areas. Finally, it allows previous legal non-conforming uses, and requires site development plan review and approval by the Environmental Planning Commission.

Design Guidelines

The Commercial Revitalization Plan for Fourth Street provided various design guidelines for buildings, parking, plazas, streetscape improvements, and signs to preserve the unique character and historic buildings. These were not directly tied to zoning, but property owners who made use of city financial incentives for facade improvements were required to adhere to the guidelines. It is important that steps be taken to strengthen the application of design guidelines in order to preserve Barelás' historic quality.

A 1993 study conducted by University of New

Mexico students for infill housing in Barelás and South Broadway neighborhoods recommended the following guidelines:

- Appropriate Roof Pitch: Design houses that fit in with others on the street. Generally, sloped roofs should have a pitch of 6 in 12, or steeper, with a gable facing the street.
- Facades with Character: Design facades that provide visual interest, variation, and a sense of quality and permanence.
- Usable Front Porches: Provide usable front porches with front doors that are visible from the street.
- Landscaped Front Yards: Landscape front yards to enhance the neighborhood and increase comfort and usefulness to the residents, while respecting the desert climate.
- Front Fences: Provide front fences that define property, provide security, and present a neighborly face.
- Compatible Scale: Only build two-story houses, duplexes, and triplexes in the appropriate context and in scale with existing houses.
- Site Layout & Landscaping: Design the site with usable, landscaped outdoor spaces for the residents, designated space for cars, and good solar orientation.
- Plan for Change: Provide a fully annotated site plan and landscaping plan with options for owner built additions and landscaping.
- Site Innovation: Group very narrow or unusual lots for innovative site planning.
- Off-Street Parking: Provide a parking area for at least two vehicles, beside or behind the house, taking advantage of alley access where appropriate.
- Fencing & Outdoor Storage: Provide backyard fencing and sufficient lockable outdoor storage, designed to complement the house.



3. Housing and Affordability

Barelas is largely a residential neighborhood. Homes have often been occupied by several generations of the same family, as they are passed down from parents to children. However, the stability of the area could be threatened as redevelopment leads to rising and unaffordable property taxes. This housing portion of the document will address concerns relating to housing affordability and home ownership, as well as property appearance and utility needs. Economic development and revitalization, which is underway in Downtown Albuquerque and beginning in Barelas, is often accompanied by gentrification. This is the process whereby lower income residents are gradually displaced by new higher income residents as a neighborhood's housing stock improves and property values and taxes rise. Although it is important for

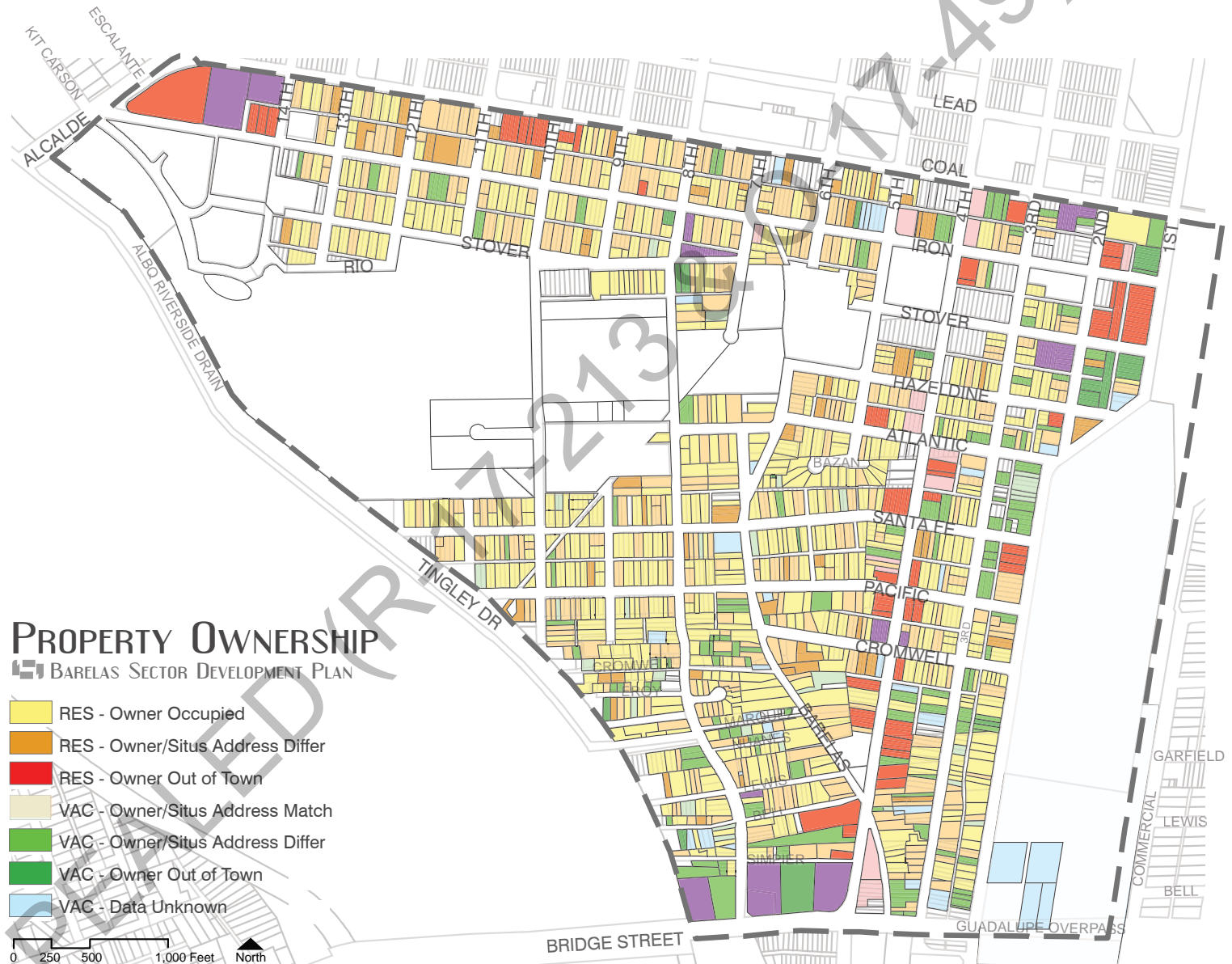


Figure 19. Parcels by Ownership

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revitalization efforts to include new market-rate housing to attract new residents and investment to the area, it is vital that efforts be made to keep housing affordable for existing residents and future generations as well. This will be especially important as the Rail Yards are developed in the future. Already, some properties on Second and Third Streets have been bought by investors at prices above current market value, speculating on future development at the Rail Yards.

Since the 1993 Baretas Sector Plan, there have been some important advances made in improving the community's affordable housing stock. New housing developments include the Zona de Colores Townhomes. In addition, the Baretas Community Development Corporation was formed, as

recommended in the 1993 Plan, and is responsible for administering the El Encanto UDAG Funds. This money is specifically earmarked for economic development and affordable housing projects. The ratio of owner-occupied vs. absentee owner properties in Baretas is another important factor to look at. According to County Assessor data, 58% of residential properties are currently owner-occupied in Baretas, while 42% have absentee owners (indicating rental properties). Of properties that are not owner-occupied, nearly 16% of the owners have an address outside of Albuquerque (see Figure 19). Absentee landlords of vacant lots or rental properties sometimes contribute to problems such as lack of maintenance and unkempt property appearance. This has been an issue in the neighborhood, although the general condition

of housing in Baretas varies greatly. However, the housing stock in Baretas is considerably older than that of Albuquerque as a whole. 58% of all housing in Baretas was built before 1959. Currently, properties range from vacant, substandard condition to clean, landscaped and well maintained. The distribution of conditions seems relatively even. While there are certain streets that seem better or worse, no one area is in overwhelmingly bad condition. Creating ways for residents to improve their property appearance can create more pride in the neighborhood, and a better quality of life for residents. In situations where there are code or nuisance violations on properties owned by absentee landlords, the City may be able to condemn and reclaim the areas and convert them into sites for affordable housing initiatives.

Year Built	Baretas		Albuquerque	
	Number	% of Total	Number	% of Total
Total Housing Units	1,553	100%	198714	100%
1939 or earlier	380	24%	7187	4%
1940 to 1949	274	18%	11703	6%
1950 to 1959	249	16%	29033	15%
1960 to 1969	116	7%	27504	14%
1970 to 1979	236	15%	46793	24%
1980 to 1989	182	12%	36466	18%
1990 to 1994	26	2%	14420	7%
1995 to 1998	85	5%	19730	10%
1999 to March 2000	5	0%	5878	3%

Table 2. Housing Stock by Year



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Fourth Street and the installation of benches and shelters in other locations throughout the plan area. Unfortunately, Barelás is less served by the public transit system today than it was in 1993. While three bus routes operated in the area in 1993, now there are only two routes that serve the neighborhood. Route 53 runs along Eighth Street between Coal Avenue and Bridge Boulevard, while Route 54 runs the same distance on Fourth Street (see Figure 21). However, there are still no city-wide bus routes or park-and-ride programs that provide service to the Zoo, or connect Fourth Street with Albuquerque's cultural and historical amenities, dubbed the "String of Pearls," despite the fact that this was emphasized in the previous Plan.

Pedestrian and Bicycle Circulation

The location, scale and mix of residential and commercial uses in Barelás give it huge potential as a pedestrian and bicycle oriented neighborhood. The desire to make Fourth Street a pedestrian-oriented street was a priority in the previous Sector Plan as well as in the Barelás Neighborhood Commercial Area Revitalization Plan, and in fact, some improvements have been made. These include new streetscape improvements, such as the addition of trees, lighting, and street furniture, and the Joseph P. Baca plazuela on Fourth Street and Barelás Road that serves to welcome visitors. Several areas of sidewalk were added, in particular on Third, Fourth and Eighth Streets, as well as in other parts of the neighborhood. There have also been advances in the system of bikeways that traverse Barelás.

In addition to the recreational trail that runs along Tingley Drive through the Bosque and the bike lane on Avenida Cesar Chavez / Bridge Boulevard, there is now a designated bike lane on Coal Avenue from Seventh Street eastward, and a bike route on Eighth Street. Furthermore, bike lanes have been proposed for Second and Third Streets on the Long Range

Bikeway System Map (see Figure 22).

In spite of these improvements, the neighborhood as a whole is not viewed as sufficiently pedestrian or bicycle friendly. There is a general lack of controlled crosswalks in Barelás to accommodate pedestrian safety, particularly along important pedestrian

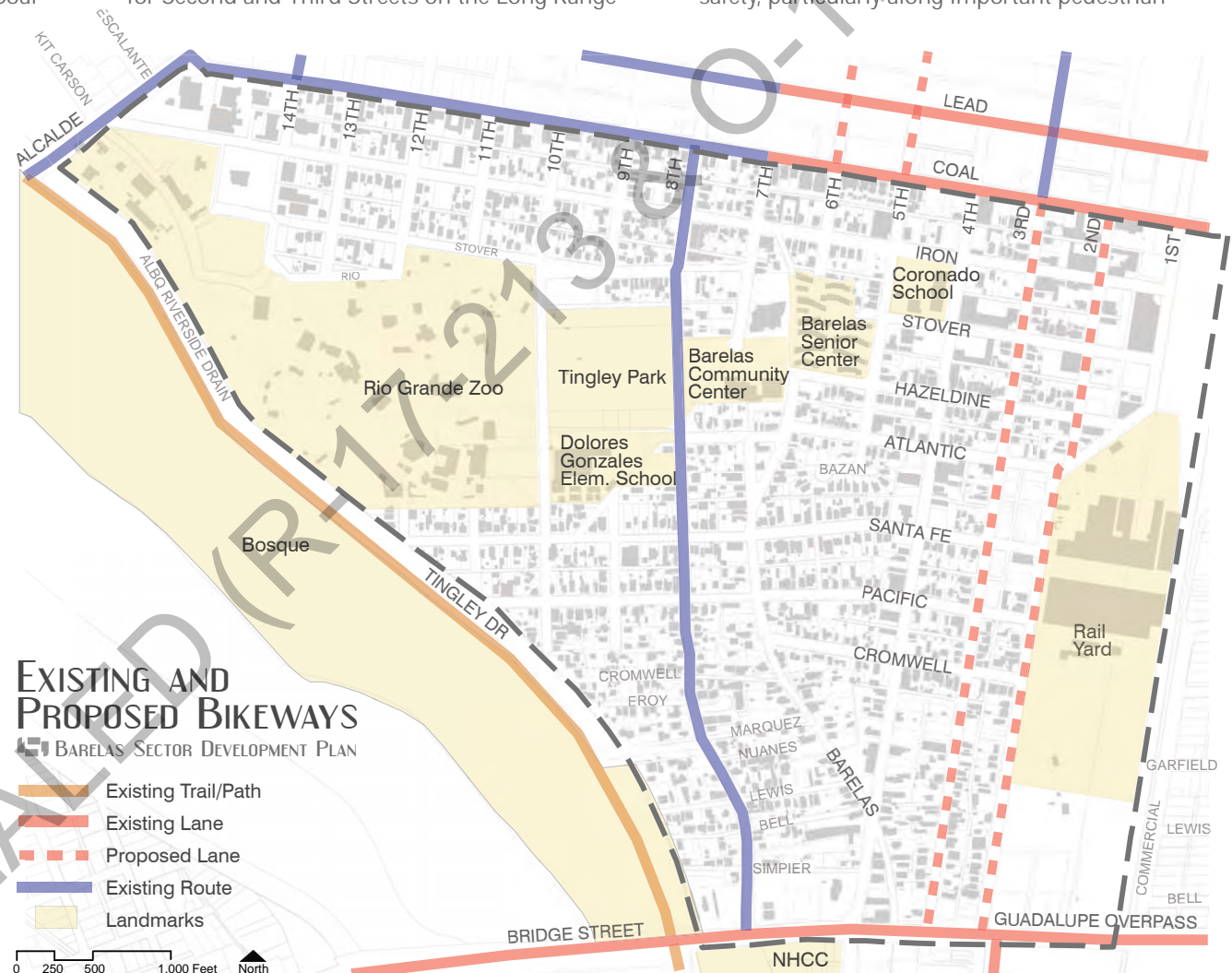


Figure 22. Existing and Proposed Bikeways



COMMUNITY CONTEXT

routes, such as between the Dolores Gonzales Elementary School and the National Hispanic Cultural Center; between the Barelas Community Center and Tingley Park; near Sacred Heart Church; and from the neighborhood to the Bosque. Furthermore, several sidewalks are missing, while others require upgrading, as they are not ADA accessible. Finally, access to the Bosque from the neighborhood is limited. One of the aims of the 1993 Sector Plan was to create a bicycle and pedestrian system that would truly integrate the neighborhood with Fourth Street, the Zoo, and the Quality of Life Projects, such as the Bosque. This goal remains unfulfilled, but the existing street and sidewalk system is a base on which to build.

Parking

Overflow parking in Barelas from special events Downtown, at the Rio Grande Zoo, and at the National Hispanic Cultural Center has been a perennial cause of frustration for Barelas residents. There are currently only a few off-street surface parking lots located in Barelas, but these do not alleviate the parking need (see Figure 23). Though not clearly identified, on-street parking is allowed on all of the major Barelas roadways, and is frequently used by visitors to the neighborhood. The Zoo has studied various alternatives since the 1980s to address the issue, including creating a southwestern entrance or parking area to access the Zoo from Tingley Drive. However, at present there is no public land available to do this, and the project would require the removal of several

Barelas homes. Currently, the Zoo is planning to build a 2-story parking structure at the corner of Tenth Street and Stover Avenue, which will have an interactive exhibit on the top floor. This will alleviate some of the parking problem in the neighborhood, though it will not address neighbors' concerns about

traffic on Tenth Street. One way to tackle this issue is through the expansion of the Bio Park's Train shuttle system. The Train has seen great success during its first full season in 2006, and creates the opportunity for Zoo visitors to park at the Aquarium/Botanic Garden, purchase a combo pass to the

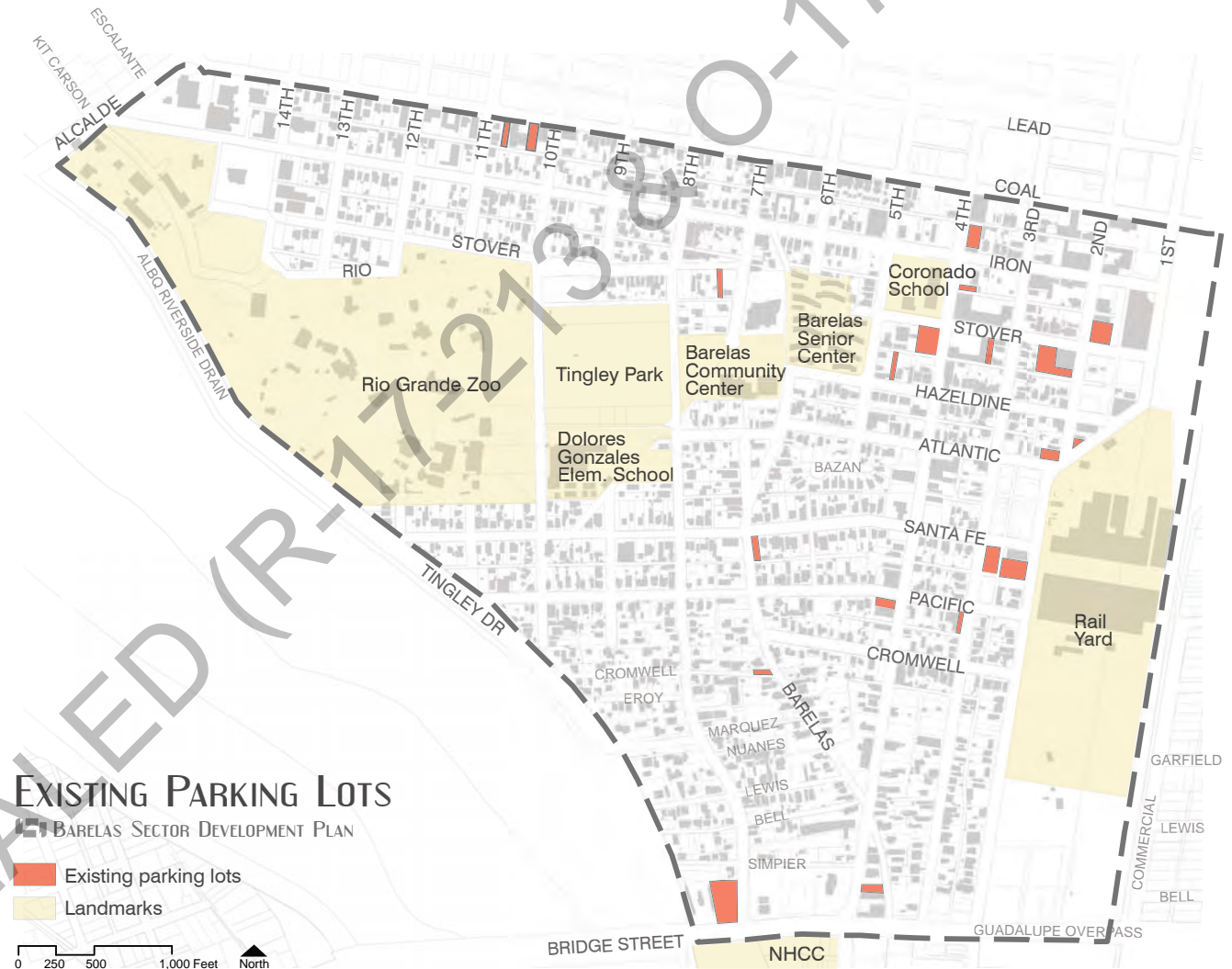


Figure 23. Parking Lots in Barelas



Bio Park facilities, and thereby gain admission to the Zoo through the western Train entrance. As consumers become more aware of the Train, and the program is expanded to support greater rider capacity, this could be a viable way to redirect Zoo users from Tenth Street to other parking areas within the Bio Park, providing convenient access to the Zoo facility.

Meanwhile, the National Hispanic Cultural Center has not yet begun work on a parking structure, though its current facilities are not sufficient to meet the parking demand for major events.

5. Public Safety, Social Services, and Community Facilities

One of the major goals of the 1993 Sector Development Plan was to “eliminate conditions which are detrimental to public health, safety, and welfare.” Unfortunately, the Baretas community continues to face a high crime rate, particularly related to drug use, gangs, and theft. In addition, Baretas is the location for two of the City’s major homeless service providers – the Albuquerque Rescue Mission and The Good Shepherd Refuge. In addition to homeless services, Baretas has social services for elderly and youth populations. Furthermore, Baretas is home and neighbor to a number of other important community facilities, such as the Rio Grande Zoo, the National Hispanic Cultural Center, the Baretas Community Center and the Rail Yards.

Public Safety

Public safety is a major issue in Baretas. The community suffers from theft, vagrancy, and the presence of drugs and gangs in the neighborhood. This is compounded by the perception that

there is an overall lack of law enforcement, which translates as insufficient police surveillance and slow police response time. Some residents feel they cannot enjoy their neighborhood because they are afraid to leave their homes due to security issues. Meanwhile, businesses suffer when potential clients from outside the area perceive that Baretas is dangerous. This also discourages new businesses from locating in the community.

Crime statistics from 2000 support Baretas’ cause for concern. Compared to Albuquerque as a whole, Baretas had a higher per capita crime rate in that year. Although the rate of theft crimes and sex crimes was comparable to the Albuquerque average, the rate of assault crimes, crimes related to disorderly conduct and vandalism, and narcotics offenses is significantly higher. On the positive side,

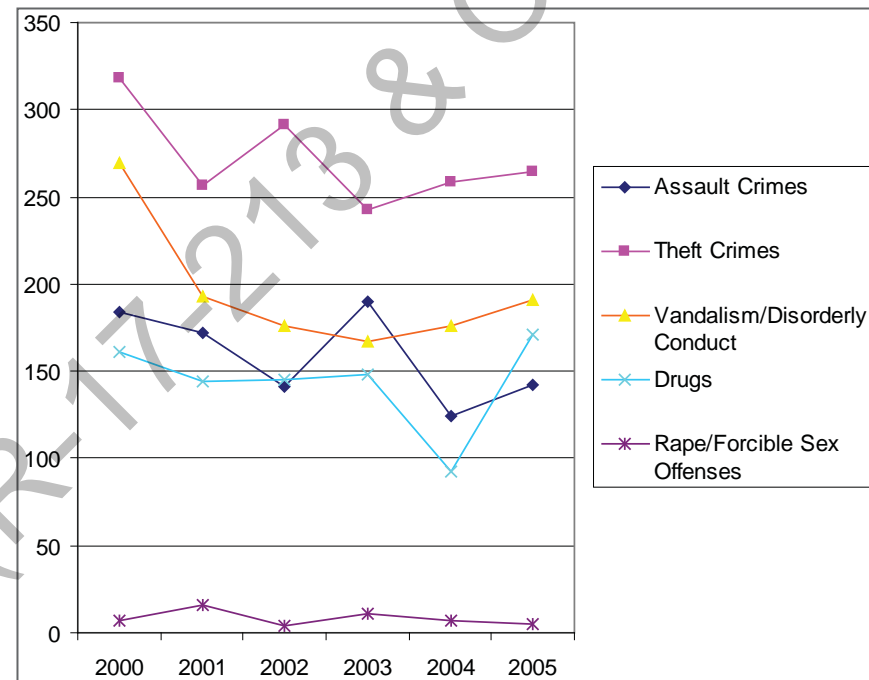


Figure 24. Crime rate in Baretas*, 2000-2005**

Source: Graph and table created from data on Crime Statistics page of the City of Albuquerque web site. Available at <http://www.cabq.gov/online/vcs/crimestats/Years/allyearsDI035.HTM>. Accessed 2-14-06.

* Baretas in these charts is defined by the boundaries of the Baretas Neighborhood Association, rather than the area delineated in the Baretas Sector Plan.

Note: Not all categories of crimes reported are represented in these charts.

** Data for 2005 was available only through September. Calculations for October through December 2005 were estimated based on existing 2005 data, so the totals presented in this table are merely estimates and may not reflect the actual number of crimes.



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crime in Baretas has trended down since 2000, with the notable exception of drug-related offenses (see Figure 24). It remains to be seen whether this is a long-term trend, or if in fact crime is slowly rising again. Regardless, crime is still an important issue that must be addressed in order to improve public safety and the business climate in Baretas. The distribution of crime in 2005 was spread throughout the neighborhood, although there were slightly higher concentrations near the edges of the community. Iron Avenue, as well as Third and Fourth Streets appear to be particular hot spots for crime. Residents confirmed these locations as troublesome areas, identifying the corner of Iron Avenue and Third Street as a known drug-dealing corner.

Social Services

The Baretas neighborhood hosts a number of important social services for residents and Albuquerque as a whole. Currently, there are twelve social services agencies located within the Baretas Sector Plan area, as shown on Figure 25. These organizations are listed in Appendix B, arranged by the type of service they provide.

Children / Elderly Services

A number of services cater to children and seniors in Baretas. In addition to the Community Center, the Baretas Child Development Center and the Centro de Amor Headstart program provide day-care and child development services to young children in Baretas. However, no programs

target older school-age children and teenagers specifically. Older Baretas can take advantage of the Hibernian House Senior Housing as well as the Baretas Multi-Service Senior Center, which offer a variety of services.

Homeless Services

Baretas is home to several major homeless service providers, including the Albuquerque Rescue Mission (ARM) and the Good Shepherd Refuge,

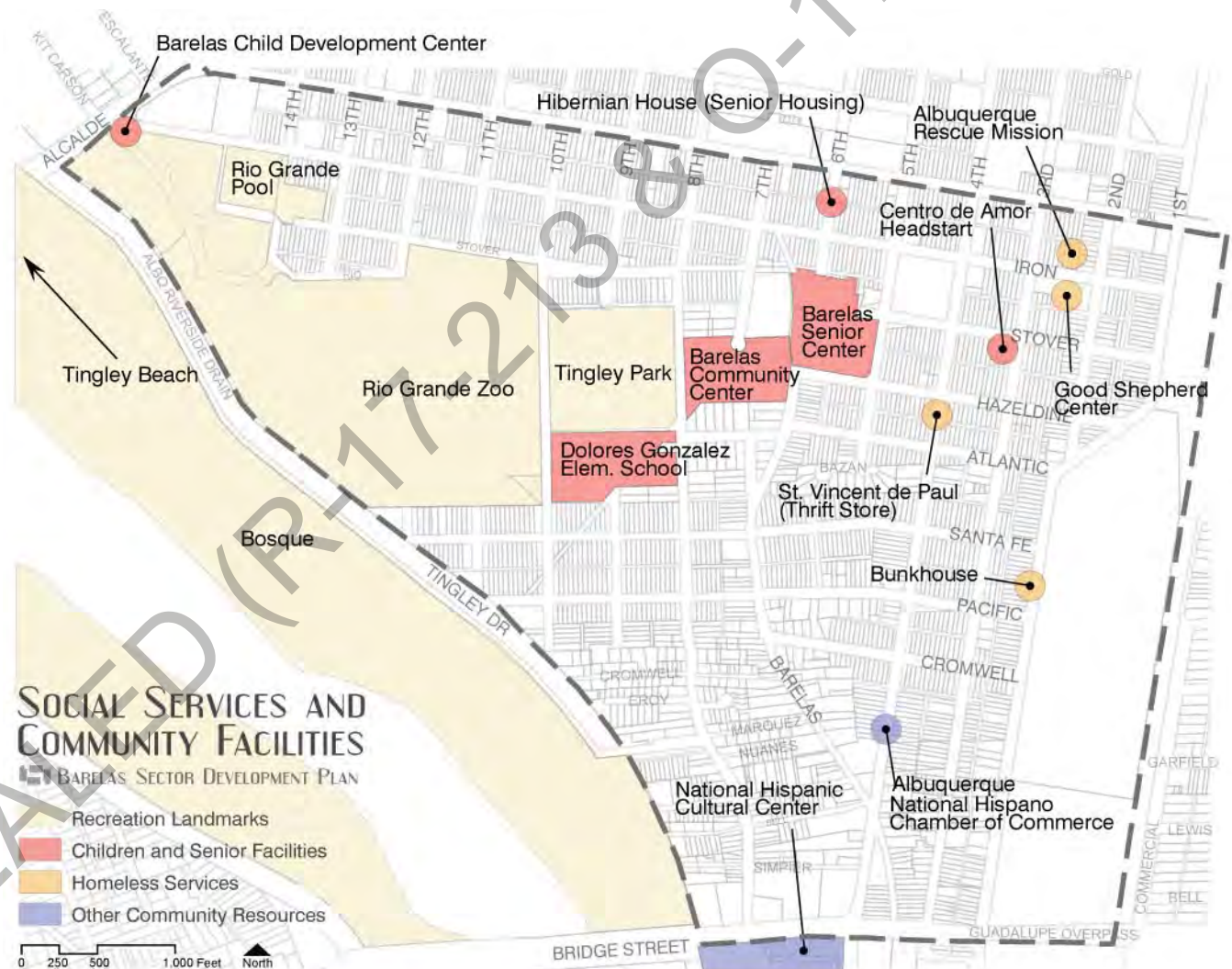


Figure 25. Social Services and Community Facilities in Baretas

as well as smaller organizations such as the Bunkhouse. These are all clustered on the periphery of Barelás – two are found near the neighborhood's northeastern boundary by Iron Avenue and Second Street, and a third is further south on Second Street near Pacific Avenue. Many residents and business owners perceive that the neighborhood has suffered economically and socially due to these organizations' and transient peoples' presence in their community. However, the shelters contend that homeless people are not attracted to Barelás because of these services, but rather that the services first located in the neighborhood because the homeless population was already there. In fact, the homeless are found in Barelás because the neighborhood forms part of the Downtown core, and is in close proximity to the bus depot. At the same time, the shelters make a distinction between emergency services and other programming. They acknowledge that emergency services (such as emergency shelter and meals) are more likely to attract the transients that cause the neighborhood concern. Meanwhile, the long-term supervised residential programs offered by the Albuquerque Rescue Mission and the Good Shepherd, which include employment and housing assistance, educational programs, and drug and alcohol rehabilitation services, work with clients to get them permanently off the streets. Both organizations have a stronger focus on long-term programming (which requires clients to live at the shelters and be on-site at all times) rather than on the provision of emergency services.

In addition, the Albuquerque Police Department notes that homeless people are generally not the ones engaging in crime, especially the purchase of drugs, as they have no money to engage in those activities. At the same time, local residents have observed that drug-dealers are able to get away with crime by blending in with homeless clients

around the shelters. This problem is compounded because shelters refuse to allow entrance to people who are intoxicated or under the influence of drugs; hence these people sometimes convene on Barelás' streets.

To address this problem, both organizations have recently stepped up security measures around their shelters. The Rescue Mission has formally met with APD about how to address the neighborhood's security concerns, and the Department assisted in training the shelter's four full-time security staff members. ARM also recently installed an enhanced camera system around the perimeter of its facility. The Good Shepherd also takes security seriously. They have implemented sidewalk patrols around the entire block where their shelter is located. The facility also opens its courtyard an hour before its services and meals are provided so that homeless clients can wait inside rather than congregate on the streets.

Finally, in addition to providing help to the homeless population, the Albuquerque Rescue Mission and the Good Shepherd Refuge offer important and needed services to Barelás residents. For

example, ARM delivers food baskets to low-income families in the neighborhood, and has provided Thanksgiving turkeys and toys at Christmas time to over 100 families in the community. Meanwhile, the Good Shepherd provides refreshments for the community's annual Las Posadas event, and voluntarily cleans up the Centro de Amor Headstart school grounds on a regular basis. The Refuge has also purchased an adjacent vacant lot and a known crack house, which have been cleaned up, fenced in, rehabilitated, and made into a small park and usable building. Finally, both organizations' meal provision is available to the public, and some Barelás residents frequently use this service, especially women, children, and elderly community members.



Barelás Community Center



Hispano Chamber of Commerce

Other Services

Other social services in Barelás include the St. Vincent de Paul thrift store, which provides clothing assistance, and the Barelás Job Opportunity Center, located in the Hispano Chamber of Commerce, and the Barelás Community Development Corporation.



Community Facilities

Barelas is home to the Rio Grande Zoo, the National Hispanic Cultural Center, the Barelas Community Center, and other facilities including the local elementary school, churches, and parks (see Figure 25).

The Barelas Community Center is a focal point in the neighborhood, and provides a gathering place for various community organizations and activities, in addition to its regular programs. It is of significant historical and cultural importance to the neighborhood, and provides a valuable resource for community gatherings.

The Rio Grande Zoo forms part of the Albuquerque Biological Park. It features year-round exhibits, events, and activities, as well as a narrow gauge rail with two trains, one which loops through the Zoo, and another that connects to Tingley Beach and the Aquarium/Botanic Garden. In the summer, up to four children are allowed free entry to the Zoo if accompanied by one paying adult. Despite these services, there is not a lot of connection between the Zoo and the Barelas community. Furthermore, the neighborhood suffers from overflow parking onto local streets during the weekends and special events. Currently, a parking structure is proposed for the corner of Tenth Street and Stover Avenue, although funding has not been secured for this.

The National Hispanic Cultural Center (NHCC) is located just to the south of the Plan area, but has attempted to create a strong presence in the Barelas neighborhood. The Center has a photo collection donated by local residents that documents Barelas' history from the 1880s to the 1970s. It has also recorded the oral histories of Bareleños, which may be turned into a documentary film in the future. In addition, the NHCC partnered with the New Mexico Symphony to bring a series of concerts to

the Dolores Gonzales Elementary School. Students from the school also frequently attend events at the Center on field trips, due to the fact that the two facilities are within walking distance of one another. The NHCC offers free entrance to its museum on Sundays, and provides several free events throughout the year, including its Día de Niño (Children's Day) programming. The Center is constructing an Education Building which can be an important resource for schoolchildren as well as community members who wish to use it for neighborhood organizing and events.

There are several parks and recreational spaces located in and around Barelas. Tingley Park is located on Eighth Street, in between the Barelas Community Center and the Zoo. There is also a community pool located between Stover and Iron Avenues, just north of the Zoo. Several small pocket parks are located throughout the plan area. The redevelopment of the Rail Yards should provide an opportunity to create additional community park spaces in the neighborhood. In addition, the Kit Carson Park and Tingley Beach are located just outside of Barelas to the northwest. Finally, Barelas borders the Bosque on its western edge.

The other community facilities of note in Barelas include the Dolores Gonzales Elementary School. The school is an important institution in the community. The currently closed Coronado School will reopen in 2009, providing another educational facility in the neighborhood.

In addition, there are several places of worship that play an important role in the community. The Sacred Heart Church on Fourth Street received two beams from the fallen World Trade Center in New York City for its new bell tower. This is a source of community pride that adds another level of historical significance to Barelas. Other churches and temples

are also found within the plan area.

6. Economic Development

Barelas has the potential to become a vibrant, economically stable neighborhood in Downtown. The Rail Yards and the South Barelas Industrial Park, which border Barelas, provide opportunities for large-scale economic development projects. Meanwhile, the Fourth Street Corridor has been identified as an area for small-scale commercial and retail revitalization. Some of the issues related to economic development are covered in other sections of this document: for example, improving property appearance, reducing crime, and directing the flow of traffic through commercial rather than residential areas. However, there are also issues of business recruitment and retention, workforce training, and the development of specific sites that will be discussed in this section of the Sector Plan.

Redevelopment of the Rail Yards

The Atchison, Topeka and Santa Fe Rail Yards, most of whose buildings date to the 1915-1925 decade, used to be a booming center of economic activity for Barelas and the rest of Albuquerque. They brought jobs, tourism, and vitality to what had been a quiet, agriculturally-based community. However, the conversion from steam to diesel locomotives led to the decline of the Railroad industry in Albuquerque. Since then, the property has remained vacant, with only a few dilapidated but historic buildings reflecting previous times of prosperity.

Since the 1993 Sector Plan was adopted, the Rail Yards have been opened up for private development. In November 2007, the City of Albuquerque purchased the Rail Yards in order to be able to control the redevelopment process and



future uses of the site. The City understands that it will be imperative to find ways for the project to positively affect the community and that important considerations include finding ways to create jobs that fit the skill base of residents and avoiding the displacement of long-standing Baretas residents.

In addition to the economic development aspect of the property, historic preservation of the existing structures is another consideration. Currently the site has many dilapidated but unique buildings that provide an important opportunity for redevelopment that is reminiscent of Baretas' and Albuquerque's Railroad past.

Business Retention and Recruitment

There are currently 93 businesses located in Baretas. Of those, nearly 54% are in the service industry, while another 20% are in retail. The majority are located along Fourth Street, though some are interspersed throughout and on the edges of the neighborhood.

A Strategic Development Plan for Baretas completed by the Baretas CDC in 2000 identified strategic needs to make Baretas a better place in which to live, work, visit, invest and conduct business. The high priority needs revolve around the needs of community residents and the community environment. High priority needs for residents are to improve education and skill level to increase the ability of Baretas residents to secure higher paying jobs. High priorities for improving the business environment include reducing crime and improving the community's housing stock.

A marketing strategy for South Fourth Street commercial district, conducted by the City in 1999, noted that the commercial districts in the Baretas neighborhood are following a pattern of an evolving

ethnic commercial district that serves a local population. The population served by Fourth Street businesses is growing because of residential infill in Baretas and adjacent neighborhoods. There is potential to expand existing businesses and recruit new businesses to serve regional and national visitors to the Hispanic Cultural Center, downtown Albuquerque and other nearby attractions.

The importance of the Fourth Street commercial/retail corridor was recognized in the Metropolitan Redevelopment Plan and the 1993 Sector Plan. Implementation of these plans has included streetscape improvements, the renovation of the Red Ball Café and other façade improvements. Opportunities include attracting businesses that will meet local shopping needs as well as spin-offs from the Zoo and other Quality of Life projects. This could help Baretas capture economic benefits from tourists visiting Albuquerque. In addition, the National Hispanic Cultural Center is considering creating a mixed-use arts incubator at the corner of Cesar Chavez Avenue and Fourth Street. This would provide support to emerging Baretas artisans and artists.

Another area with economic development potential is the northeast quadrant of Baretas between Coal and Stover Avenues and First and Second Streets. This would be a prime site to create a Warehouse District, similar to the one outlined in the Downtown 2010 Plan. This designation would encourage the adaptive reuse of vacant industrial buildings. Intended uses might include residential, commercial, office, retail, and artist work/live facilities.

Currently, some small push-cart vendors pass through Baretas. These types of enterprises can provide a stepping stone for budding entrepreneurs. There is an opportunity to create a more amenable

environment to attract mobile and concession-stand types of business, particularly in the core of Baretas where the Community Center, Tingley Park, and Zoo form a pedestrian corridor.

Community Capacity

Redevelopment and business recruitment and retention are intended to increase the number of quality jobs available in Baretas. To ensure that Baretas residents can take advantage of new opportunities, public resources should be invested in raising educational levels and the skill level of workers.

A number of resources are located within the neighborhood and nearby in downtown to improve education and skill levels of working age adults and youth. Currently, the Hispano Chamber . . . Central New Mexico Community College provides affordable education and training, and local schools and programs through the Baretas Community Center are resources for education of the community's youth. Lack of awareness of available programs, the cost of tuition and transportation may prevent residents from taking advantage of these opportunities. Local organizations such as the Hispano Chamber and the Baretas CDC can help interested residents overcome these barriers. Currently, the Hispano Chamber of Commerce and its Baretas Job Opportunity Center offer small business assistance and workforce training programs, including bilingual certification. These are important assets to the community.

South Baretas Industrial Park

The South Baretas Industrial Park, located just south of the plan area, is currently home to Bueno Foods, El Modelo Mexican Foods, and Rose's Paper. However, much of the Park is unoccupied and



presents an opportunity to house new industrial tenants.

D. Community-Identified Issues

The following information was compiled through the public's participation in Steering Committee meetings and Public Meetings. It highlights the main problems that Baretas residents, stakeholders, and other participants in the planning process have identified in their community.

1. Land Use

Historic Preservation

Baretas residents recognize the historic significance of some buildings in their area. They believe it is important to find ways to preserve and protect the historic nature of these structures, while also ensuring that new development blends aesthetically with the existing styles. However, they also are wary of creating regulations that will greatly restrict property owners' rights and flexibility. For this reason, many believe that using an approach of suggested design guidelines is the best solution. Currently, none of Baretas' historic buildings, nor its registered historic district, are specifically protected by any City of Albuquerque regulation, with the exception of the Railway Fire Station, which is a City Landmark. All the Rail Yards shops have historic significance to Baretas and the City of Albuquerque. Residents believe redevelopment efforts should take this significance into account. They envision artwork reflecting the Railroad heritage as well as a public gateway to the site. Residents have also expressed a desire to designate Baretas as the Historic Railroad District.

Parks and Community Space

Residents would like to see the development of a plaza or other community gathering place in their community.

Vacant and Agricultural Lands

Participants noted that vacant lots in Baretas are underutilized real estate and contribute negatively to neighborhood quality. Many are overgrown and contain trash. Residents also noted that there are few opportunities to engage in agriculture and gardening, which were historically significant land uses in the area.

Neighboring Areas

Participants in this planning process feel that South Baretas is part of their community and lament the fact that this Sector Plan Update does not encompass this area. They believe that future planning efforts should consider the southern and northern portions of Baretas to be one cohesive community.

Residents are aware of redevelopment efforts in the Downtown area, and believe that the border between the two neighborhoods should be subtle and compatible.

2. Zoning

Residential

The most important issue noted by stakeholders is that 25' residential lots cannot be developed under current zoning regulations. In addition, other standard zoning regulations, such as setbacks, create non-conformance issues in the area.

Commercial

Community members believe that current zoning does not promote commercial development, and they would like to see more flexible regulations. They also identified the horizontal pattern of mixed use (housing next to businesses) that exists along Fourth Street as no longer supporting a vibrant street life.

Industrial

Baretas has unused industrial properties zoned C-3 (Heavy Commercial) and HM (Heavy Manufacturing), which participants believe no longer represent an appropriate land use for a residential neighborhood.

3. Transportation

Vehicular Circulation and Public Transportation

Baretas residents have several concerns related to vehicular circulation and public transportation in their neighborhood. They perceive that too many vehicles pass through their community at high speeds, particularly along Eighth Street during morning and evening rush hours. This traffic is likely generated by commuters going to and from the Downtown area, as well as people visiting area amenities such as the Rio Grande Zoo. While some areas of Baretas suffer from too much traffic, residents are also concerned that Fourth Street does not carry enough vehicles to support vibrant commercial activity. A third issue is that one-way streets (such as Second and Third Streets) detract from overall residential quality and traffic flow. In terms of public transportation, community members feel that bus routes and stops are inconvenient and infrequent. Also, buses do not arrive on schedule, and sometimes do not stop for waiting clients.



Furthermore, there are no public transportation connections to the Zoo or other “String of Pearls” amenities, and public transportation links to UNM and CNM are long and circuitous.

Pedestrian and Bicycle Circulation

Barelas community members identified the general lack of crosswalks in their neighborhood as an important issue to be addressed. In particular, they noted the importance of creating safe pedestrian connections between green spaces and community places (such as Tingley Park and the Barelas Community Center). Residents also identified areas where sidewalks are either lacking or need improvement. Bicyclists in Barelas are concerned about their safety on Eighth Street, which is a designated bike route, but lacks traffic calming measures to protect riders. They hope to see the development of marked bike lanes on several streets in Barelas. Finally, residents note that although their neighborhood is adjacent to the Bosque, a significant natural amenity, there are no pedestrian connections to this area.

Parking

The principal concern related to parking is that the neighborhood experiences overflow parking from Downtown and special events at the Zoo and the National Hispanic Cultural Center.

4. Public Safety, Social Services, and Community Facilities

Public Safety

Public safety continues to be a key concern of Barelas community members. They emphasize that crime, including drugs, vagrancy, and theft,

threatens personal safety of residents and creates a negative business climate. Residents highlighted several factors that they believe contribute to the crime problem. First, they identified the presence of several homeless shelters and blood banks as the main sources of crime in their community. Although participants recognize the important and necessary functions that these organizations provide to Albuquerque as a whole, many believe that Barelas has borne the brunt of negative impacts from these services. As a long-term goal, residents would like to see the eventual relocation of the shelters and blood banks outside of their neighborhood. In addition, people noted that the high number of absentee landlords creates an environment where tenants are not screened and may engage in criminal activities. Physical conditions, such as a lack of street lighting, undergrowth in the Bosque, and the abundance of vacant lots and alleyways are also perceived to exacerbate crime. People also believe that the expansion of the Diamond-Shamrock gas station has led to more visible alcohol abuse and vagrancy in the area. These issues, combined with a neighborhood perception that there is inadequate police presence in Barelas, are deemed to contribute to the high rate of crime in this neighborhood.

Social Services

Participants in the planning process recognized that there are in fact many available services for Barelas residents. Unfortunately, many people are unaware of the amount and type of these services, which suggests the need for greater outreach on the part of service providers.

Community Facilities

Barelas residents value their Community Center, but feel that it needs to have extended hours, particularly

during the weekend to better serve its clients. The Center would also benefit from increased funding and staffing, and physical improvements such as sidewalk improvements, and the protection of the murals in the Indian Room.

In addition to the traffic and parking concerns noted previously, residents are concerned that the Rio Grande Zoo and the National Hispanic Cultural Center are not as connected and accessible to the neighborhood as they could be. Participants noted that parks in Barelas need revitalization, maintenance, and security. Finally, residents highlighted the need to protect and enhance the role of local schools and churches in Barelas.

Home Ownership and Affordability

Bareleños have several key concerns related to housing. First and foremost is the issue of affordability. Residents are concerned that economic revitalization of their neighborhood and nearby Downtown could lead to the gradual displacement of residents (gentrification) as property taxes and housing costs rise. In addition to affordability, residents want to promote home ownership, since they perceive that the high number of rental properties in Barelas works against its stability and cohesiveness as a neighborhood. Participants also identified the issue of property appearance. They feel that many properties have an unattractive appearance or are not properly maintained (sometimes due to ownership by absentee landlords). A final issue is that current electricity and high-speed Internet service provision is not adequate to meet the needs of existing and future development.



5. Economic Development

Redevelopment of the Rail Yards

The Rail Yards property has high potential for future redevelopment. Barelas residents emphasize the importance of finding ways for redevelopment to benefit the community economically, aesthetically, and functionally. They highlight the importance of creating employment opportunities for local people and mitigating any negative impact that redevelopment might have. Participants also value the historic nature of existing structures on the property, and feel that redevelopment should recognize and celebrate the Railroad past.

Some residents have suggested neighborhood supportive retail in the Rail Yard development, such as a plaza with restaurants, retail, and space for performing arts, café, bakery, laundromat, hardware store, bank, supermarket, and convenience store. Residents also suggested the creation of a Mercado/marketplace to support local owners (such as incubator and innovative business) and local artisans. Although such uses need to be considered as part of an economic and physical planning process for the Rail Yards, they should not compromise the revitalization of 4th Street. Furthermore, depending on the ownership status of the old A&P site, residents would like to see the A&P property included in the Master Planning Process for the redevelopment of the Rail Yards and have expressed a desire for the site to be used as a gateway to the Rail Yards. The Master Planning Process should also address the future interface between the Historic Locomotive Shops Zone (SU-2/HLS) and the Warehouse District Zone (SU-2/WD).

Business Retention and Recruitment

Stakeholders identified several issues related to business retention and recruitment. In general, they identified a need to attract and retain new businesses and industry to Barelas. In particular, businesses that meet local shopping needs (such as grocery stores and Laundromats) are desired. Furthermore, zoning regulations must fit community goals to create commercial development in the area.

Community Capacity

Bareleños feel that their community would strongly benefit from job training and career assistance. In particular, they envision locating a trade school in the neighborhood, possibly on the Rail Yards property.

South Barelas Industrial Park

Although not encompassed by this Sector Plan, South Barelas has important ties to Barelas. Residents believe that it is important for the South Barelas Industrial Park to actively seek new industries, especially those that are environmentally-clean and can provide jobs for people in neighboring communities.

6. Community Priorities

Though all of the issues listed above are important to Bareleños, some are more essential for the viability and stability of the neighborhood. During the planning process, as stakeholders identified issues of concern, goals for the future of their community began to take shape. During the second public meeting, participants voted on the top ten goals that they felt were most important. These fall under several categories. Although some may

be out of the scope of a Sector Development Plan, they are worth mentioning here as they inform Barelas residents' vision for the future of their neighborhood.

The number one goal chosen by participants was to facilitate the development of 25' lots in a way that is consistent with existing styles. Achieving this goal may help address other issues, such as reducing the number of vacant lots, and creating infill housing. In fact, the seventh most important goal was to establish affordable, infill housing.

The second highest priority identified by Public Meeting participants was the relocation of blood banks and homeless shelters outside of Barelas. Many believe that this would create a more amenable business environment and improve the safety and appearance of the neighborhood. At the same time, other residents feel that it is important for Barelas to provide these much needed services to Albuquerque's transient population. Regardless, they are private services, and it is not within the scope of a Sector Plan to call for their relocation. However, this Plan does make various recommendations about how to mitigate negative impacts on the neighborhood, while encouraging the eventual voluntary relocation of the organizations.

Three of the community's top ten goals are related to economic development. The third most important overall priority was to provide well-paying jobs for Barelas residents, both in the South Barelas Industrial Park and through Rail Yards redevelopment. A related goal in the top ten list was to redevelop the Rail Yards in a manner that benefits the community as a whole. Finally, stakeholders see that an important objective is to create zoning that encourages retail and commercial development in the area.



The fifth and tenth most important goals, respectively, were to reduce property-negligence problems related to absentee landlords, and to improve property care and appearance. Again, stakeholders feel that improving the physical conditions of their neighborhood will improve the quality of life for residents.

As noted previously, traffic issues are problematic in Barelás. Meeting participants identified the goal of reducing and calming traffic on Eighth Street (while encouraging the use of Fourth Street) as the eighth most important objective.

Finally, the ninth most important goal was to establish a community plaza or gathering space in Barelás. Two locations, the Barelás Community Center and an area near the Sacred Heart Church, were identified as possible sites for an outdoor square, but there was no clear consensus as to which was preferred.

Although there are many factors that influence the creation of a Sector Development Plan, including external aspects such as how the neighborhood fits with the larger context, community concerns and priorities were kept in the forefront as the Barelás update was written.



REPEALED (R-17-213 & O-17-49)

III. THE PLAN

REPEALED (R-17-213 & O-17-49)

A. Vision for Barelás

The vision for the future of Barelás is strongly connected to the unique history of this Railroad Era residential community. The community envisions the Barelás of tomorrow as a place that reflects both the character and ambiance of the past. There will be special effort made to protect and enhance examples of historic Barelás residential and commercial architecture and allow for new construction that reflects the character of the past. The future neighborhood is envisioned as largely owner occupied with a mix of socio-economic groups that creates an opportunity for multi generational Bareleños to remain in the neighborhood. The neighborhood will be pedestrian oriented and provide for the basic needs of the residents related to shopping, recreation, social services and education. Parks will be improved to better meet the needs of the community and an area near the Community Center will be developed as a central community gathering place.

The Community Center's hours will be expanded to more effectively function as the Barelás center for community activities. Several of the homeless service providers that are currently operating in the neighborhood will be relocated to sites outside of Barelás to significantly lessen the concentration of these facilities in the neighborhood. Social service providers will expand their presence in Barelás to provide expanded opportunities for residents.

Traffic will be "calmed" on Second, Third and Eighth Streets and pedestrian crossing opportunities will be clearly identified. These streets, along with Fourth Street, will still function as major carriers of north-south traffic but will be reconfigured to make them more effective as neighborhood serving streets. This will include the conversion of Second and Third Streets to two way traffic to better function

as residential streets with ample on-street parking opportunities.

A clear and effective pedestrian and bicycle circulation system will be created in the neighborhood through sidewalk improvements and bicycle route identification. Additional pedestrian and bicycle connections to Tingley Beach and the Bosque will be created.

There will be a vibrant mixed use shopping area along Fourth Street with retail shops on the ground floor and residential units above many of the stores. Parking for these shops will be on the street or on surface lots behind the buildings fronting on Fourth Street. Efforts will be made to direct more traffic on to Fourth Street to enhance its role as the neighborhood's commercial street.

Adjacent land uses will be compatible with the goals of the community with the Zoo providing ample off street parking to minimize impact on the neighborhood and exploring multiple entry points to the Bio Park to create options for access from the West. The Rail Yards will be redeveloped as a mixed use area with housing buffering the Barelás community and will include commercial activities that will provide both access to additional goods and services for the neighborhood as well the potential for employment opportunities for Bareleños. The National Hispanic Cultural Center will develop additional off street parking facilities to eliminate the impact of overflow parking on Barelás during major events at the Center. The South Barelás Industrial Park will continue to develop to provide expanded employment opportunities in the immediate area. The Downtown 2010 Plan will continue to promote residential development at its edge with Barelás to provide for a positive transition and effective buffering from the more intensive commercial, institutional and entertainment activities found in the core.

The future Barelás neighborhood will continue to be a unique and historic inner city neighborhood that reflects the positive aspects of its past both physically and culturally while at the same time exceeding 21st century standards for high quality center city neighborhoods.

B. Goals, Policies and Recommended Actions

As noted previously, the planning process for the Sector Plan update began with the community-led identification of issues in the Barelás neighborhood. Based on these issues, goals for the future were developed. Next, the project team in collaboration with the community came up with recommended actions to achieve the objectives. The City policies and actions recommended to address these objectives comprise the main body of this Plan. Within each section, the actions are organized in the following categories.

Regulations take effect upon adoption of the Plan.

Capital improvements are those initiatives that make physical improvements to the neighborhood. The City allocates funds through the Capital Implementation Program (CIP) for these projects, which come from the General Obligation Bonds and other sources. The types of projects in Barelás that could be funded by CIP include improvements to roads, parks and trails, water and sewage improvements, physical public safety improvements, and public artwork.

Program enhancements refer to recommended actions that would be undertaken by existing City, County, or State departments, or other publicly-funded entities. They include improvements or suggested additions to current programs.



Community and private initiatives apply to actions that could be implemented by non-profit organizations, service providers, private businesses, individual community members and groups, and other non-governmental bodies.

The goals, policies, and recommended actions for each of the five main planning topics are contained within the following sections.

1. Land Use and Zoning

The goal is to create land uses and zoning in Barelás that are compatible with its function as a residential urban neighborhood, respect its historic significance, and help foster a sense of community.

The primary issues regarding land use are the preservation of existing historical structures and the creation of compatible new developments. Barelás has many historic residences and commercial buildings, in addition to the unique Railroad shops. Restoring and protecting these historic sites will help preserve the character of the community. New development must also be compatible with existing styles. Currently, this is a challenge because of the presence of 25' lots in Barelás. Existing 25' lots that were legal when they were platted can be developed under zoning code provisions for non-conforming lot size. However, current regulations presume a single family lot width of 40 feet for new platting. For example, existing zoning regulations specify setbacks that make development of these parcels difficult, so they either remain vacant, or are consolidated with several lots and large homes are built which are out of character with the rest of the

neighborhood.

Furthermore, zoning does not encourage residents' vision of vertical mixed-use commercial development along certain corridors, particularly Fourth Street and Coal Avenue. In addition, there are several unused properties, most notably the Rail Yards, that are zoned for industrial uses that may no longer embrace the community's vision of the future. Finally, there are no design guidelines to direct the construction of new development. Participants in the planning process believe that it is important for new development to blend aesthetically with existing building styles. However, they also are wary of creating regulations that will greatly restrict property owners' rights and flexibility. For this reason, many believe that using an approach of suggested design guidelines is the best solution.

Other important land use considerations are the use of vacant properties and neighboring areas. Vacant lots and unused alleys in Barelás bring down the physical appearance of the neighborhood, and are considered nuisances because of the perception that crime occurs in these spaces. As for neighboring areas, residents want to ensure the inclusion of the South Barelás neighborhood in future planning efforts. In addition, Downtown Albuquerque is undergoing redevelopment and revitalization, spurred by the adoption of the Downtown 2010 Plan in 2000. It is important to create a subtle and harmonious transition from the Downtown area to the Barelás neighborhood.

1.1 Land Use and Zoning Policies

LUZ1. The City shall take steps to maintain and preserve the historic quality of Barelás.

LUZ2. The City shall facilitate infill residential development of 25' lots.

LUZ3. The City shall encourage new development that blends aesthetically with existing structures.

LUZ4. The City shall encourage vertical mixed-use commercial development in appropriate areas of Barelás.

LUZ5. The City shall take steps to encourage the productive use of vacant lots and alleys. Alleys should be utilized to provide vehicular access to parking and services, which helps preserve a pedestrian-friendly street environment.

LUZ6. The City shall work to create compatible uses in areas adjacent to Barelás, including South Barelás and Downtown Albuquerque.

LUZ7. The City shall optimize the use of Metropolitan redevelopment resources to improve both Barelás and South Barelás.



1.2. Actions

1.2.1 Zoning, Regulations, and Guidelines

1.2.1.a Zoning revisions. Adopt new zoning proposals outlined in Section 6 of the Plan. Areas to be rezoned are shown in Figure 26. The Adopted Zoning Map in Figure 36 shows all zoning in place with the adoption of the Sector Development Plan. This zoning facilitates the development of single family housing on 25' lots with appropriate lot width, size, and setback requirements. It also allows for accessory dwelling units (or "granny flats") on single family home lots. Finally, it creates a Warehouse District, to encourage adaptive reuse of vacant manufacturing buildings, and a special Rail Yards zone to spur redevelopment of that property in a way that is compatible with neighborhood desires.

1.2.1.b Design guidelines. Adopt voluntary residential design guidelines summarized in Section 6 and elaborated in Appendix F.

1.2.2 Program Enhancements

1.2.2.a Planning for South Barelás. Consider allocating funds to plan for South Barelás (extending south from Bridge Boulevard to the City limits) by creating

a Sector Development Plan for that area or updating the existing Metropolitan Redevelopment Area plan. Link planning for Southern Barelás with the Barelás Sector Plan to make them compatible. Involve residents and stakeholders from the northern portion of Barelás

in the South Barelás planning process. Alternatively, when the Barelás Sector Development Plan is updated in the future, extend that Plan's boundaries to include the



Figure 26. Proposed Rezoning and Zone Modification

South Barelás neighborhood.

1.2.2.b *Apply for City Landmark designation* of the historic portion of the Barelás Community Center, located at 801 Barelás Road SW, and for the Superintendent's House, Atlantic and Pacific Railroad, located at 1203 2nd Street SW (see Figure 27).

1.2.2.c *Apply for City Landmark designation* of the entire Locomotive Shops complex, located at 1400 2nd Street SW, and prepare specific development guidelines conducive to appropriate preservation, redevelopment, and reuse of the complex (see Figure 27).

1.2.2.d *Historic rehabilitation assistance.* Create a grant or loan program using El Encanto/UDAG funds which would be used to assist residents and business owners in code compliance and historic rehabilitation.

1.2.2.e *Historic restoration guide.* Create and disseminate a printed guide for property owners describing the historic character of neighborhoods in Central Albuquerque

and how to rehabilitate buildings with sensitivity to historic character.

1.2.2.f *Historic Registration.* Pursue official recognition of existing non-protected historic buildings, homes, and districts, particularly

related to Railroad heritage.

1.2.2.g *Historic rehabilitation.* Actively promote historic preservation tax incentives and assistance available to local residents.

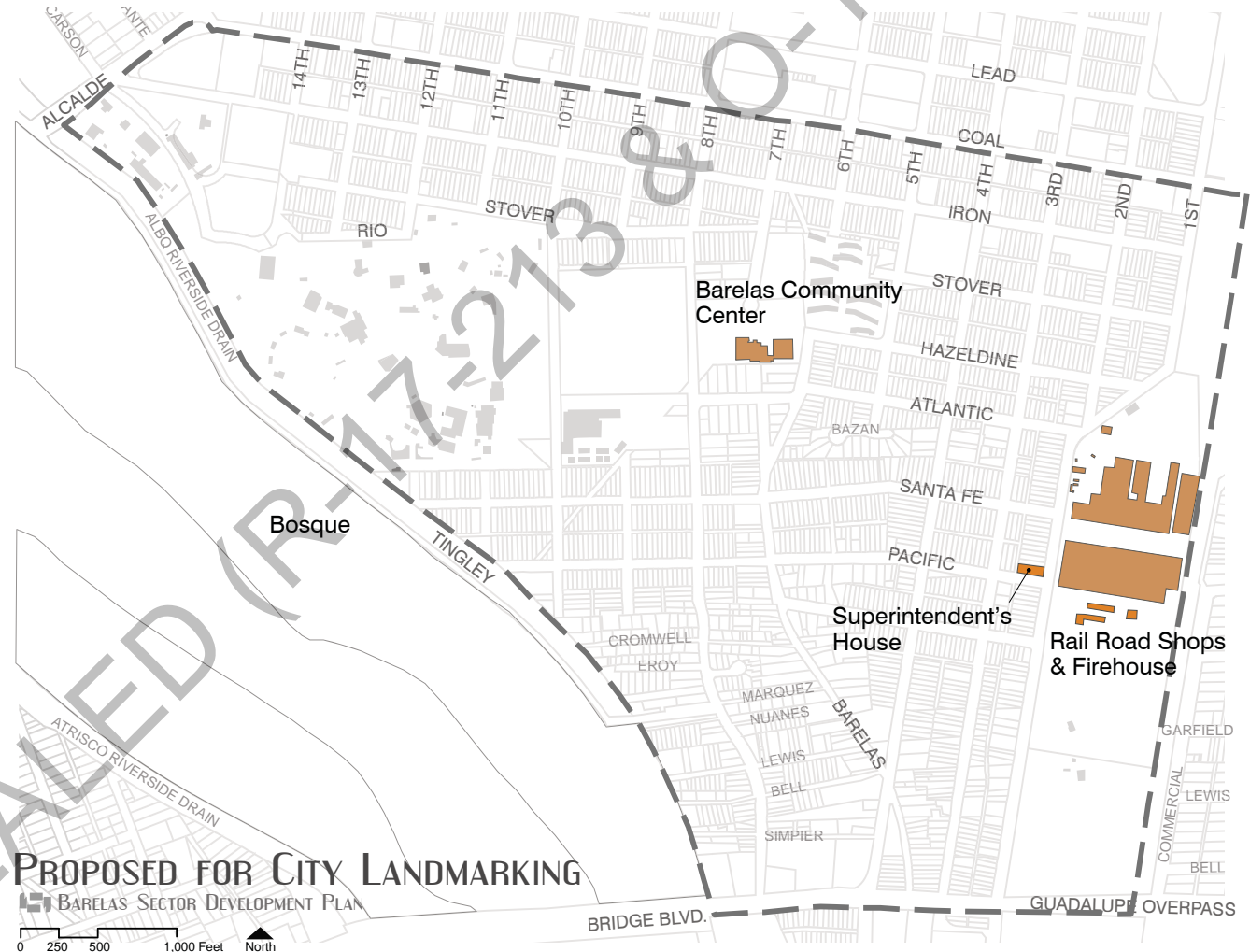


Figure 27. Proposed for City Landmarking



1.2.2.h Vacant lots. Place City-owned vacant lots into a Community Land Trust for development of permanently affordable housing by private non-profit developers.

1.2.3.d Volunteer clean-up group. Create a citizen volunteer group to clean and maintain vacant lots.

1.2.3.e Community gardens. Identify lots and develop as community garden sites. Work with community-based

groups such as Alley Gardens to develop side gardens that improve the appearance and productive use of alleys without obstructing vehicular access.

1.2.3 Community and Private Initiatives

1.2.3.a Historical markers. Add historic markers at the entrances to Barelas (Fourth Street and Avenida Cesar Chavez; Coal Avenue and Eighth Street, etc).

Indicate the neighborhood's 1662 town charter and recognize prominent Hispano figures from Barelas. Also recognize South Barelas as the original community settlement.

Add signage along Fourth Street to recognize the street's designation as Highway 85 and explain historical significance of Highway 85 to the Barelas community.

1.2.3.b Historic Railroad District Designation. Neighborhood to pursue designation of Barelas as the Historic Railroad District.

1.2.3.c Code compliance. Establish a community-based code compliance group, "enforcement with a heart," to identify non-conforming properties and assist owners in getting buildings up to code.

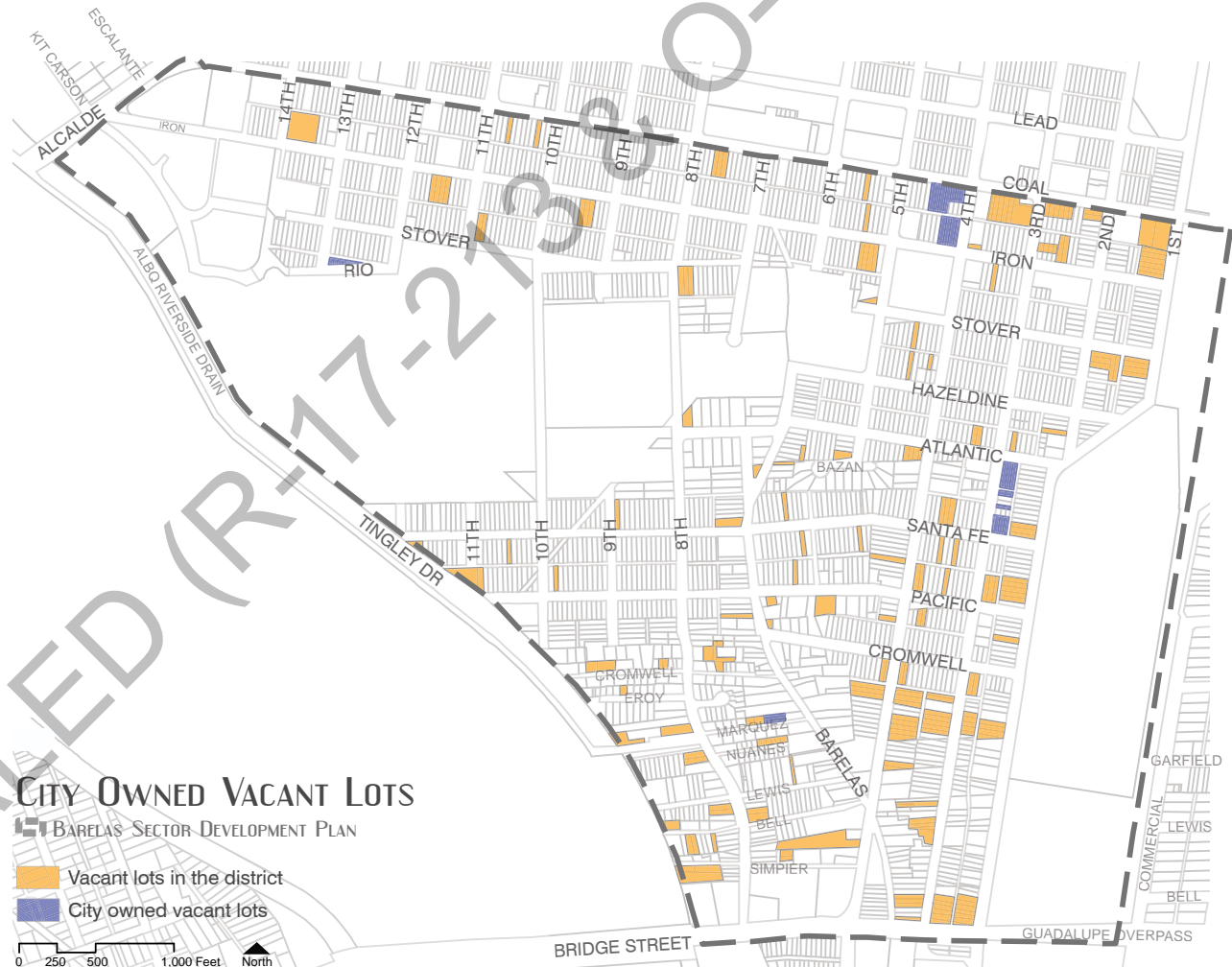


Figure 28. Location of City-owned vacant lots



2. Home Ownership and Affordability

The goal is to provide affordable housing in Baretas, while also facilitating the development of market-rate housing for homeowners and renters, and to improve property appearance.

As revitalization efforts continue, it is imperative to improve the stock of affordable housing in Baretas so as to ensure long-term stability of the neighborhood and prevent gentrification. At the same time, it is also desirable to have some market-rate housing that contributes to the economic base of the neighborhood. A mix of rental and home ownership options should be explored. In addition, maintenance of existing homes is important, both from a health/safety standpoint and appearance of the neighborhood. Finally, it is important that utility provision is adequate for existing and future development in Baretas.

2.1 Housing Policies

H1. The City shall work to maintain an affordable housing supply in Baretas, in addition to creating market-rate housing as part of revitalization efforts.

H2. The City shall pursue programs that support home ownership in Baretas, including home ownership for low to moderate income and first time buyers.

H3. The City shall support neighborhood clean-up initiatives and ensure that building, weed and litter and other building safety codes are enforced in Baretas to maintain property appearance and occupant safety.

H4. The City shall support the development of

new mixed-income housing of a variety of types and price ranges on properly zoned vacant and underutilized properties to increase the housing options for both buyers and renters. Any City-subsidized workforce housing project in Baretas shall be awarded points based on their ability to serve Baretas residents of particularly low ARea Median Income. Through the Workforce Housing Trust Fund and other available programs, the City will work to ensure that affordable housing stock is maintained in the Baretas neighborhood.

H5. The City shall ensure the provision of adequate utilities for existing and new development in Baretas.

2.2 Actions

2.2.1 Capital Improvements

2.2.1.a Land trust. Acquire land for a community land trust to provide permanently affordable housing options in Baretas. This could be accomplished through the purchase of a large parcel of land or as subsidies to individual properties (See Appendix D for more information about various land trust approaches).

2.2.2 Program Enhancements

2.2.2.a Public redevelopment programs. Use public resources that provide financial and tax incentives to promote the development of affordable housing and subsidize homeownership by qualified low-income residents NM-MFA tax credits, etc. in Albuquerque's Pocket of Poverty, which includes

Baretas. These include MRA programs, El Encanto/UDAG funds (See Appendix D for more information).

2.2.2.b Tax incentives for homebuyers. Promote programs through the New Mexico Mortgage Finance Authority that assist first time homeowners through financial assistance and tax credits (See Appendix D for more information).

2.2.2.c Home ownership education. Promote programs that provide home buyer and homeowner education on financial assistance and historic rehabilitation, such as those offered by the United South Broadway Corporation.

2.2.2.d Property maintenance. (Albuquerque Code Enforcement Division) Enforce building codes to ensure that existing homes are maintained in a safe condition. In extreme situations of property neglect, condemn properties and use land to develop affordable housing units.

2.2.2.e Street cleaning maintenance. Maintain clean streets through regular street cleaning particularly around the Rail Yards.

2.2.2.f Electric power supply. (PNM). Ensure that the electric power supply is sufficient to support future redevelopment of the Rail Yards. When new installations and improvements are made in Baretas, put power lines underground.



2.2.3 Community and Private Initiatives

- 2.2.3.a *Community clean-up days.* (Barelas Neighborhood Association). Collaborate with the City (Albuquerque Clean Team) to host neighborhood clean-up days, where the City can provide materials (gloves, bags) and arrange garbage pick-up.

3. Transportation

Vehicular Circulation and Public Transportation

The goal is to improve vehicular circulation and public transportation in a way that promotes the residential quality and pedestrian orientation of the neighborhood.

Barelas residents have identified the issues of traffic volume and speed through Barelas as damaging to the quality of their neighborhood. They also see gaps in the public transportation system requiring improvement.

Eighth Street is perceived to be especially problematic for speeding. Its ample width and its use as a connector from Bridge Boulevard to the Downtown area create conditions where commuters travel quickly through the neighborhood. This poses a problem for pedestrians in particular, as Eighth Street is adjacent to the Dolores Gonzales Elementary School, Tingley Park, and the Barelas Community Center. The section of Tenth Street between Coal and Stover Avenues is another problem area, possibly due to traffic generated by the Zoo. Finally, the one-way designation of Second and Third Streets enables higher traffic speeds, and is not favorable to small, residential areas like Barelas.

In addition, Eighth Street sees a high volume of traffic, especially south of Marquez Avenue. There is also high traffic generated at certain times by the Zoo and the National Hispanic Cultural Center, which spill over into the neighborhood. However, Fourth Street, the commercial corridor of Barelas, does not have enough traffic to be a vibrant business district.

Users of public transportation in Barelas complain that buses are not on time, and that they do not stop when waiting clients are shielded from view by the decorated pillars and shelters on Fourth Street. In addition, riders perceive a need to stagger the bus schedules of the routes that use Fourth and Eighth Streets.

3.1 Vehicular Circulation and Public Transportation Policies

T1. The City shall reduce traffic speeds throughout the neighborhood to reinforce residential quality and improve safety.

T2. The City shall make Fourth Street the major carrier of north-south through traffic in Barelas, while calming traffic on other neighborhood streets.

T3. The City shall improve public transportation options in Barelas and make it better served and linked with the City-wide public transportation system.

3.2 Actions

3.2.1 Capital Improvements

- 3.2.1.a *Traffic calming.* Implement traffic calming that would encompass Second, Third and Eighth Streets between Bridge Boulevard and Coal Avenue; Tenth Street between Coal and Stover Avenues; and

the intersection of Fifth Street and Iron Avenue. Identify traffic calming priorities and designs to possibly include, such as bulb outs, enhanced pedestrian and bicycle crossings, on-street marked parking, diversion of Tingley Drive to Cesar Chavez including closing access from Tingley to Marquez, landscaped traffic circles, widened sidewalks, landscaped buffers, limiting access from Cesar Chavez to 8th Street at Cesar Chavez, traffic signals and signs (including possible four-way stop at Santa Fe & 8th), lane widths commensurate with posted speeds, chicane lane design, and other elements as appropriate. Make the appropriate street improvements.

Traffic calming was identified by the Steering Committee as a priority project. Although Eighth Street is a minor arterial, it is also located in the core of the neighborhood and requires attention. A previous study on Eighth Street did not indicate that speeding was a problem, but neighbors perceive that conditions at certain time of day are a concern. In particular, the traffic calming should take into account the volume and speed of traffic during morning and evening rush hours. The conversion of Second and Third Streets to two-way roadways, and adding marked parking spaces and bulb-outs to these streets to calm traffic are also desired. Finally, residents have identified the intersection of Fifth



Street/Iron Avenue as needing a four-way stop sign.

3.2.1.b Narrow gauge rail. Extend the narrow gauge rail line from the Zoo to create a loop at the National Hispanic Cultural Center. Create a transfer station at the NHCC, to connect with the train spur behind Bueno Foods leading to the Rail Yards. Provide funding for an additional train for the BioPark to meet the demand for this expansion, adding additional trains as needed. This project was deemed a high priority for CIP funds by the Steering Committee.

3.2.1.c Tingley Drive extension. Re-evaluate connecting Tingley Drive between Marquez Avenue and Avenida Cesar Chavez, possibly using ramps, to relieve Eighth Street traffic and provide better access to Bosque and BioPark amenities.

3.2.2 Program Enhancements

3.2.2.a Zoo Signage. Improve signage to direct Zoo visitors along specified routes that minimize traffic on residential streets.

3.2.2.b Fourth and Eighth Street Signage. Create signage to

direct traffic to use Fourth Street to access and leave downtown.

3.2.2.c Express shuttle/trolley system. Support transit or trolley system to link the Zoo, Tingley Beach, the Rail Yards, and the NHCC to other Downtown

"String of Pearls" amenities such as Old Town, as suggested in the Downtown 2010 Plan. If implemented, include Fourth Street on this route (keeping in

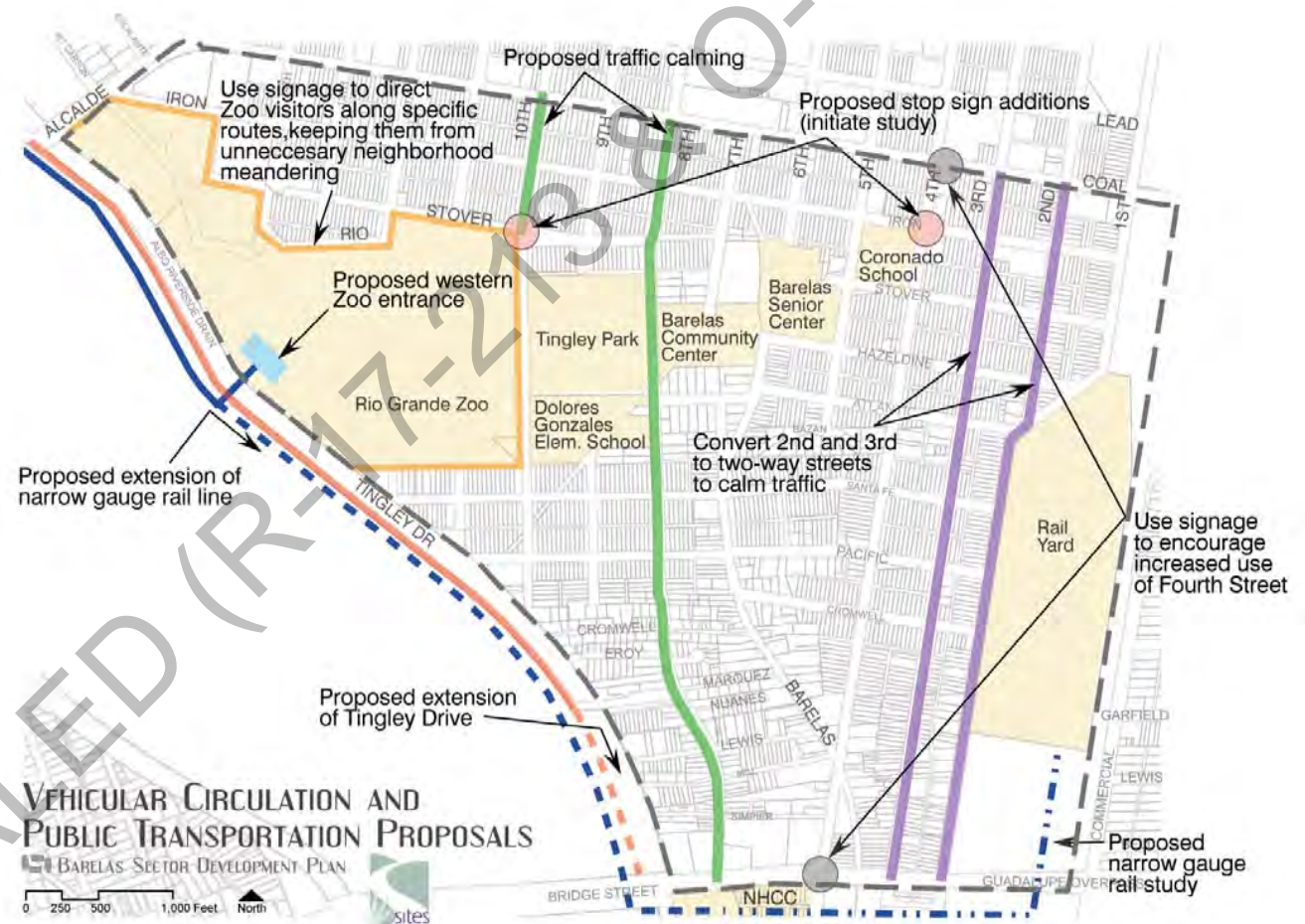


Figure 29. Vehicular Transportation Capital Improvements and Program Enhancements

line with its designation as a Major Transit Corridor in the Albuquerque/Bernalillo County Comprehensive Plan). Alternatively, extend the free D-ride circulator to include Barelas in its route.

3.2.2.d Bus service. Evaluate bus schedules and service through Barelas. There may be a need to stagger pick-up times on Eighth and Fourth Streets. Expand the D-Ride bus service to include the Rail Yards. Conduct a community public transportation needs evaluation to better serve clients. Residents have indicated a need for better bus service to connect Barelas with CNM and other educational centers.

intersection of Fourth Street and Stover Avenue, adjacent to the Sacred Heart Church. In addition, existing crosswalks on Bridge Boulevard/Avenida Cesar Chavez at Fourth and Eighth Streets (which connect Barelas to the South Barelas Industrial Park and the National Hispanic Cultural Center), and

the crossing at Atlantic Avenue and Eighth Street (adjacent to the Dolores Gonzales Elementary School) are in need of improvement. Additionally, there are areas in Barelas that lack sidewalks, and other areas that have narrow, broken, or otherwise unusable sidewalks. Furthermore, although Barelas

Pedestrian and Bicycle Circulation

The goal is to create a safe network of bicycle and pedestrian pathways connecting major destinations in Barelas.

Residents identified the major pedestrian routes and destinations in Barelas, noting that these are not supported with marked crosswalks. The result is that many people, including children, make mid-block crossings that could be dangerous. The areas most in need of attention are Eighth Street between Tingley Park and the Barelas Community Center, and the



Figure 30. Proposed Pedestrian and Bicycle Capital Improvements

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borders the Bosque, access from the neighborhood is limited, as there are no pedestrian crossings over the Riverside Drain.

Although Eighth Street is a designated bike route, cyclists riding through Barelás must compete with fast-moving traffic, and express concern for their safety.

3.3 Pedestrian and Bicycle Circulation Policies

T4. The City shall improve pedestrian safety in Barelás.

T5. The City shall enhance access to and movement within the Bosque for neighborhood residents and visitors.

T6. The City shall ensure that the network and condition of sidewalks throughout Barelás meet appropriate codes and residents' needs.

T7. The City shall enhance bicycle access and safety in Barelás.

3.4 Actions

3.4.1 Capital Improvements

3.4.1.a Pedestrian-activated signals.

Develop a pedestrian-activated traffic signal with a marked crosswalk at Fourth Street at Stover Avenue to service the Sacred Heart Church, and at Eighth Street between Atlantic and Stover Avenues. Although there is already a signal at Eighth and Atlantic,

observation and community input suggest that mid-block crossings are frequent between Tingley Park and the Barelás Community Center, and there is a need to provide a safe crossing for those pedestrians. The

Steering Committee identified this item as a priority project.

3.4.1.b *Existing crosswalk improvements.* Make improvements to existing crosswalks at the following intersections: Fourth Street and



Figure 31. Proposed Sidewalk Improvements



Avenida Cesar Chavez, Eighth Street and Bridge Boulevard, and Atlantic Avenue and Eighth Street. Improve the demarcation of the crosswalks with paint or contrasting materials or textures, and extend and show the signalized crossing times for pedestrians.

3.4.1.c Footbridge(s). Develop a pedestrian footbridge over the Riverside Drain at Tenth Street and/or Santa Fe Avenue.

3.4.1.d Trails. Develop recreational trails in the Bosque adjacent to Barelás, as proposed by the Bosque Action Plan.

3.4.1.e Sidewalk improvements. Verify the completion of all sidewalk improvements called for in the 1993 Sector Plan. Install sidewalks where none currently exist, particularly along Second Street and portions of Barelás Road, Santa Fe Avenue and Cromwell Avenue. Survey existing sidewalks to determine which ones do not meet ADA accessibility standards due to width or other conditions, and remedy this problem. In particular, sidewalks on Barelás Road between

Pacific Avenue and Fourth Street are in need of attention.

3.4.1.f Bike lanes. Change the designation of Eighth Street to a bike lane and build. Add bike lanes on Second and Third Streets, as proposed by

the Long Range Bikeways System Map.

3.4.1.g Bike routes. Designate Atlantic Avenue as a bike route from Second Street to Tenth Street to provide access to the Zoo.

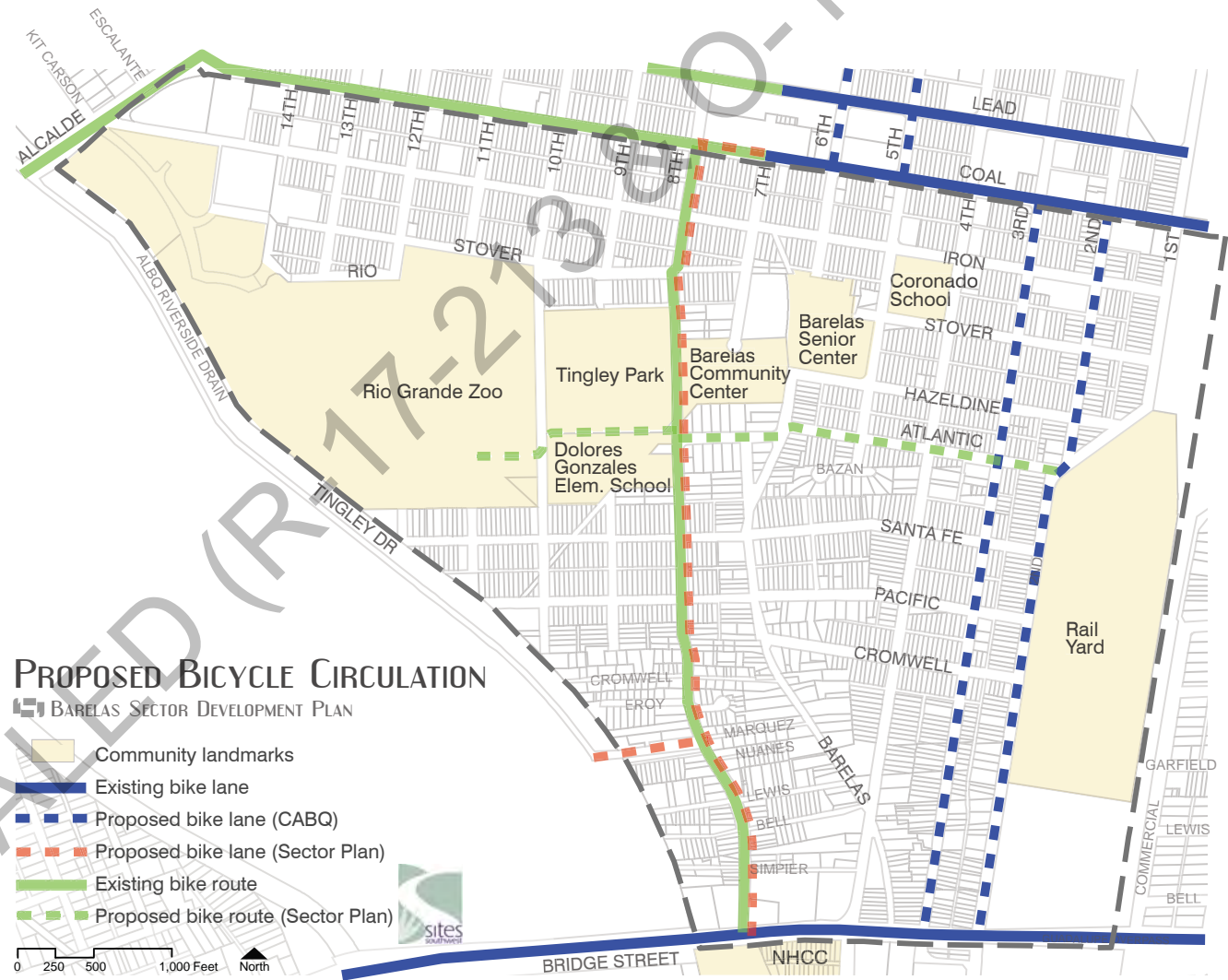


Figure 32. Proposed Bikeways Improvements

Parking

The goal is to provide safe and adequate parking for local facilities without disrupting the neighborhood.

Although there are several unused surface parking lots scattered throughout Barelás, the community still suffers from overflow parking from Downtown, the Zoo, and the National Hispanic Cultural Center.

On-street parking is permitted throughout the plan area; however, illegal parking at intersections reduces driver visibility.

3.5 Parking Policies

T8. The City shall take steps to ensure adequate provision of parking for local amenities including the Zoo, the National Hispanic Cultural Center, and Downtown, to keep overflow parking out of the neighborhood.

T9. The City shall support the 'Park Once' concept elaborated in the Downtown 2010 Plan which promotes the idea that visitors to the neighborhood park at one location, and are able to reach several destinations on foot, or by using public transportation.

T10. The City shall make improvements where needed to enforce no parking along curbs at intersections to improve visibility.

3.6 Actions

3.6.1 Program Enhancements

3.6.1.a Park-and-Ride. Create a well-advertised Park-and-Ride program with shuttle service from remote locations such as the Rail Yards or Downtown parking garages to

provide service for attendees of special events at the Zoo and the National Hispanic Cultural Center.

3.6.1.b Additional BioPark parking facility. Create additional BioPark parking facilities with access to Train to provide alternative transportation to the Zoo and other BioPark facilities.

3.6.1.c Parking permits. At neighborhood request, issue parking permits to neighborhood residents if overflow parking continues to be a problem.

3.6.1.d No parking zones. Paint curbs to indicate "No parking" zones at intersections.

3.6.2 Community and Private Initiatives

3.6.2.a NCHH parking structure. If built, line the NHCC's proposed parking structure at the corner of Bridge Boulevard and Fourth Street with street-level retail businesses to make it more integrated and attractive to the neighborhood.

4. Public Safety, Social Services, and Community Facilities

Public Safety

The goal is to improve public safety in Barelás by reducing crime.

Barelás suffers from a high crime rate, particularly in regards to theft, vagrancy, drug use, and gang

activity. Several conditions are perceived by the neighborhood to exacerbate crime problems: the presence of the homeless shelters, the high number of absentee landlords, and physical conditions such as lack of street lighting and undergrowth in the Bosque.

4.1 Public Safety Policies

P1. The City shall take steps to reduce crime in Barelás by strengthening the police presence, improving the community's capacity to address crime, and improving physical conditions that may contribute to crime.

P2. The City shall work with homeless shelters in Barelás to find ways to mitigate the negative impact of these services on the neighborhood, while encouraging their eventual relocation outside of Barelás.

4.2 Actions

4.2.1 Regulations

4.2.1.a Homeless shelter expansion. Do not allow an increase in the number of homeless service facilities in Barelás. Prohibit expansion of emergency services at existing shelters in Barelás. Support and maximize the development of off-street waiting areas for clients.

4.2.1.b Absentee landlord training. Require tenant-check trainings for owners of nuisance properties.

4.2.2 Capital Improvements

4.2.2.a Street light additions. Add street



lighting in Barelás' residential areas, in the Bosque, and around vacant lots and alleyways where none currently exists. Lighting should be standard in the neighborhood, and lighting near the Bosque should match the existing "historical" style lighting currently illuminating Tingley Beach.

4.2.3 Program Enhancements

- 4.2.3.a **Increased police presence.** (Albuquerque Police Department (APD)) Increase police patrols in Barelás, and make the police presence more visible. Create a community policing program that might include officers on foot, bike, or horse, a concept strongly supported by residents. Areas that particularly need more police attention are Second and Third Streets, especially the corner of Third Street and Iron Avenue, neighborhood parks, and the areas adjacent to the Diamond-Shamrock convenience store.
- 4.2.3.b **Improved networking.** (APD) Institute quarterly meetings with social service providers and the community to improve communication and safety. Knowing what times the organizations are open can help officers be more aware of when clients are likely to be outside waiting for services rather than committing vagrancy. Enhanced

communication can also help the police become familiar with clients who possibly have mental illnesses or drug and alcohol problems so as to better refer them to the proper City services. Work with the Barelás Neighborhood Association to encourage officers to introduce themselves and communicate more with residents to dissipate fear of police by residents and help develop mutual respect.

- 4.2.3.c **Resource guide.** (APD) Provide Barelás residents with the APD Resource Guide once it is completed.
- 4.2.3.d **Gang prevention programs.** (Family and Community Services) Expand and improve gang prevention and intervention programs in Barelás, focused especially on middle-school aged children, to provide positive paths for neighborhood youth. Programs should also focus on how better to respond to gang activity. Particularly in public places such as the Barelás Community Center.
- 4.2.3.e **Weed and Seed program.** Expand one of the two Federal Weed and Seed programs currently operating in Albuquerque to include the Barelás neighborhood. This program provides funds to "weed" out crime and "seed" in prevention, including community policing, intervention, treatments, and neighborhood restoration projects.
- 4.2.3.f **Street light maintenance.** (PNM) Improve street light maintenance

to ensure that they are lit every night.

- 4.2.3.g **Undergrowth.** (Open Space Division / Rio Grande Conservancy District) Clear undergrowth along the River, especially near the Cesar Chavez Bridge to prevent vagrant congregation there.

4.2.4 Community and Private Initiatives

- 4.2.4.a **Networking among shelters.** (Good Shepherd Center, the Bunk House and the Albuquerque Rescue Mission). Attend quarterly meetings of APD, Social Service agencies, and the community to determine how to improve the security around the shelters and work together toward solutions.
- 4.2.4.b **Shelter improvements.** (Albuquerque Rescue Mission). Open the enclosed courtyard to allow entrance to clients waiting for services **before** the services are actually provided. Prohibit clients to wait on the street before services are offered. Require clients to wait for the shuttle bus to the Opportunity Center inside the courtyard rather than on the street or work with the City to find a different pick-up location.
- 4.2.4.c **Anti-drug and anti-gang programs.** (Individual community members and groups). Support anti-drug and anti-gang programs at local schools and help make these programs more visible in the neighborhood.



Seek funding from the Albuquerque Partnership to implement creative, small-scale anti-drug and anti-gang programs at the neighborhood level.

- 4.2.4.d *Crime Watch program.* (Individual community members and groups). Reactivate the Neighborhood Crime Watch Program, partnering with the APD. This involves improving resident communication with police, and informing officers about when and where chronic crime is taking place. Coordinate with local businesses that can be the “eyes and ears” of the neighborhood during working hours.

Social Services

The goal is to provide excellent social services to Barelas residents.

Although Barelas houses many social services that provide assistance to residents of the neighborhood and the broader Albuquerque area, improvements are needed in making these services better known and more accessible to community members. In addition, some services are lacking.

4.3 Social Service Policies

P3. The City shall work with the community to assess existing programs, provide access to needed programs for all ages, and actively promote and disseminate information about existing resources.

4.4 Actions

4.4.1 Program Enhancements

- 4.4.1.a *Expansion of community center services.* (Department of Family and Community Services). Expand the Barelas Community Center to a Multi-Service Community Center that would house services for low-income residents such as health care screening for families, utility assistance, and bilingual services. Alternatively, the existing Center could house rotating social services.
- 4.4.1.b *Promotion of services.* (Department of Family and Community Services). Use the Barelas Community Center as a resource center to reach out to residents informing them about existing services in the community. Provide funding to develop and distribute a booklet of existing services and community and cultural resources in the Barelas area. Hold monthly meetings with all Barelas service providers, as well as the Zoo, NHCC, and the Hispano Chamber of Commerce to improve awareness about existing services, programs, and events.
- 4.4.1.c *Community signs and bulletin boards.* Install community bulletin boards at Tingley Park and other community locations to post events, services, and programs for Barelas residents. Install an outdoor informational sign at the Barelas Community Center visible from 8th Street.

Community Facilities

The goal is to maintain and improve existing community facilities in Barelas and ensure accessibility to Barelas residents.

The Barelas neighborhood is home to several City amenities, including the Rio Grande Zoo, National Hispanic Cultural Center, and Tingley Park, as well as other facilities that primarily service the neighborhood, such as the Barelas Community Center, the Dolores Gonzales Elementary School, neighborhood parks, and area churches and temples. It is important to maintain and improve these facilities for their continued viability in the neighborhood.

4.5 Community Facilities Policies

- P4. The City shall revitalize neighborhood parks and green spaces by improving amenities and security.
- P5. The City shall establish a community plaza or gathering space in Barelas.
- P6. The City shall improve the visual character of Barelas by adding culturally and historically appropriate artwork in the neighborhood.
- P7. The City shall improve the Barelas Community Center, by making it safer, more accessible to residents, and protecting it as a significant cultural center.
- P8. The City shall work with APS to make improvements to the Dolores Gonzales Elementary School that enhance its appearance and expand programming.
- P9. The City shall encourage the National Hispanic Cultural Center to maintain and



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improve close ties and active engagement with the Barelás community.

4.6 Actions

4.6.1 Capital Improvements

- 4.6.1.a *Restrooms for Tingley Park users.* Provide easy access to restrooms for Tingley Park users at the adjacent Barelás Community Center (possibly behind the Center near the handball courts) or Senior Centers. Alternatively, provide portable bathrooms for special events, or certain days of the week when the Park is most used.
- 4.6.1.b *Seating and shade near Bosque.* Add seating and shade structures south of Tingley Beach, in the area bordering the Bosque and the Barelás neighborhood. The Steering Committee identified this item for priority CIP funding.
- 4.6.1.c *Community plaza.* Develop a plaza/public gathering space in the area of the Barelás Community Center and/or near the Sacred Heart Church.
- 4.6.1.d *Community artwork.* Make streetscape improvements along First, Second and Third Streets that reflect the Railroad heritage. Create opportunities to install artwork that reflects Barelás' Hispano and Mexicano cultural heritage in the proposed plazas. For example, place statues of

Barelás' distinguished Hispanos in prominent locations.

- 4.6.1.e *Rail Yards gateway.* Create a public interaction/gateway area into the Rail Yards that celebrates the

property's historical connection to Barelás and Albuquerque.

4.6.2 Program Enhancements

- 4.6.2.a *Barelás Community Center programming improvements.* (Family

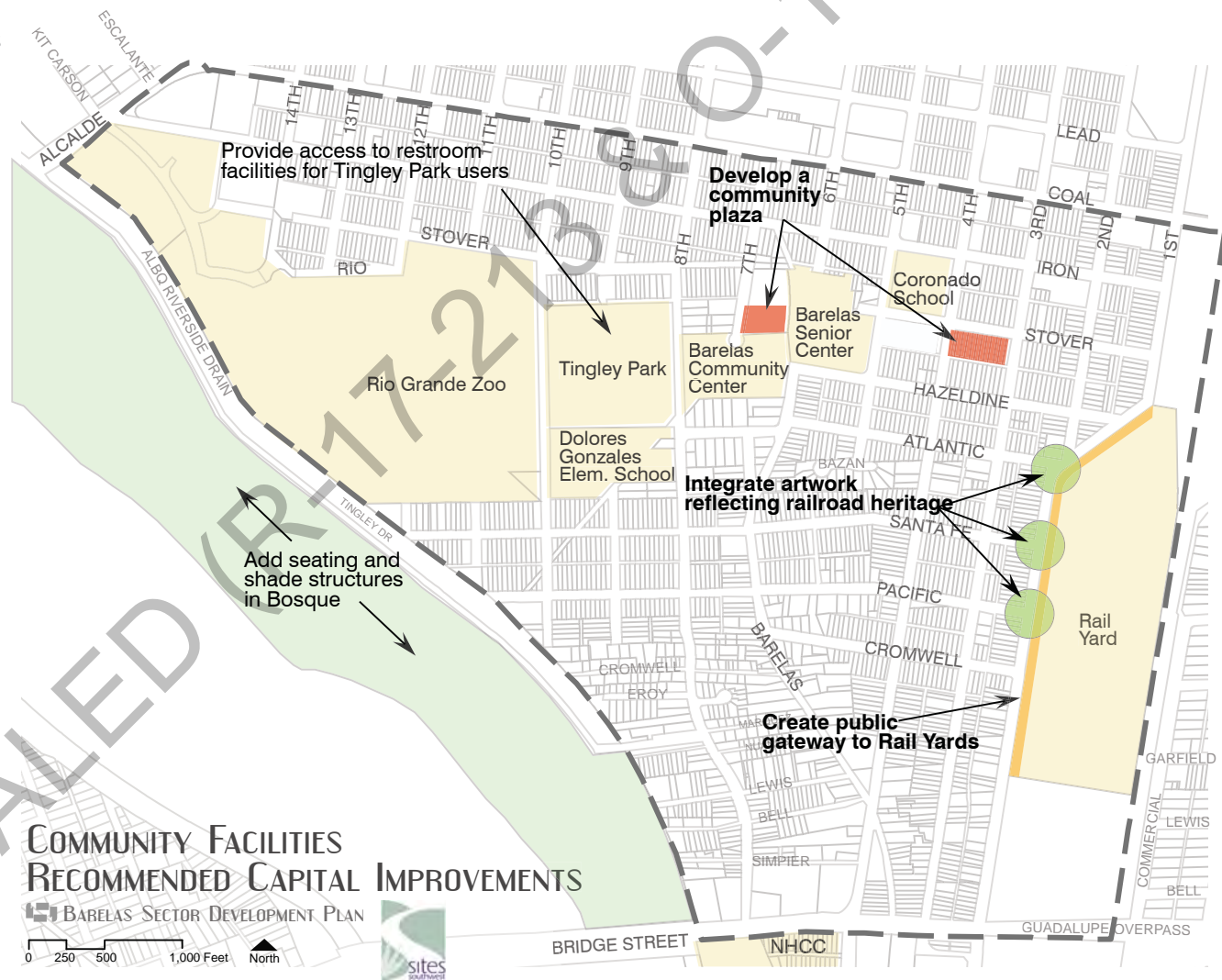


Figure 33. Recommended Capital Improvements to Community Facilities



and Community Services). Open the Barel Community Center on Saturdays to create opportunities for weekend programming. Increase the number of programs targeted to neighborhood youth, families, and parents, including sports and dance activities. Provide sufficient funding for the BCC to hire more part-time staff to monitor children's programs.

4.6.2.b Barel Community Center physical improvements. (Family and Community Services). Resurface the back parking lot of the BCC, and fix sidewalks all around the Center, which are a trip hazard for seniors and children. Build a stucco wall along the southern border of the Center to buffer neighbors from noise and activity.

4.6.2.c Historical significance, Barel Community Center. (Family and Community Services). Provide funding to professionally refurbish the murals in the Indian Room, and to protect the integrity of the vigas.

4.6.2.d Albuquerque Learning Centers Project. Expand and formalize the ties between the existing Learning Center program and the Barel Community Center, to provide more youth programming.

4.6.2.e Security at parks. (Open Space Division) Improve security at neighborhood parks through security guards or more frequent police patrols.

4.6.2.f Clean parks. (Open Space Division)

Ensure that trash receptacles are located at all public parks and regularly emptied.

4.6.2.g Dolores Gonzales school grounds. (APS). Develop campus of Dolores Gonzales (particularly dirt field adjacent to Eighth Street) to enhance appearance and reduce dust.

4.6.2.h Dolores Gonzales and Washington Middle School after-school programs. (APS). Expand community programs and activities at the Dolores Gonzales Elementary School and the Washington Middle School to offer positive activities for neighborhood youth.

4.6.3 Community and Private Initiatives

4.6.3.a National Hispanic Cultural Center. (NHCC). Improve communication and outreach to the community, possibly by partnering with the Barel Community Center or the Barel Neighborhood Association, to get the neighborhood more involved with the NHCC's activities. The organization should also be integrated into community celebrations and events. Expand programmatic opportunities and a systematic way of offering discount or free days to the Barel community. Expand free outdoor events in the NHCC plaza. Deepen the existing partnership with the Dolores Gonzales Elementary School to promote understanding of local

Hispanic/Latino culture and history and to enhance curricula. Use the future Education Building as the location for neighborhood events and meetings.

4.6.3.b Non-profit organization incubator. Promote business resource center and non-profit incubator in Barel that nurtures and supports emerging and existing non-profit and community-based organizations especially in the Rail Yard Development.

5. Economic Development

The goal is to spur economic development in Barel in a way that will have broad benefits for the community.

Economic development is a key consideration in improving a community's well-being. In Barel, residents want to ensure the viability of small businesses, particularly along Fourth Street, while also preparing for larger-scale developments such as those which may take place in the Rail Yards.

The Rail Yards property is currently vacant, but there have been several high-profile considerations for development in the past, including a movie production studio and a transportation museum. Future development of this property will be important to ensure that the Barel community and other surrounding neighborhoods are able to maximize the benefits while minimizing the negative impact of any large project (such as traffic concerns and gentrification).



There is also a need for more businesses that support local shopping needs and provide employment to Barelás residents. Both small and large businesses should be encouraged to locate in Barelás. In addition, very small mobile and concession-stand type businesses should be welcomed in community spaces, such as around the Zoo and Tingley Park. Meanwhile, it is also important to support and nurture existing long-standing businesses that form part of Barelás' commercial fabric. These businesses may benefit from façade improvements and other assistance.

Barelás residents will not be able to take advantage of new job and business opportunities if they do not have the proper skills. For this reason, preparing workers to compete in today's job market is an important step to improving the overall economic conditions of Barelás and their families.

Finally, the South Barelás Industrial Park currently has only two tenants, Rose's Paper and Bueno Foods. The fact that the Park has room to expand can be an asset to neighboring communities, provided that new industrial occupants engage in activities that are not environmentally or otherwise detrimental to the neighborhood. However, the current Plan for this area does not make these types of stipulations.

5.1 Economic Development Policies

E1. The City shall ensure that future redevelopment of the Rail Yards occurs in a manner that benefits the Barelás community as a whole.

E2. The City shall take steps to attract and promote businesses in Barelás, particularly along Fourth Street.

E3. The City shall work with local organizations to improve the capacity of Barelás workers through education and workforce training.

E4. The City shall support future planning efforts for the South Barelás Industrial Park that highlight the importance of environmentally-friendly industry.

5.2 Actions

5.2.1 Regulations

5.2.1.a Rail Yards redevelopment. Any redevelopment proposal shall engage Barelás and other neighboring communities, especially the South Broadway neighborhood, to get their input. Initial discussion reveals that Barelás residents favor a mixed use shopping district that might include light retail, garden apartments and lofts, with a preference for owner-occupied rather than rental residences. Entertainment is also an acceptable use in the community's view, provided that this does not entail more bars that do not also provide food service. Redevelopment may not encroach upon adjacent neighborhoods in terms of traffic generated and off-street parking. Developers must make a best faith effort to hire residents of the Pocket of Poverty, particularly from the adjacent Barelás and South Broadway neighborhoods.

5.2.2 Capital Improvements

5.2.2.a Fourth Street improvements. Install street trees on Fourth Street south of Atlantic Avenue to improve the visual character of the corridor. Do not impede visibility of store fronts or signs.

5.2.3 Program Enhancements

5.2.3.a Façade improvements for businesses. Develop a façade renovation and landscape improvement program providing loans or grants to new and existing businesses using the EI Encanto/UDAG funds.

5.2.3.b Free Trade Zone. Create a Free Trade Zone, from 12th Street and I-40 to Woodward Drive, following the Railroad and connecting with the Airport to create jobs in trucking and warehousing.

5.2.3.c New businesses. Support the Hispanic Cultural Center's idea to create a mixed-use arts incubator at the southeastern corner of Fourth Street and Avenida Cesar Chavez (which is just outside of the Plan area). Encourage spin-off businesses related to the Zoo, BioPark, Rail Yards, and National Hispanic Cultural Center, as well as art studios and galleries to locate on Fourth Street.

5.2.3.d Small business incentives. Use incentives such as interest subsidies to attract small retail businesses to locate in Barelás. Encourage owners and developers



to provide small, affordable spaces for local business owners/entrepreneurs.

5.2.e *Barelas Community Center programming improvements.* Continue to support adults and youth education programs at the center through staffing and program funding.

5.2.3.f *Facilitate and support small vendor and concession-stand types of businesses,* particularly around Tingley Park, the Rail Yards and the Zoo.

5.2.4 Community and Private Initiatives

5.2.4.a *Information for businesses.* (Albuquerque Hispano Chamber of Commerce). Make information about how to start a small business, mobile vending business, or concession stand easily available to the public.

5.2.4.b *Local business support.* (Albuquerque Hispano Chamber of Commerce). Establish a partnership with the South Valley Economic Development Center to develop local businesses. Also, develop a joint marketing program for Barelas businesses (for promotion aimed both at potential customers and potential new businesses).

5.2.4.c *Local shopping needs.* Survey residents to find out what types of businesses are most desired. (A grocery store and ice cream parlor

are two community suggestions). Actively recruit those businesses to Fourth Street and the Rail Yards.

5.2.4.d *Community capacity.* (Albuquerque Hispano Chamber of Commerce). Continue to offer training programs for local people. Expand these to include internship and apprenticeship programs for residents, and licensing classes in Spanish and English for the construction field. Create a building cooperative and arts/crafts cooperative for local workers. In addition, conduct an inventory of existing businesses to find out what their employee needs are in order to better create an appropriate workforce.

C. Plan Implementation

The Plan Implementation section of this document presents recommended zoning revisions and a consolidated list of the project recommendations for each of the plan components.

Regulations and development guidelines are described in the zoning section of the implementation plan. Zoning recommendations, including the justification for zone changes, adopted zoning amendments and guidelines for residential and commercial design are included in the Implementation section of the plan.

The implementation chart lists recommended actions or projects, delineates the City or other agencies responsible for carrying them out, and identifies potential funding sources.

Recommendations fall into one of the following categories: Capital Improvements Projects, Program Enhancements, or Community and Private Initiatives.

1. Adopted Zoning and Design Guidelines

Justification

Residential Zones

The Sector Development Plan bases its residential zones on five existing zones in the Zoning Code – R-1, R-T, R-G, R-2 and R-3, which represent varying housing types and densities from single family through apartments. Residential uses are also allowed in commercial areas, which are almost exclusively designated as mixed-use.

Since the adoption of the 1993 plan, residents have identified issues that can be addressed through modifications to the zoning established by the 1993 Sector Development Plan. Of primary concern are the lot size requirements of the residential zones, which set a minimum lot width of 36 to 40 feet per dwelling and a minimum lot size of 3,600 to of 4,800 square feet in family residential zones. The historic subdivision pattern of Barelas includes a large number of 25-foot lots, some of which are vacant. "Shotgun" style homes on 25-foot lots are part of the historic character of Barelas. The proposed changes in lot size and width are intended to allow this type of development to continue, subject to the health and safety requirements of current building codes.

Small lots could accommodate a shotgun house configuration on a single lot. Other communities



have addressed development on 25' lots, which are common in older neighborhoods. Examples from a design competition in Portland, Oregon shown in Figure 34 and 35, illustrate how narrow houses can fit on 25' lots. A smaller than typical setback that meets the requirements of the International Building Code allows for a reasonable building width, particularly where vehicular access is from an alley, and no driveway is required. Regulations typically limit the frontage dedicated to automobiles, either as a driveway or a garage. Using alley access wherever possible eliminates auto domination of the streetscape.

If two or more lots were developed at the same time, a developer could construct either zero lot line units, with the homes aligned along one property line and a side yard, or attached townhomes subject to the regulations of the R-T zone.

Neighborhood residents are interested in allowing accessory dwelling units, including units with kitchens, in single family residential zones. Allowing accessory dwellings on a lot with a single family home can provide on-site housing for a family member or provide a source of income that makes the home affordable to the owner.

There is also some interest in creating live-work opportunities, particularly for artists, in the residential neighborhood from Fourth to Second Street. These are currently allowed as a home occupation business, which seems to be the most suitable approach within predominantly residential areas to protect residential character over the long term.

Commercial Zones

The commercial zones in Barelas typically encourage a mix of uses at a scale appropriate to their locations within the neighborhood. Along the northeast edge of the neighborhood, commercial zones provide a transition from the intense office and commercial development of downtown, and along Fourth Street, commercial zoning supports the role of this corridor as the

commercial "main street" of the neighborhood.

The commercial zones in the Sector Development Plan are based on the O-1, RC and C-2 zones in the City Zoning Code. Zones tailored specifically to the neighborhood are mixed use zones that include residential uses as well as compatible office and retail uses.



25' VACANT LOTS BARELAS SECTOR DEVELOPMENT PLAN

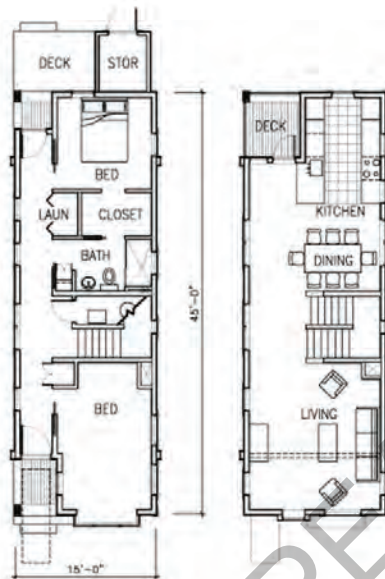
Figure 34. 25' Vacant Lots



Narrow 25 foot lots demand creative housing solutions. Below are two examples of housing designed specifically for 25 foot lots (Living Smart House Designs).



Vargas Plan. City of Portland



Higgins Plan. City of Portland

25' VACANT LOT INFILL SOLUTIONS

BARELAS SECTOR DEVELOPMENT PLAN

Figure 35. 25' Vacant Lot Infill Solutions

Industrial Zones

Two industrial zones in the Sector Development Plan are based on the C-2, C-3 and IP zones of the City Zoning Code. As with the commercial zones, industrial zones are mixed use, including community commercial uses and residential uses allowed based on the R-3 zone. These zones are applied in an area currently zoned C-3 adjacent to the downtown's warehouse district and in the Rail Yard property. The intent of the change in zone is to expand the uses possible on these properties and to provide for a transition between the residential areas on the east side of the neighborhood and heavy commercial/light industrial uses on the industrial properties.

Mixed use zoning supports the neighborhood's desire to provide high quality employment in the neighborhood, increase the neighborhood's residential population, and continue to provide for goods and services that meet the needs of neighborhood residents and businesses.

Adopted Zoning Amendments

The following section contains revised zoning language that updates the zoning contained in the 1993 Sector Development Plan. For all SU-2 zones, existing legal non-conforming uses or uses which become non-conforming upon adoption of this Plan are approved conditional uses. The zoning outlined herein corresponds to the Adopted Zoning Map, Figure 36. As defined in the Comprehensive City Zoning Code, the SU-2 Zone allows a mixture of uses controlled by a Sector Development Plan, which specifies new development and redevelopment that is appropriate to a given neighborhood when other zones are inadequate to address special needs. (Note: Additions and amendments to zoning from the 1993 Plan are written in *italics*).



THE PLAN

For all zones, the General Provisions of the City Zoning Code and all other provisions of the code that are common to all districts will apply. Of particular relevance to the nonconforming lots is §14-16-3-4, regulations for non-conforming lot size:

"D. Non-conforming Lot Size. A lot which has less area or width than required by the zone applied to the lot may be used without a variance as a separate lot occupied by a use permitted in that zone if:

1. The lot was legally created and placed on the records of the County, complying with any zoning and subdivision standards and procedures then applicable; and
2. The use and structure are permitted or are legally nonconforming, or if it is a new use or new construction, which is the use which most nearly meets lot area and width requirements."

SU-2/R-1

The SU-2/R-1 Zone corresponds to the R-1 Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone with the following exceptions:

- A. Conditional Uses. Uses permissive in the R-T Zone are added.
- B. Lot Size
 1. *For lots with vehicle access from the street or alley, minimum lot width shall be 25 feet per dwelling unit; minimum lot area is 2,500 square feet.*
- C. Setback
 1. There shall be a front yard setback of not less than 10 feet except setback for

a garage or carport shall be not less than 20 feet.

2. Side Yard Setback

- a. *For lots of 40 feet or greater in width, the side yard setback shall be as required in the R-1 zone.*
- b. *For lots of less than 40 feet in width,*

SU-2/R-T

The SU-2/R-T Zone corresponds to the R-T Zone

the side yard setback shall be not less than three feet or the setback required for adequate spacing between buildings as required by the International Building Code.

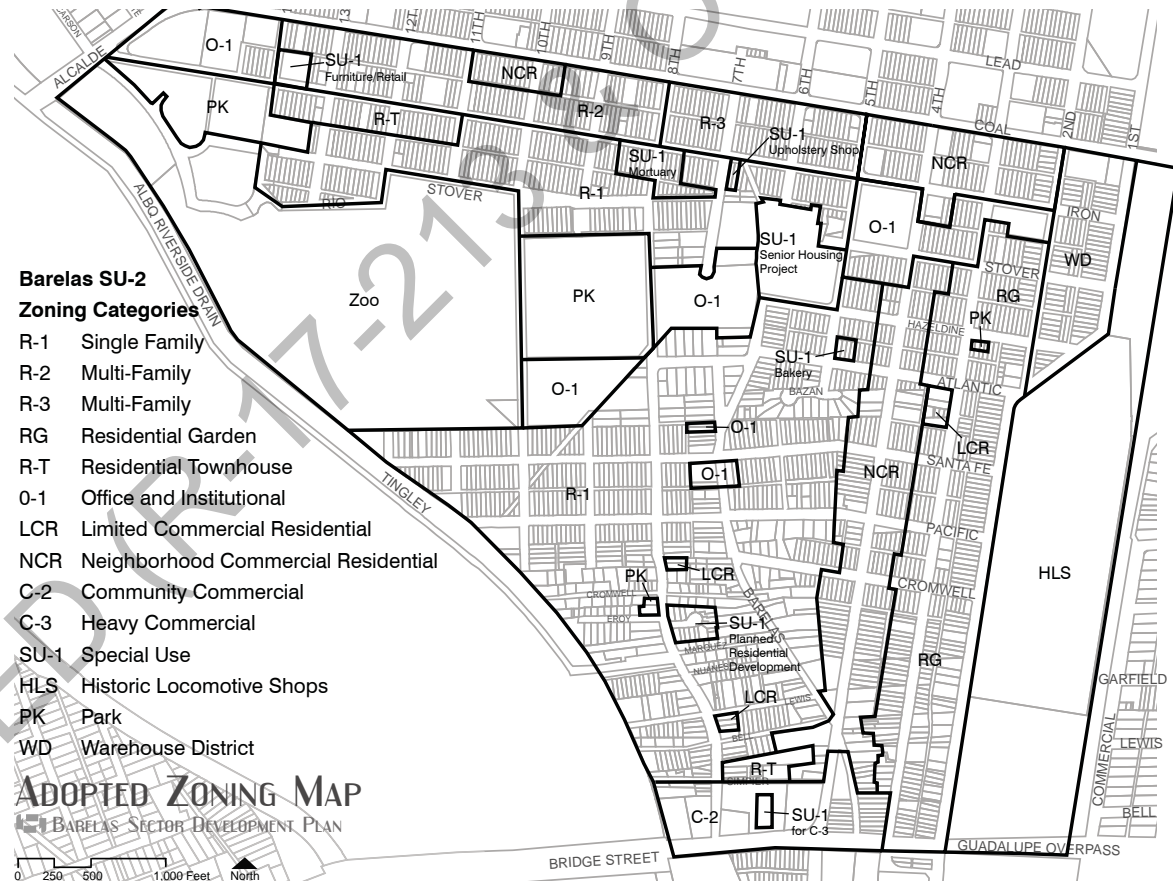


Figure 36. Adopted Zoning Map



in the City Zoning Code and is subject to the same regulations as that zone, with the following exceptions:

- A. Lot Size.
 - 1. *For a house with vehicle access from the street or alley, minimum lot width shall be 25 feet per dwelling unit; minimum lot area is 2,500 square feet.*
- B. Setback.
 - 1. There shall be a front yard setback of not less than 10 feet, except driveways shall not be less than 20 feet long.
 - 2. *For a house on a lot less than 36 feet in width, the side yard setback shall be not less than three feet or the setback required for adequate spacing between buildings as required by the International Building Code. The distance between buildings shall be as required by the International Building Code.*

SU-2/R-G

The SU-2/R-G zone corresponds to the R-G zone in the zoning code and is subject to the same regulations as that zone with the following exceptions:

- A. Lot Size
 - 1. *For a house with vehicle access from the street or alley, minimum lot area shall be 2,500 square feet per dwelling unit and minimum lot width shall be 25 feet.*
- B. Setback.
 - 1. There shall be a front yard setback of not less than 10 feet, except driveways shall not be less than 20 feet long.
 - 2. *For a house on a lot of less than 36 feet in*

width, the side yard setback shall be not less than three feet or the setback required for adequate spacing between buildings as required by the International Building Code. The distance between buildings shall be as required by the International Building Code.

SU-2/R-2

The SU-2/R-2 Zone corresponds to the R-2 Zone in the City Zoning Code and is subject to the same regulations as that zone with the following exceptions:

- A. Lot Size.
 - 1. Minimum lot area and width for lots developed only with houses and townhouses shall be as follows:
 - a) For lots with vehicle access from the street, minimum lot area and width shall be as provided in the R-T zone.
 - b) *For a house with vehicle access only to the rear yard from an alley, minimum lot width shall be 25 feet; minimum lot area shall be 2,500 square feet.*
- B. Setback.
 - 1. There shall be a front yard setback of not less than 10 feet, except driveways shall not be less than 20 feet long.
 - 2. *For a house on a lot of less than 36 feet in width, the side yard setback shall be not less than three feet or the setback required for adequate spacing between buildings as required by the International Building*

Code. The distance between buildings shall be as required by the International Building Code.

- C. Off-Street Parking. For new multi-family residential development not less than one space for units with one bath *and two spaces for units with 2 or 3 baths.* Off street parking shall be provided at the rear of the property, and alley access is encouraged when possible.
- D. Usable Open Space. For new construction usable open space shall be provided on-site in an amount equal to 200 square feet per one-bedroom dwelling unit, 250 square feet per two bedroom dwelling unit, 300 square feet per three bedroom dwelling unit or more.
- E. Site Plan Approval. Site development plan approval by the City Planning Director is required for all new multi-family residential developments less than 45,000 square feet prior to approval of a building permit. Any multi-family developments over 45,000 square feet will require review and approval by the Environmental Planning Commission.

SU-2/R-3

The SU-2/R-3 Zone corresponds to the R-3 Residential Zone in the Comprehensive City Zoning code and is subject to the same regulations as that with the following exceptions:

- A. Lot Size
 - 1. Minimum lot width for lots developed with multi-family units shall be 60 feet.
 - 2. *Minimum width for lots developed only with houses and townhouses shall be 25*



feet; minimum lot area for lots developed only with houses and town houses shall be 2,500 square feet.

- a) *For lots of 36 feet or greater in width, minimum lot area and width shall be as provided in the R-T zone.*
- b) *For lots of less than 36 feet in width, minimum lot width shall be 25 feet; minimum lot area shall be 2,500 square feet.*

B. Setback.

1. There shall be a front yard setback of not less than **10** feet, except driveways shall not be less than 20 feet long.
2. *For a house on a lot of less than 36 feet in width, the side yard setback shall be not less than three feet or the setback required for adequate spacing between buildings as required by the International Building Code. The distance between buildings shall be as required by the International Building Code.*

C. Density

1. For lot with a minimum lot dimension of less than 142 feet, a floor area ratio of **0.75** is the maximum permitted.
2. For lots with a minimum lot dimension of 142 feet or greater, a floor area ratio of **1.25** is the maximum permitted.

- D. Off Street Parking.** For new multi-family residential development not less than one space for units with one bath and *two spaces for units with 2 or 3 baths.* Off street parking shall be provided at the rear of the property, and alley access is encouraged when possible.

- E. Usable Open Space.** For new construction usable open space shall be provided on-site in an equal to **200** square feet per one-bedroom dwelling unit, **250** square feet per two bedroom dwelling unit, **300** square feet per three bedroom dwelling unit or more.

- F. Site Plan Approval.** Site development plan approval by the City Planning Director for all new multi-family residential developments less than 45,000 square feet prior to approval of a building permit. Any multi-family developments over 45,000 square feet will require review and approval by the Environmental Planning Commission.

SU-2/O-1

The SU-2/O-1 Zone corresponds to the O-1 Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone.

SU-2/LCR

The SU-2/LCR Zone corresponds to the RC (Residential/Commercial) Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone with the following exception:

- A. Permissive Uses:** Non-Residential uses listed as permissive are not limited by floor area.

SU-2/NCR

The SU-2/NCR Zone corresponds to the C-1 Neighborhood Commercial and R-2 Residential Zones in the Comprehensive City Zoning Code and is

subject to the same regulations as those zones with the following exceptions:

A. Permissive Uses

1. Copying and blueprinting are permitted.
2. Wholesaling of jewelry, furniture and other arts and crafts is permitted.

B. Conditional Uses

1. Uses permissive in the C-2 Zone except:
 - a) Retail sale of alcoholic drink for consumption off-premise is not a conditional use.
 - b) Outside storage is not a conditional use.

C. Height

1. Commercial structures shall not exceed 26 feet in height, except as provided in the C-1 zone.
2. The height of residential and mixed use structures that include residential uses above the first floor shall be regulated by the provisions of the R-2 zone.

D. Setback

- There shall be no front yard setback allowed for properties abutting Fourth Street, except when the setback area is needed to provide:
1. outside seating and/or pedestrian plaza space
 2. required clear sight triangles

SU-2/WD

The SU-2/WD Mixed Warehouse District Zone corresponds to the R-3 Residential Zone and C-3



Heavy Commercial Zone in the Comprehensive City Zoning Code with the following exceptions:

- A. Permissive Uses
 - 1. Uses permissive in the R-3 Residential Zone.
 - 2. Uses permissive in the C-3 Heavy Commercial Zone
- B. Conditional Uses
 - 1. Uses conditional in the C-2 Zone and R-3 Zone are conditional in this zone.
- C. Prohibited Uses
 - 1. Automobile dismantling yard.
 - 2. Construction contractor's equipment storage or contractor's plant.
 - 3. Feed or fuel storage or sales.
 - 4. Vehicle storage outdoors as a principal use.
 - 5. Emergency shelter.
- D. Height

Structure height up to 36 feet is permitted at any legal location. Maximum building height for any structure is 52 feet. The height and width of any structure over 36 feet shall fall within 45-degree angle planes drawn from the horizontal at the mean grade along each internal boundary of the premises and each adjacent public right-of-way centerline. To protect solar access, a structure over 36 feet in the northern boundary of these 45-degree planes, but may be sited in any other direction within planes drawn at a 60-degree angle from the same boundaries or centerline.

Exceptions to the above are provided in Section 14-16-3-3 and Section 14-16-3-5 of this Zoning Code. Notwithstanding any of the above regulations, structures shall not exceed 26 feet in height within 75 feet of a lot zoned specifically for houses.

- E. Lot Size

No requirements.
- F. Setback
 - 1. No front or corner side yard setback is required.
 - 2. There shall be a setback of 11 feet from the junction of a driveway or alley and a public sidewalk location.
 - 3. No side yard setback is required, except that a 5-foot side yard or rear yard setback shall be required where a site abuts any of the following addresses in residential use as of the adoption of this plan, so long as the residential use remains: 709 and 713 First Street SW, 704 2nd Street SW.
 - 4. Notwithstanding any of the above regulations, the clear sight triangle shall not be infringed upon at street intersections.
- G. Off-Street Parking
 - 1. Off-street parking spaces shall be provided according to half of the requirement for each use in listed in listed Section 14-16-3-1 of the Zoning Code.
 - 2. No reductions are allowed.
- H. Usable Open Space
 - 1. Usable open space shall be provided on-site in an amount equal to 200 square feet for each efficiency or one-

bedroom dwelling unit, 250 square feet for each two-bedroom dwelling unit, and 300 square feet for each dwelling unit containing three or more bedrooms.

- 2. Where an aggregate of two or more dwelling units is constructed on any given lot, the development shall include landscaping of the ground-level usable open space, planted and maintained according to a landscaping plan approved by the Zoning Enforcement Officer.

SU-2/HLS Historic Locomotive Shops Zone

The SU-2/HLS Zone provides suitable sites for a mix commercial, residential and light industrial uses on the historic locomotive shops site. The zone provides for flexibility of land use and design within the property and for compatible orientation to the neighborhood and buffering between the locomotive shops complex and residential areas.

- A. Permissive Uses
 - 1. Uses permissive in the R-3 zone.
 - 2. Uses permissive in the C-2 zone.
 - 3. Uses permissive in the IP zone with the following exception:
 - Air separation plant is not permitted.
 - 4. Iron or steel foundry or fabrication plant, forging, rolling or heavyweight casting, as regulated by the Master Development Plan and provided that such use is buffered from abutting residential zones or residential uses, as approved in the Master Development Plan.



5. Railroad repair shop
6. Signs as regulated in the IP Zone, or as further restricted in the Master Development Plan.

B. Conditional Uses.

1. Uses conditional in the C-2 Zone.
2. Uses conditional in the R-3 Zone.
3. The location of conditional uses and their relationship to the other uses on the site must be shown on the Master Development Plan.

C. Prohibited Uses.

1. Emergency shelter is not allowed.
2. Retail sale of alcoholic beverages for consumption off-premise is not allowed.
3. Off-premise signs are not allowed.
4. The sale of gasoline and liquefied petroleum gas is not allowed.
5. Adult amusement establishment and adult store are not allowed.
6. Cold storage plant is not allowed.
7. Pawnshop is not allowed.

D. Height.

Same as O-1 of the City Zoning Code, except height up to 67 feet (five stories) is allowed a minimum distance of 100 feet from any single-family residential zone.

E. Lot size.

No requirement. See section J for Master Development Plan approval requirement for the entire site.

F. Setbacks.

Setback along Second Street is a minimum of 10 feet.



G. Off-Street Parking

1. Parking should be screened by buildings where possible and not front on streets. Parking that is adjacent to the street because of the configuration of existing buildings must be screened by landscaping or a solid wall or fence 3 feet in height.
2. Due to the size of the existing historic buildings, new uses will require more parking than can be physically accommodated on the site. A minimum of one thousand (1,000) spaces shall be provided on the site for off-street parking at full build-out of the entire site subject to the Master Development Plan (MDP).
3. Improved surface and/or structured parking spaces may be provided incrementally.
 - a. Upon application for a Site Development Plan for Building Permit, the applicant shall demonstrate that spaces

provided will be adequate for the new use(s) and shall be provided as required by the Development Review Board (DRB). Information provided to the DRB shall detail uses, parking amount, layout and the potential for shared parking agreements and any other relevant data.

b. Interim parking lot trees, buffer landscaping and pedestrian walkways may be required as deemed necessary by the DRB.

c. Permanent parking lot trees, buffer landscaping and pedestrian walkways may be phased as deemed necessary by the DRB.

d. Surface parking may be supplemented with pedestrian, bicycle and transit access.

e. Cross parking and cross access agreements between individual

parcels shall be provided as determined by the DRB to ensure adequate access and parking for all parcels and the entire site subject to the Master Development Plan.

H. Landscaping.

The intent of landscaping of the locomotive shops site is to provide a visually attractive edge and streetscape between it and the neighborhood and provide an attractive environment within the property, including color and shade. In the early stages of development, priority shall be placed on the development of a pleasing streetscape along abutting streets.

1. Landscaping shall meet the requirements of the City Zoning Code at full build-out per the Master Development Plan for the entire site.
2. Upon application for a Site Development Plan for Building Permit, the applicant shall demonstrate how the proposed landscaping for the subject parcel(s) implements and/or furthers the Master Development Plan's Landscape Master Plan. Additional landscaping, including trees, to buffer parking and/or pedestrian areas, may be required as deemed necessary by the DRB to implement/further the Master Development Plan's Landscape Master Plan and the intent of the Zoning Code.
3. Perimeter landscaping should be consistent with the character of the adjacent neighborhood, with an emphasis on drought tolerant plants to minimize water consumption.
4. A public gathering area shall be designed into commercial uses on the site. These might include porticos along commercial storefronts or an open plaza with seating and/or outdoor dining. Shade should be provided by landscaping or shade structures.

I. Orientation.

1. New residential and commercial development along First Street or Second Street shall orient entrances to the street.
2. Buildings along the street frontage shall include entries and windows open to the street.
3. Where possible, public access to the property shall be provided, and the use of existing buildings for uses accessible to the public is encouraged.
4. The entrance to the locomotive shops property should open to the neighborhood and provide access to public areas of the property.
5. Where buildings orient to First or Second Street, development should be open to the street.

J. Master Development Plan.

1. Master Plan review by the Rail Yards Advisory Board and Environmental Planning Commission and approval by the City Council is required for the entire site before a building permit is issued for any portion of the site. Exceptions include a museum project and a City-sponsored housing project, both of which may receive approvals and building permits prior to the adoption of a Master Plan, subject to an agreement with the City that has been reviewed by the Rail Yards Advisory Board and approved by the Council being in place.
2. The Master Development Plan (MDP) must include appropriate strategies for buffering and transitions between non-residential uses on the site and the surrounding residential neighborhoods that incorporate and address the required design

standards listed in previous sections of the SU-2/HLS zone.

3. Development Approval Process: Specific projects at the Rail Yards property are required to complete a Site Development Plan for Building Permit, as defined by the Comprehensive City Zoning Code. The Site Development Plan for Building Permit shall include a Site Development Plan, landscape plan, grading and drainage plan, utility plan and building elevations.

Approval of the site development plan for building permit will occur through a public hearing process before the Development Review Board (DRB). The public hearing process requires notification to the affected neighborhood associations, including Barelás and South Broadway and any other impacted neighborhood as determined through the Office of Neighborhood Coordination. In order for the Site Plan for Building Permit to be approved, the applicant must demonstrate that the project and proposed use are consistent with the goals, policies, and the design standards contained in the MDP. A pre-application review meeting and/or design review meeting with the Urban Design and Development Division of the Planning Department is required to ensure a smooth site development plan approval process.

As part of the DRB approval process, the review of Site Plans for Building Permit shall include review and comment by a City Landmarks and Urban Conservation Commission (LUCC) planner and a Metropolitan



Redevelopment planner for consideration by the DRB. The intent is to ensure proposed projects at the Rail Yards property comply with and are consistent with the MDP and any additional requirements due to the historic designation of the property.

4. Amendments and Deviations to the Master Development Plan:

a. Deviations to Dimensional Standards: Deviations to the SU-2/HLS Zone, the Master Plan and to the Site Development Plans for Subdivision: The MDP is intended to provide the framework for development of the Rail Yards over time. However, it is recognized that conditions may require a deviation to the MDP.

A deviation to the MDP is defined as any departure from the dimensional standards in the Development Regulations section of the MDP. Deviations shall require review and approval by the Planning Director (or his/her designee) and be in accordance with the intent of the MDP. Deviations from the MDP will be presented at the pre-application meeting.

Approvals of deviations from the MDP by the Planning Director (or his/her designee) shall accompany the Site Development Plan for Building Permit application to DRB.

The Planning Director, or her/his designee, may approve deviations from dimensional standards regulating structure height, setbacks, landscaping

and floor area ratio that are less than or equal to 10%. Any deviation greater than 10% and up to 25% from dimensional standards regulating structure height, setbacks, landscaping and floor area ratio shall be reviewed for approval by the EPC.

Deviations over 25% to these dimensional standards are not allowed, however nothing herein shall preclude an applicant's right to seek a variance or formally amend the Sector Plan or Master Development Plan.

The Planning Director, or her/his designee, may approve deviations from the required number of off-street parking spaces and from dimensional standards regulating signs and that are less than or equal to 25%. Any deviation greater than 25% and up to 50% from the required number of off-street parking spaces and from dimensional standards regulating signs shall be reviewed for approval by the EPC. Deviations over 50% to these standards are not allowed, however nothing herein shall preclude an applicant's right to seek a variance or formally amend the Sector Plan or Master Development Plan.

b. Amendments to the Site Development Plan for Subdivision and Site Development Plans for Building Permit: The Planning Director or her/his designee may review and approve amendments to approved site development plans for subdivision and/or building permit as follows:

i. Administrative Amendments per the SU-1 zone (§14-16-2-22).

ii. Site Development Plans: As determined by the Planning Director, the Development Review Board (DRB) may approve changes to DRB-approved site development plans that go beyond an Administrative Amendment and/or that require technical review.

iii. Major Amendments: the Planning Director may refer site development plan amendments to the Environmental Planning Commission (EPC) for review at a public hearing if there are known aggrieved parties and/or if the proposed changes may adversely affect the site, the adjacent properties, and/or the community.

c. Amendments to the Master Development Plan: The MDP is intended to provide the framework for development of the Rail Yards over time. However, it is recognized that conditions may require an amendment to the MDP.

An amendment to the MDP is defined as any change to the Goals and Policies section or the Development Regulations section of the adopted MDP. Proposed amendments to the Development Regulations, including but not limited to the Approved Uses by Parcel, shall require submittal to the EPC. Proposed amendments to the Goals and Policies shall require review and recommendation of the Rail Yards Advisory Board prior to the submittal to the EPC.



K. Interim Uses

1. Building permits may be issued for repairs and/or improvements that are needed so that interim or long-term uses that are allowed by existing zoning and are consistent with the direction of the Master Plan, as determined by both the City and selected Master Developer, can be established on the site.
2. INTERIM USES: Building permits for work to be completed in order to establish interim uses may only be issued after the Mayor and City Council have approved a formal plan, which shall be submitted to the Council via Resolution, that includes, at a minimum, the following information:
 - i. The specific site improvements to be completed;
 - ii. The cost of improvements and funding source(s) to be used to make improvements;
 - iii. Expected operating or other recurring costs;
 - iv. The type(s) of interim use(s);
 - v. The general logistics of operating the facility that houses the interim use(s), including, but not limited to, the permitting process for use of the facility, hours of operation, access to the facility and the provision of on-site parking, and security;
 - vi. A marketing plan that describes the expected demand for use of the facility and

anticipated number of annual events;

vii. A description of the public benefits of the interim use activities; and

viii. The process that will be used to notify affected neighborhood associations and immediate neighbors of events that may generate impacts, such as traffic and noise, and how those impacts will be mitigated.

The Council may choose to seek the input of the Rail Yards Advisory Board prior to acting on any proposal submitted for the development of interim uses.

3. OTHER USES: Other projects that would establish long-term or permanent uses on the site may receive approvals and building permits prior to the adoption of a Master Plan, subject to an agreement with the City that has been reviewed by the Rail Yards Advisory Board and approved by the Council and Mayor being in place.



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Design Guidelines for Single Family Residential Development

In 1999, the Design and Planning Assistance Center at the University of New Mexico prepared design guidelines for infill housing appropriate to the Barelas, San Jose, and South Broadway neighborhoods. The design concepts contained in this document provide excellent guidance for new and renovated residential structures. Key guidelines are included in Appendix F. Briefly, features that shall be considered are as follows:

1. **Appropriate Roof Pitch** The predominant rooflines in Barelas are pitched roofs with approximately a 6:12 or greater ratio of rise to span. Some homes have flat roofs in keeping with modern or other revival styles that can be found in Barelas.
2. **Facades with Character.** Facades are characterized by variety in details that reflect the neighborhood's historic styles. These details include porches, recessed windows, colors and staggered facades that create a visually interesting and attractive streetscape.
3. **Usable Front Porches.** Usable front porches with doors visible from the street provide a comfortable transition from the public space of the street and front yard to the private space of the house. The visibility of the street from the house and of the front door from the street enhances security.
4. **Landscaped Front Yards** Landscape front yards with appropriate drought tolerant plants that include trees, shrubs, ground cover and accent planting.
5. **Front Fences** A number of homes in Barelas have open front yards that create a visually interesting streetscape and provide security through visibility of the home from the street and from the street to the front of the house. When front fences exist, they are typically three to four feet in height and are "see through". Wrought iron, chain link with masonry, wood or metal piers and rails are typical. Solid block walls are discouraged in the front yard setback area.
6. **Compatible Scale.** Existing houses in Barelas are predominantly one story or two story where the second story is set within the roof pitch. New houses should be compatible in scale to the surrounding homes. Two-story and attached units may be integrated with existing homes through roof line, second story setbacks, front porches and window details.
7. **Site Layout and Landscaping.** Sites should be designed to provide adequate outdoor space and accommodate parking on the side or rear of the property.
8. **Site Innovation.** When new homes are built on adjoining lots, zero lot line development or attached units may be built to accommodate housing on narrow lots.
9. **Off-street Parking.** Parking should be provided beside or behind the house, taking advantage of alley access where available. Development on lots of less than 40 feet in width shall provide all vehicular access from an alley where available.
10. **Fencing and Outdoor Storage.** Side and backyard fencing should screen any outdoor

storage. A storage shed or oversized garage in keeping with the design and materials of the main house are preferred for storing items.

The Design Guidelines also contain a variety of recommendations for house designs and construction techniques that would be implemented through mechanisms other than zoning.



Design Guidelines for Areas with Historic Significance

Two districts within the Barelás Sector Plan area are identified as having historic significance sufficient to warrant a historic district.

Fourth Street. The Barelás South Fourth Street Historic District is listed on the National Register of Historic Places and the New Mexico State Register of Historic Places. Key features of the historic properties include scale, orientation to Fourth Street, and a combination of architectural styles that reflect the pre-railroad, railroad and highway eras of the road. Over time, buildings have been remodeled or altered, but the pedestrian scale remains. The Sector Development Plan recommended that the City develop pamphlets that explain the historic significance of Barelás. The community in collaboration with the City could develop voluntary design guidelines or use those contained in the Barelás Neighborhood Commercial Area Revitalization Plan, the MRA Plan for Barelás (See Appendix E).

Hazeldine. The area along Hazeldine Avenue from First to Sixth Street, which has a high concentration of representative residential architecture dating from 1895 to 1910, has the potential for National Register

nomination. Residents have expressed concern about the impact of historic guidelines and a formal approval process for façade renovations, such as window replacements, on housing affordability. The recommended approach to maintaining the historic character of this area as well as all residential areas of Barelás is to develop informational materials that educate homeowners about historic character and appropriate renovation and maintenance consistent with the residential design guidelines. An example of such guidelines is the University Neighborhoods History Handbook published in 1986. New residential development in Barelás should follow the guidelines in Appendix F.



2. Plan Implementation Chart

Abbreviations and Acronyms used in the following table:

APD = Albuquerque Police Department
 Barelas CDC = Barelas Community Development Corporation
 BNA = Barelas Neighborhood Association
 COA = City of Albuquerque
 DMD = Department of Municipal Development
 Fire = Albuquerque Fire Department
 MR = Metropolitan Redevelopment
 MRA = Metropolitan Redevelopment Agency

MR-COG = Mid Region Council of Governments
 NHCC = National Hispanic Cultural Center
 SBA = Small Business Administration (federal)
 SHPO = State Historic Preservation office
 UDAG = Urban Development Action Grant
 USBC = United South Broadway Corporation

Priority Projects

Through the public involvement process, the Barelas Steering Committee identified the following as the Priority Projects to receive Capital Improvement funds from among those receiving the most votes during a public meeting in December 2005:

Element	ID	Action	Lead Agency	Cost Estimate
Home Ownership and Affordability	2.2.2.a	Acquire land to create a community land trust to provide affordable housing over time.	Family & Community Services (COA)	\$256,000
Transportation	3.2.1.a	Implement traffic calming for 2nd, 3rd and 8th Street between Coal and Bridge; Marquez Lane Between Tingley Drive and 8th Street; 10th between Coal and Stover; and the intersection of 5th and Iorn. Make appropriate traffic calming improvements. Coordination with City Council Services required.	DMD/Traffic Analyses (COA)	\$335,000 for 2nd & 3rd Streets two way conversion
Transportation	3.2.1.b	Extend narrow gauge rail from Zoo to NHCC, with possible extension to Rail Yards.	DMD (COA); Rio Grande Zoo	\$1.8 million
Transportation	3.4.1.a	Develop pedestrian-activated crosswalks at 8th St between Atlantic and Stover Aves. and across 4th St. at Stover Ave. Coordination with City Council Services required.	DMD (COA)	\$60,000
Public Safety, Social Services, Community Facilities	4.2.2.a	Add street lighting in Barelas' residential areas, in the Bosque, and around vacant lots and alleyways where none currently exist. Match lighting near the Bosque to the historical-style lighting along Tingley Beach.	DMD (COA)	\$333,000
Infrastructure	N/A	Upgrade drainage facilities to prevent flooding in the Barelas Neighborhood	DMD (COA)	\$9,704,000
Transportation		Streetscape improvements along 8th Street. Coordination with City Council Services required.	DMD (COA)	\$111,000
Public Safety, Social Services, Community Facilities	4.6.1.c	Develop a plaza/community gathering space in the area of Barelas Community Center or near Sacred Heart Church. Implement proposals to develop plaza/parking lot at the City building at 700 4th Street SW. The design will enable the parking lot to function as a parking lot but be closed off and function as a plaza for public events.	DMD (COA)	\$600,000
Transportation - Pedestrian Circulation	3.4.1.e	Verify completion of all sidewalk improvements called for in the 1993 Barelas Sector Plan. Install sidewalks where none exist, particularly along 2nd Street and portions of Barelas Rd., Santa Fe Ave., and Cromwell Ave. Survey and improve existing sidewalks that do not meet ADA standards.	DMD (COA)	\$300,000
Community Facilities	4.6.1.b	Install seating and shade structures south of Tingley Beach, in the area bordering the Bosque.	Parks & Recreation (COA)	\$60,000



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Projects and Programs

Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Land Use and Zoning	1.2.1.b	LUZ1, LUZ3	Guidelines	Adopt voluntary historic preservation design guidelines, disseminate information, and provide guidance for rehabilitation of buildings with sensitivity to historic character. (See Appendices E and F.)	Advance Planning (COA)	Private Owners	SHPO, CIP
Land Use and Zoning	1.2.2.a	LUZ6, LUZ7	Program Enhancement	Complete MR Plan update and/or Sector Plan for South Baretas to the City limits, to be compatible with the Baretas Sector Plan and involve Baretas stakeholders.	MRA/Planning (COA)	City Council Services	CIP
Land Use and Zoning	1.2.2.b	LUZ1	Program Enhancement	Apply for City Landmark status for the Baretas Community Center.	Family & Community Services (COA)	SHPO Advanced Planning (COA)	N/A
Land Use and Zoning	1.2.2.c	LUZ1	Program Enhancement	Apply for City Landmark status for the Railroad repair shops.	Advance Planning (COA)	SHPO	N/A
Land Use and Zoning	1.2.2.d	LUZ1	Program Enhancement	Create a grant or loan program to assist residents and business owners in code compliance and historic rehabilitation.	Family & Community Services (COA)	MRA/Planning (COA)	El Encanto / UDAG Fund; CDBG
Land Use and Zoning	1.2.2.e	LUZ1	Program Enhancement	Create and disseminate a guide for property owners describing the historic neighborhoods in Central Albuquerque and how to rehabilitate buildings with sensitivity to historic character.	Advance Planning (COA)	SHPO	SHPO; City Council; Urban Enhancement Trust Fund
Land Use and Zoning	1.2.2.f	LUZ1	Program Enhancement	Designate historic buildings with consultation of owners. (See Appendix A.)	Planning (COA)	Property Owners	N/A
Land Use and Zoning	1.2.2.g	LUZ1	Program Enhancement	Actively promote historic preservation tax incentives and assistance available to local residents.	Planning (COA)	BNA / State	State Legislative
Land Use and Zoning	1.2.2.h	LUZ5	Program Enhancement	Place vacant City-owned lots into the community land trust and open them to improvements by private (for-profit and non-profit) developers.	Family & Community Services (COA)	MRA/Planning (COA), City Council Services	Metropolitan
Land Use and Zoning	1.2.3.a	LUZ1	Community and Private Initiative	Add historic markers to entrances of Baretas. Install signage along Fourth Street to identify the route as being Historic Highway 85.	Community Organizations; Baretas CDC	BNA	SHPO, CIP



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Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Land Use and Zoning	1.2.3.b	LUZ1	Community and Private Initiative	Establish a community-based code compliance group, "enforcement with a heart," to identify non-conforming properties and assist owners in getting buildings up to code.	BNA	Code Enforcement (COA) / Office of Neighborhood Coordination (COA)	N/A
Land Use and Zoning	1.2.3.c (see also 2.2.3.a)	LUZ5	Community and Private Initiative	Create a citizen volunteer group and join the Albuquerque Clean Team to clean and maintain vacant lots.	BNA; Barelaz CDC	Solid Waste Management (COA)	Keep Albuquerque Beautiful
Land Use and Zoning	1.2.3.d	LUZ5	Community and Private Initiative	Identify lots as community garden sites. Work with community-based groups to develop gardens that improve the appearance and productive use of alleys without obstructing vehicular access.	Community organizations; Residents	Alley Gardens Org.,	
Home Ownership and Affordability	2.2.1.a	H1	Capital Improvements Project	PRIORITY PROJECT: Acquire land to create a community land trust to provide affordable housing over time.	Family & Community Services (COA)	Barelaz CDC City Council Services	CIP; Workforce Housing Trust Fund (COA)
Home Ownership and Affordability	2.2.2.a	H1	Program Enhancement	Use public resources to provide financial and tax incentives for developers to create affordable housing options in Barelaz and to help subsidize homeownership by qualified low-income residents. (See Appendix D.)	Family & Community Services (COA)		El Encanto / UDAG Fund; MRA Programs; Workforce Housing Trust Fund (COA); NM-MFA tax credits; GAP funding
Home Ownership and Affordability	2.2.2.b	H2	Program Enhancement	Promote programs that assist first time homebuyers through financial assistance and tax credits.	Family & Community Services (COA)	USBC	NM-MFA
Home Ownership and Affordability	2.2.2.c	H2	Program Enhancement	Promote programs that provide homeowner and homebuyer education on financial assistance and historic rehabilitation.	Barelaz CDC	USBC	HUD, CDBG
Home Ownership and Affordability	2.2.2.d	H1, H3	Program Enhancement	In extreme situations of property neglect, condemn properties and turn over to develop affordable housing units.	Code Enforcement (COA)	APD, Fire	General Fund, Metropolitan



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Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Home Ownership and Affordability	2.2.2.e	H3	Program Enhancement	Maintain clean streets through regular street cleaning, particularly around the Rail Yards.	Solid Waste Management Department (COA)	BNA	General Fund
Home Ownership and Affordability	2.2.2.f	H5	Program Enhancement	Ensure sufficient electrical supply from 5th St. to Rail Yards to support future redevelopment.	PNM		
Home Ownership and Affordability	2.2.3.a (see also 1.2.3.c)	H3	Community and Private Initiative	Join the Albuquerque Clean Team to host neighborhood clean-up days in collaboration with the City.	BNA; Barelás CDC	Solid Waste Management Department (COA)	Keep Albuquerque Beautiful
Transportation	3.2.1.a	T1, T2	Capital Improvements Project	PRIORITY PROJECT: Conduct traffic calming study for 2nd, 3rd and 8th St. between Coal and Bridge; 10th between Coal and Stover; and the intersection of 5th and Iron. Make appropriate traffic calming improvements.	City Council Services	DMD, BNA	CIP
Transportation	3.2.1.b	T2, T3	Capital Improvements Project	PRIORITY PROJECT: Extend narrow gauge rail from Zoo to NHCC, with possible extension to Rail Yards.	Rio Grande Zoo	NHCC; DMD (COA)	CIP; State Legislative
Transportation	3.2.1.c	T2	Capital Improvements Project	Re-evaluate potential neighborhood and/or traffic benefits of connecting Tingley Dr. between Marquez and Avenida Cesar Chavez.	DMD (COA)	BNA, City Council Services	CIP
Transportation	3.2.2.a	T2	Program Enhancement	Improve signage to direct Zoo visitors along specified routes that minimize traffic on residential streets.	DMD (COA)	Rio Grande Zoo	General Fund
Transportation	3.2.2.b	T2	Program Enhancement	Create signage to direct traffic from Bridge to use Fourth St. to access downtown.	DMD (COA)	Barelás CDC	General Fund
Transportation	3.2.2.c	T3	Program Enhancement	Support transit or trolley system to link the Zoo, NHCC, Rail Yards and 4th St. to other Downtown "String of Pearls" amenities.	ABQ Ride (COA)	State Dept. of Cultural Affairs	General Fund; TEA-21; State Legislative
Transportation	3.2.2.d	T3	Program Enhancement	Evaluate bus schedules and service through Barelás; conduct community survey to access needs.	ABQ Ride (COA)	BNA; NHCC	General Fund/Transit Operating Fund



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Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Transportation	3.4.1.a	T4	Capital Improvements Project	PRIORITY PROJECT: Develop pedestrian-activated crosswalks at 8th St between Atlantic and Stover Aves. and across 4th St. at Stover Ave.	DMD (COA)	City Council Services	CIP
Transportation	3.4.1.b	T4	Program Enhancement	Improve existing crosswalks at 4th St/ Cesar Chavez; 8th St/Bridge Blvd; and 8th St/Atlantic Ave. by demarcating crosswalks with paint or other texture/materials and extending the signalized crossing time.	DMD (COA)		CIP
Transportation	3.4.1.c	T5	Capital Improvements Project	Develop a pedestrian footbridge over the Riverside Drain at 10th St. and/or Santa Fe Ave.	Open Space (COA)		CIP
Transportation	3.4.1.d	T5	Capital Improvements Project	Develop trails in the Bosque, adjacent to Barel as, as proposed in the Bosque Action Plan.	Open Space (COA)	BNA	CIP
Transportation	3.4.1.e	T6	Capital Improvements Project	Verify completion of all sidewalk improvements called for in the 1993 Barel as Sector Plan. Install sidewalks where none exist, particularly along 2nd St., and portions of Barel as Rd, Santa Fe Ave, and Cromwell Ave. Survey and improve existing sidewalks that do not meet ADA standards.	DMD (COA)		CIP
Transportation	3.4.1.f	T7	Capital Improvements Project	Designate 8th St. for a bike lane and build. Add bike lanes on 2nd and 3rd St., as proposed by the Long Range Bikeways System Map.	DMD (COA)	MR-COG; Parks & Recreation (COA)	CIP
Transportation	3.4.1.g	T7	Capital Improvements Project	Designate Atlantic Ave. as a bike route from 2nd to 10th St to provide access to the Zoo.	Parks & Recreation (COA)	DMD; MR-COG	CIP
Transportation	3.6.1.a	T8	Program Enhancement	Create a well-advertised Park-and-Ride program to service the Zoo and the NHCC for special events.	Rio Grande Zoo; NHCC	ABQ Ride	General Fund/Transit Operating Fund
Transportation	3.6.1.b	T8	Capital Improvements Project	Construct proposed BioPark parking garage.	BioPark; Rio Grande Zoo	DMD, City Council Services	CIP Bio Park Society



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Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Transportation	3.6.1.d	T8	Community Initiative	At neighborhood request, issue parking permits to residents if parking overflow continues to be a problem.	BNA	Traffic Analysis (COA)	
Transportation	3.6.1.e	T10	Program Enhancement	Paint curbs to indicate "no parking" zones at intersections.	DMD (COA)		General Fund
Transportation	3.6.2.a	T8	Community and Private Initiative	Build NHCC's proposed parking structure and line it with street-level retail businesses to make it more integrated and attractive to the neighborhood.	NHCC	BNA	State Dept. of Cultural Affairs
Public Safety, Social Services, Community Facilities	4.2.1.a (see also 4.2.4.c)	P2	Regulation	Prohibit increase in the number or expansion of homeless shelter services in Baretas. Support the development of off-street waiting areas for clients.	City Council (COA)	Social Service Agencies	N/A
Public Safety, Social Services, Community Facilities	4.2.1.b	P1	Regulation	Require tenant-check training for landlords of nuisance properties.	City Council (COA)	Family & Community Services (COA)	General Fund, Trainees
Public Safety, Social Services, Community Facilities	4.2.2.a	P1	Capital Improvements Project	PRIORITY PROJECT: Add street lighting in Baretas' residential areas, in the Bosque, and around vacant lots and alleyways where none currently exist. Match lighting near the Bosque to the historical-style lighting along Tingley Beach.	DMD (COA)	PNM	CIP; General Fund
Public Safety, Social Services, Community Facilities	4.2.3.a	P1	Program Enhancement	Increase police patrols in Baretas and make them more visible; create a community policing program with officers on foot, bike, or horse; focus especially on 2nd and 3rd Sts (corner of 3rd and Iron), and near parks and the Diamond-Shamrock convenience store.	APD		General Fund
Public Safety, Social Services, Community Facilities	4.2.3.b (see also 4.2.4.c)	P1, P2	Program Enhancement	Institute quarterly meetings of APD, social service agencies, and the community to improve security around the shelters.	APD; Family & Community Services (COA)	Albuquerque Rescue Mission (ARM); Good Shepherd Refuge; The Bunk House; BNA	



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Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Public Safety, Social Services, Community Facilities	4.2.3.c	P1	Program Enhancement	Provide Barelás residents with the APD Resource Guide once completed.	Albuquerque Police Department (APD)	BNA, Barelás Community Center, BCDC	
Public Safety, Social Services, Community Facilities	4.2.3.d (see also 4.2.4.d)	P1	Program Enhancement	Expand and improve gang intervention and prevention programs in Barelás, providing some in coordination with the Barelás Community Center.	Family & Community Services (COA)	BNA, Existing Juvenile Justice Programs	General Fund, Existing Juvenile Justice Programs
Public Safety, Social Services, Community Facilities	4.2.3.e	P1	Program Enhancement	Introduce existing federal Weed and Seed program into Barelás for crime prevention.	Family & Community Services (COA)		Weed and Seed (US Department of Justice)
Public Safety, Social Services, Community Facilities	4.2.3.f	P1	Program Enhancement	Improve street light maintenance throughout the Plan area.	PNM	BNA	
Public Safety, Social Services, Community Facilities	4.2.3.g	P1	Program Enhancement	Clear undergrowth along the River, especially near the Cesar Chavez Bridge to prevent vagrant congregation there.	Open Space Division (COA)	Rio Grande Conservancy District	General Fund
Public Safety, Social Services, Community Facilities	4.2.4.a (see also 4.2.3.b)	P2	Community and Private Initiative	Establish quarterly meetings of APD, social service agencies, and the community to improve security around the shelters.	Albuquerque Rescue Mission (ARM); Good Shepherd Refuge; The Bunk House; BNA	APD	
Public Safety, Social Services, Community Facilities	4.2.4.b (see also 4.2.1.a)	P2	Community and Private Initiative	Open enclosed courtyard area to allow entrance to clients waiting for services to open. Prohibit clients from waiting on the streets. Require clients to wait inside ARM for shuttle to the Opportunity Center.	Albuquerque Rescue Mission		
Public Safety, Social Services, Community Facilities	4.2.4.c (see also 4.2.3.d)	P1	Community and Private Initiative	Support anti-drug and anti-gang programs at local schools and help make these more visible in the neighborhood. Seek funding from the Albuquerque Partnership to implement creative, small-scale programs at the neighborhood level.	BNA; Individual community members and groups		



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Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Public Safety, Social Services, Community Facilities	4.2.4.d	P1	Community and Private Initiative	Reactivate the Crime Watch Program.	BNA; Individual community members and groups	APD; Local businesses	
Public Safety, Social Services, Community Facilities	4.4.1.a	P3	Program Enhancement	Expand services offered at the Barelás Community Center to a Multi-Service Community Center with more social services for low-income residents and more rotating services.	Family and Community Services (COA)		General Fund
Public Safety, Social Services, Community Facilities	4.4.1.b	P3	Program Enhancement	Develop and distribute a booklet of existing services and community and cultural resources in Barelás. Hold quarterly meetings at the Barelás Community Center with local service providers and programs.	Barelás Community Center	All local service providers, BNA	General Fund
Public Safety, Social Services, Community Facilities	4.4.1.c	P3	Program Enhancement	Install outdoor informational sign at the Barelás Community Center and a community bulletin board at Tingley Park to inform residents about programs and events.	Family & Community Services (COA)	NHCC; Barelás CDC	CIP
Public Safety, Social Services, Community Facilities	4.6.1.a	P4	Capital Improvements Project	Provide easy access to restrooms for Tingley Park users at nearby public buildings, such as the Barelás Community Center and the Senior Center.	Family & Community Services (COA)		CIP
Public Safety, Social Services, Community Facilities	4.6.1.b	P4	Capital Improvements Project	PRIORITY PROJECT: Install seating and shade structures south of Tingley Beach, in the area bordering the Bosque and the Barelás neighborhood	Parks & Recreation (COA)		CIP
Public Safety, Social Services, Community Facilities	4.6.1.c	P5	Capital Improvements Project	Develop a plaza/community gathering space in the area of the Barelás Community Center or near Sacred Heart Church	Family & Community Services (COA)	City Council Services	CIP
Public Safety, Social Services, Community Facilities	4.6.1.d	P6	Capital Improvements Project	Make streetscape improvements to 2nd and 3rd Sts that reflect the Railroad heritage. Install artwork in the community plaza(s) that reflects Hispano and Mexicano cultural traditions.	DMD (COA)	City Council Services	CIP/Public Art Program



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Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Public Safety, Social Services, Community Facilities	4.6.1.e	P6	Capital Improvements Project	Create a public interaction/gateway area into the Rail Yards celebrating the property's historic significance to Barelás and Albuquerque.	MRA/Planning (COA)	City Council Services	CIP; SHPO; State Dept. of Cultural Affairs
Public Safety, Social Services, Community Facilities	4.6.2.a	P7	Program Enhancement	Open the Barelás Community Center on Saturdays, increase programming aimed at youth and families, provide funding to hire more staff.	Family & Community Services (COA)	BNA	General Fund
Public Safety, Social Services, Community Facilities	4.6.2.b	P7	Program Enhancement	Make physical improvements to the Barelás Community Center, such as resurfacing the back parking lot, fixing the sidewalks, and creating a southern wall to buffer neighbors.	Family & Community Services (COA)		General Fund, CIP
Public Safety, Social Services, Community Facilities	4.6.2.c	P7	Capital Improvements Project	Provide funding to professionally refurbish murals in the Indian Room and protect the integrity of the vigas.	Family & Community Services (COA)	BNA; DMD/Public Art Program (COA); Planning (COA)	CIP/Public Art Program
Public Safety, Social Services, Community Facilities	4.6.2.d	P7	Program Enhancement	Expand and formalize ties between the Barelás Community Center and the Albuquerque Learning Centers Project to provide more youth programming.	Albuquerque Learning Centers Project; Family & Community Services (COA)	UNM; BNA	
Public Safety, Social Services, Community Facilities	4.6.2.e	P4	Program Enhancement	Improve security at neighborhood parks through security guards or increased police patrols.	Parks Management (COA)	APD	General Fund
Public Safety, Social Services, Community Facilities	4.6.2.f	P4	Program Enhancement	Ensure that trash receptacles are located at all public parks and are regularly emptied.	Department of Solid Waste Management (COA)	Parks Management (COA)	General Fund
Public Safety, Social Services, Community Facilities	4.6.2.g	P8	Program Enhancement	Develop and/or landscape grounds of Dolores Gonzales Elementary School (particularly dirt field adjacent to 8th St.) to enhance appearance and reduce dust.	Albuquerque Public Schools (APS)	BNA	
Public Safety, Social Services, Community Facilities	4.6.2.h	P8	Program Enhancement	Expand community programs and activities at the Dolores Gonzales Elementary School and Washington Middle School to promote after-school uses.	APS	BNA; Family & Community Services (COA)	



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Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Public Safety, Social Services, Community Facilities	4.6.3.a.	P9	Community and Private Initiative	<p>Improve communication and outreach to the community to increase neighborhood involvement with NHCC activities.</p> <p>Expand programmatic activities and offer free or discount days to Baretas residents.</p> <p>Partner with the Dolores Gonzales Elementary School to promote understanding of Hispanic/Latino history and culture and to enhance curricula.</p>	NHCC	Baretas Community Center; Baretas CDC Dolores Gonzales Elementary School; BNA; Albuquerque Hispano Chamber of Commerce	
Public Safety, Social Services, Community Facilities	4.6.3.b	P3	Program Enhancement	Promote business resource center and non-profit incubator in Baretas that nurtures and supports emerging and existing non-profit and community-based organizations.	Family & Community Services (COA)	Baretas CDC; Albuquerque Hispano Chamber of Commerce	
Economic Development	5.2.1.a	E1	Program Enhancement	Monitor redevelopment proposals for the Rail Yards and make a best faith effort to provide employment for residents of the Pocket of Poverty, particularly from the adjacent Baretas and South Broadway neighborhoods.	Family & Community Services (COA)	Private owners; BNA; South Broadway Neighborhood Association, City Council Services Hispano Chamber of Commerce, South Valley Small Business Development Center	
Economic Development	5.2.2.a	E2	Capital Improvements Project	Install street trees on 4th St. south of Atlantic Ave. to improve the visual character of the corridor with attention on not impeding the visibility of storefronts or signs.	DMD (COA)	County Environmental Health	CIP; State
Economic Development	5.2.3.a.	E2	Program Enhancement	Develop a façade renovation and landscape improvement program providing loans or grants to new and existing businesses.	Family & Community Services (COA)	Planning/MRA (COA)	El Encanto/UDAG Fund
Economic Development	5.2.3.b	E2	Program Enhancement	Create a Free Trade zone connecting with the Airport to create jobs in trucking, warehousing, and distribution.	Office of Economic Development (COA)	Baretas CDC; Albuquerque Hispano Chamber of Commerce	General Fund
Economic Development	5.2.3.c	E2	Community and Private Initiative	Support NHCC's idea to create a mixed-use arts incubator. Encourage spin-off businesses related to the Zoo, BioPark, and NHCC to locate on 4th St. and the Rail Yards.	NHCC	Office of Economic Development (COA); Baretas CDC; Albuquerque Hispano Chamber of Commerce	

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Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Economic Development	5.2.3.d	E2	Community and Private Initiative	Use incentives such as interest subsidies to attract small businesses to locate in Barelas. Encourage owners & developers to provide small, affordable spaces to local businesses.	Albuquerque Hispano Chamber of Commerce	Barelas CDC	SBA
Economic Development	5.2.3.e	E2	Program Enhancement	Facilitate and support small vendor and concession-stand businesses, particularly around Tingley Park and the Zoo. Coordinate business permitting with Barelas CDC and Hispano Chamber to ease process, either for fast-tracking or neighborhood one-stop shop.	Treasury (COA)	Office of Economic Development (COA); Parks & Recreation (COA); Dept. of Cultural Services (COA); Albuquerque Hispano Chamber of Commerce; BNA	General Fund
Economic Development	5.2.4.a	E2	Community and Private Initiative	Make information about how to start a small business, mobile vending business, or concession stand easily available to Barelas residents. Assist vendors with business registration procedures, and coordinate business permitting with City's Treasury Department.	Barelas CDC ; Albuquerque Hispano Chamber of Commerce	Office of Economic Development (COA); BNA; Barelas Community Center; Parks & Recreation (COA); Dept. of Cultural Services (COA)	
Economic Development	5.2.4.b	E2	Community and Private Initiative	Establish a partnership with the South Valley Economic Development Center to support emerging local businesses through its incubator. Develop a joint marketing program for Barelas businesses.	Albuquerque Hispano Chamber of Commerce	South Valley Economic Development Center	
Economic Development	5.2.4.c	E2	Community and Private Initiative	Survey residents to find out what kinds of businesses are desired to address local shopping needs. Actively recruit those businesses to 4th St. and the Rail Yards.	Albuquerque Hispano Chamber of Commerce	Barelas merchants; Barelas business associations	
Economic Development	5.2.4.d	E3	Community and Private Initiative	Continue to offer job training programs for local residents. Expand offerings to include internship and apprenticeship programs, including licensing programs in English and Spanish for the construction field. Work with the Barelas CDC to create a building cooperative and arts/crafts cooperative. Conduct an inventory of local businesses to research employee training needs.	Albuquerque Hispano Chamber of Commerce	NHCC; Barelas CDC; Central New Mexico Community College	

APPENDICES

REPEALED (R-17-213 & O-17-49)

Appendix A: List of Historic Properties in Barelas

The following properties were identified in 1980 by the Historic Landmarks Team as having historic architectural interest. This list is not comprehensive; there may be more buildings in Barelas with historic character.

524 Atlantic Ave. SW	414 Hazeldine SW	1405 Second St. SW (C.W. Lewis House)
801 Barelas Rd. SW (Barelas Community Center)	418 Hazeldine SW	501 Third St. SW
1219 Barelas Rd. SW	508 Hazeldine SW	722 Third St. SW
1321 Barelas Rd. SW	520 Hazeldine SW	917 Third St. SW
1418 Barelas Rd. SW	423 Iron SW	1420 Third St. SW
420 Coal Ave. SW	512 Iron SW	1422 Third St. SW
518 Coal Ave. SW	523 Iron SW	601 Fourth St. (Coronado School)
616 Coal Ave. SW (Newlander Apartments)	524 Iron SW	929 Fourth St. SW (Durand Motor Company)
311 Cromwell SW	209 Pacific SW (Railroad Superintendent's House)	1003 Fourth St. SW
312 Cromwell SW	309 Pacific SW	1100 Fourth St. SW (Magnolia Oil)
314 Cromwell SW	317 Pacific SW	1101 Fourth St. SW (Arrow Supermarket)
316 Cromwell SW	319 Pacific SW	1110 Fourth St. SW
102 Hazeldine SW	601 Second St. SW (Good Shepherd Center)	1115 Fourth St. SW
316 Hazeldine SW	1203 Second St. SW (Railroad Superintendent's House)	1211 Fourth St. SW
318 Hazeldine SW	1207 Second St. SW	1303 Fourth St. SW (Red Ball Café)
324 Hazeldine SW	1209 Second St. SW	901 Fifth St. SW
410 Hazeldine SW		903 Fifth St. SW



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Appendix B: Social Services and Community Facilities in Barelás

Name of organization	Address and phone number	Types of services offered
Albuquerque Hispano Chamber of Commerce	1309 4 th Street SW Albuquerque, NM 87102 Ph. (505)-842-9003	Economic development. Business development, workforce training, small business assistance.
Albuquerque Rescue Mission	525 Second Street S.W. Albuquerque, NM 87102 Ph. 505-3464673	Homeless services. Residential care, work and education assistance, meals.
Barelás Child Development Center	1440 Iron Ave SW Albuquerque, NM 87104-1065 Ph. (505) 764-3235	Child care. Full day, year-round, preschool, day care and early childhood development programs for low-income families.
Barelás Community Center	801 Barelás Road SW Albuquerque, NM 87102 Ph. (505) 848-1343	Education, family, skills. The center has a gym, weight room, ceramics studio, and a summer camp.
Barelás Community Development Corporation	700 4th St. SW Albuquerque NM 87102 Ph. (505) 247-2039	Housing. Property rehabilitation assistance, façade program, fencing program, workforce housing.
Barelás Job Opportunity Center	Hispano Chamber of Commerce 1309 4 th Street SW 87102 Albuquerque, NM Ph. (505) 842-9003	Job training. Bilingual, assistance with computer job applications. Located in the Albuquerque Hispano Chamber of Commerce.
Barelás Multi-Service Senior Center	714 7th St. SW Albuquerque, NM 87102 Ph. (505) 764-6436	Senior services. Recreational and other services for seniors.
The Bunkhouse	1019 2nd St. SW Albuquerque, NM 87102-4124	Homeless services for men. Bunks, kitchen access, shower
Catholic Social Services of Albuquerque, Inc.	1410 Coal SW Albuquerque, NM 87104	Child care, parent education. Parent education, support groups, transportation, life skills training, child care. For low income, single teen parents and homeless families.
Centro De Amor Headstart Center	309 Stover Ave SW Albuquerque, NM 87102-3851	Nursery school for low-income families.



APPENDICES

Name of organization	Address and phone number	Types of services offered
Good Shepherd Center	218 Iron SW Albuquerque, NM 87102 Ph. (505) 243-2527	Homeless services. Drug and alcohol rehabilitation. Free clothing. Meals, night shelter for men.
Hibernian Senior Housing	624 Coal Ave SW Albuquerque, NM 87102 Ph. (505) 244-0380	Housing for seniors.
National Hispanic Cultural Center	1701 4th SW Albuquerque, NM 87102 Ph. (505) 246-2261	Museum, cultural events. Year-long programming, exhibitions, events.
Rio Grande Zoo	903 Tenth Street SW Albuquerque, NM 87102 Ph. (505) 764-6200	Zoological park. Exhibits, summer programs, events.
St. Vincent De Paul	714 4th SW Albuquerque, NM 87102 Ph. (505) 242-3434	Thrift store. Clothing, furniture, household items, donation



APPENDICES

Appendix C: Private Organizations based outside of Barelás mentioned in Plan recommendations

Name of organization	Address and phone number	Types of services offered
LAND USE		
Alley Gardens	1229 Girard NE Albuquerque, NM 87106 Ph. (877) 476-9227 www.alleygardens.org	Community-based gardens. Works with neighborhoods to implement gardens in alley ways.
HOUSING OWNERSHIP AND AFFORDABILITY		
New Mexico Mortgage Finance Authority	344 4th Street SW Albuquerque, NM 87102 Ph. (505) 843-6880 www.nmmfa.org/	Home ownership. Offers below-market rate loans for medium to low income homebuyers, and home ownership workshops and education.
United South Broadway Corporation	1550 Walter SE Room 204 Albuquerque, NM 87125 (505) 764-8867	Home ownership. Down payment grant assistance, home ownership education.
PUBLIC SAFETY, SOCIAL SERVICES, AND COMMUNITY FACILITIES		
Albuquerque Partnership	202 Central Ave. SE, Suite 102 Albuquerque, New Mexico 87102 Ph. (505) 247-9222 www.abqpnership.org	Drug prevention among youth. Works with neighborhoods to develop drug prevention strategies.
Albuquerque Weed and Seed	306 San Pablo SE Albuquerque, NM 87123, NM 87123 Ph. (505) 256-2035	Federal crime prevention program. Community policing, community partnerships to address and prevent violent and drug-related crimes.
Albuquerque Community Learning Centers Project	725 University Blvd. SE Albuquerque, NM 87106 Ph. (505) 842-3648	Community-based youth programming. Collaboration between APS and UNM to provide literacy-based and other youth programs.
ECONOMIC DEVELOPMENT		
South Valley Economic Development Center	318 Isleta Blvd. SW Albuquerque, NM 87105 Ph. (505) 877-0373	Business incubator. Supports emerging small businesses.



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Appendix D: Explanation of Affordable Housing Tools

Land trust

A community land trust is formed by properties that are donated to the trust or purchased by the trust. In the case of Barelás, the trust would be made up of participating scattered sites. Other neighboring properties would not be affected by the trust.

Community land trusts are mechanisms to ensure affordable housing and desired commercial development over time. A community land trust is a non-profit organization made up of residents and an elected board of trustees that owns land, develops housing, and sometimes develops commercial properties. Instead of selling the land itself, the land under a particular building is leased to the homeowner or business owner. Because “buyers” do not have to pay the price of purchasing the land, house prices and commercial rents are more affordable. Because the land is not sold with the house or commercial space, affordability is maintained over time. Land leases are long-term (typically ninety-nine years) and renewable, and the lease can be passed down to heirs of the leaseholder. Land trusts are able to limit how the resale price of housing through “limited equity” policies and formulas, which also keeps houses affordable over time.

One successful local example that has served as a model nation-wide is the Sawmill Community Land Trust. In addition to creating long-term affordable housing, the trust builds a strong base for community action and promotes resident control of the neighborhood. Sawmill is a valuable local resource that should be examined if a land trust is to be implemented in Barelás.

Sources: “Community Land Trusts: An Introduction” by Tom Peterson (<http://www.plannersweb.com/articles/pet112.html>)

Sawmill Community Land Trust (<http://www.sawmillclt.org/>)

Albuquerque Metropolitan Redevelopment Agency (AMRA)

Barelás is a Metropolitan Redevelopment Area and can take advantage of the financial and other incentives of AMRA to stimulate affordable housing development.

The Albuquerque Metropolitan Redevelopment Agency promotes redevelopment (both housing and commercial) in distressed neighborhoods. This is accomplished through strategic planning, creating Metropolitan Redevelopment Areas, working with community groups and leaders to establish their priorities, purchasing property for projects that can act as an anchor for other new development in the area, issuing Requests for Proposals to develop the City owned property and then setting up public/private partnerships where the private sector is the developer.

The Metropolitan Redevelopment Agency works closely with community organizations, neighborhood organizations and developers. The Agency utilizes resources of the Metropolitan Redevelopment Fund and Federal Community Development Block Grants, as well as other local and state capital funds to pay for the public portion of public/private projects.

The City’s Brownfields program is aimed at identifying and remediating environmental contamination on project sites, such as Old Albuquerque High School, the Bell Trading Post and the Hyder Property, as part of the redevelopment process. The program is ongoing and funded by grants from the U.S. Environmental Protection Agency (EPA)

Albuquerque Metropolitan Redevelopment Agency: <http://www.cabq.gov/planning/amra>

New Mexico Mortgage Finance Authority (NMMFA)

The NMMFA offers a number of programs to help home buyers, homeowners and renters secure affordable housing.

Homebuyers. The MFA Homeownership programs provide a variety of assistance to first time home buyers of low- to moderate-income New Mexicans including below market interest rates, closing cost assistance and down payment assistance programs.

Existing MFA Loan Holders. Loan Servicing assistance and information is available to those who have obtained or participate in MFA’s loan finance programs.

Renters. The MFA provides resources for occupants of subsidized living and information for locating available units in New Mexico.

Specialized Groups and Services
The MFA’s mission includes helping those with special housing needs that are generally not met traditional services.



Housing Services Directory. A directory of all of MFA's partners and affiliated housing service providers.

Information about any of these programs can be obtained on line through the New Mexico Mortgage Finance Authority web site: www.nmmra.org

United South Broadway Corporation (USBC)

USBC is a local Community Development Corporation that works with older historic neighborhoods to address housing opportunities, commercial revitalization, crime prevention and youth development. USBC was established in 1986 as a non-profit CDC that grew out of a neighborhood driven initiative.

The goals for USBC are to increase the availability of quality affordable housing for people with low- and moderate-incomes; develop models for center-city neighborhood commercial revitalization; develop comprehensive solutions to revitalize inner-city civic infrastructures and preserve neighborhoods and end displacement of local residents; provide comprehensive homebuyer's education for individuals and families seeking home-ownership opportunities; and provide support to neighborhood driven initiatives in the area of education, service learning and crime prevention.

Greater Albuquerque Housing Partnership (GAHP)

GAHP is currently developing homes in Baretas as well as in other of Albuquerque's older neighborhoods. GAHP offers first-time homebuyer families, within specified income levels, financial

assistance to help them purchase a home built by GAHP.

Financial assistance is provided as a soft second mortgage. So as long as the purchaser of the home owns the home they never have to repay the second mortgage. It is only upon the sale of their home to someone above the income guidelines that the soft second mortgages would have to be repaid.

GAHP's program requires a 1% down payment from the homebuyer.

Financial assistance is based on their income and financial need. The assistance normally ranges between \$15,000 to \$20,000, although it can be as much as \$25,000. This assistance is used to cover down payments above the 1% down payment requirement, closing costs, and to reduce the amount of the first mortgage.

GAHP offers first time homebuyers home ownership counseling and home ownership education classes to assist them in qualifying for low interest rate products.

GAHP web site: www.abqga hp.org



Appendix E: 4th Street Design Guidelines

BARELAS NEIGHBORHOOD COMMERCIAL AREA REVITALIZATION PLAN



Barelas

REPEALED (R-17-213 & O-17-49)

BARELAS NEIGHBORHOOD COMMERCIAL AREA REVITALIZATION PLAN

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Part II:

Design Guidelines

The heritage of Barelás is unique. It can make a contribution to Albuquerque and the region that is different from any other part of Albuquerque. This section will develop design guidelines that will further define the character of the area. The character of the area is the relationship between the place and the observer, in this case, whether motorist or pedestrian. The character of an area is developed in the mind of the observer by their interaction with the objects of the landscape: the building forms, the feel of the pedestrian spaces, street furniture, trees, open space, and building masses.

The design guidelines are also intended to show re-investment in Barelás as a means to stabilize the community and re-vitalize the commercial sector. The Barelás design guidelines are concerned with developing a unique "sense of place", with a well defined district character. A well defined character in terms of physical appearance and market niche, will allow Barelás to better target desirable business that will be an asset to other business on 4th street and to the community as a whole.

The goal of establishing design guidelines is to help Barelás achieve a unified image, greater in impact and higher in quality than would be achieved by a collection of individual competing projects. In general, design guidelines are regarded like a bitter pill, but the present disconnected image of Barelás is hampering rather than enhancing business. The design guidelines are intended as a general guide, within this guide we have allowed a great deal of individualism. The principles in general speak to a creating a safe, attractive, and human scale environment that is inviting to the business patron. Sidewalk populations create interest, commerce, and safety. These guidelines will augment the character created by public investment in the upcoming streetscape projects.

The basic goals of the Barelás 4th Street Design Guidelines is to promote the development of the district in keeping with its historical character. Building design that is "easy to read" in terms of the activities they house are desirable, especially those that temper the character in favor of the pedestrian. These guidelines seek to maximize the potential for window shopping and pedestrian strolls by eliminating blank walls, vacant land, and untreated parking areas.

The guidelines are presented in a simple format, they are grouped according to subject: i.e. commercial buildings, housing, plazuelas, parking, signs, and streetscape elements. A general statement of intent is presented for each category, then a series of guidelines that address the goal. The guidelines generally address environment and relationships and how to create a setting that supports the principle. The guidelines recognize that there are many ways to meet the principle. This is why the guidelines are preceded by a statement of intent for each set of guidelines. If the design guidelines do not address the specifics of a particular design issue, the statement of intent will guide the practitioner in the guideline implementation. The general nature of the guidelines allows for a diversity of imaginative solutions that accomplish the intent in creating a unique district character. Finally, these guidelines are intended as transitional, designed to guide the re-development through its early stages. As the areas begins to make significant progress, these guidelines should be updated to better address the specific issues of the new developments.

The goal of the Barelás Design Guidelines is to:

- create an image that is consistent with the historical heritage of the area
- create a continuity of pedestrian experience in this community commercial environment
- encourage small scale development consistent with the character and parcel platting of the area
- encourage landscaping to enliven pedestrian paths and compliment the unhurried character of the area
- encourage new infill development that will generate new interest in the area and re-populate existing commercial structures
- encourage a variety of architectural styles related to the railroad and pioneering heritage of the community

1.0 Buildings:

- 1.1 Compatibility and Continuity of Neighborhood Commercial and Residential Uses.

Intent:

To encourage 4th Street to become a place of concentrated pedestrian activity. High pedestrian activity will mean an enhanced feeling of pedestrian safety, a lower potential for building vandalism, and a more appealing retail environment. If 4th Street is to have life, then the buildings must be oriented to the pedestrian. Low scale buildings with open fronts and a concentration of neighborhood related services and retailing are desired.

Guidelines:

1.1.1 When planning new buildings or redevelopment projects, develop the ground floor with a minimum of 50% of the area devoted to retail or neighborhood commercial space. Manufacturing, storage, and repairs without a 75% floor area retail component shall not be allowed.

1.1.2 Develop the front of the building and facade to provide visual interest to the pedestrian. This means outdoor dining, display windows, or service oriented facilities that can be viewed through non-barred open storefront glazing. If the enterprise or the structures restricts open storefront glazing, treat blank walls with decorative finishes, sculpture, or plant material.

1.1.3 All shops and services shall have direct sidewalk access, accessible to the handicapped, in keeping with the roadside style of 1950's (Route 66 and US-85), general buildings. There shall be no minimum setback for commercial structures with neighborhood commercial activities occupying a minimum of 75% of the first floor area.

1.1.4 When a lot is developed as a residential unit, set the structure back a minimum of 10' from the property line. The maximum height of walls in the 10' setback shall be 24", the setback shall be landscaped with living organic material. All parking areas shall be located in the rear of the structure.

1.2 Storefront Design

Intent:

To remove the existing barred and heavy grilled window treatment. To encourage legible storefront design that returns to the vigor and richness of its original design. To create storefronts that are tasteful and pedestrian friendly, providing a continuous shopping experience along the street. To provide a feeling of safety and security for property owners and pedestrians using the street.

Guidelines:

1.2.1 Provide a minimum of 25% of the entire storefront area of commercial structures as clear glazing. Provide good visibility into storefront windows. Glazing and doors shall not be covered with bars or mesh on the interior or exterior of the glazing.

1.2.2 Provide a minimum of 15% of the entire street facade walls of residential structures as clear glazed openings. Glazing shall not be covered on the interior or exterior with bars or mesh.

1.2.3 It is desirable in plan, that all commercial structures generally align to form a continuous facade. This produces a comfortable feeling for the pedestrian, and a continuous shopping experience that encourages the pedestrian to continue along the commercial nodes.

1.2.4 Use cantilevered canopies or building mounted canopies to provide shade and reduce glare on window openings. *Units may be retractable.*

1.2.5 If the structure is to be set back from the sidewalk line, use a different paving material, planters, or portal to define the edge of the sidewalk.

1.2.6 Give special attention to corner lots. Corner lots are defined to have fronts on both streets they abut. All provisions relating to the front facade apply on both street faces of corner lots.

1.3 Sidewalk Cafes

Intent:

Sidewalk Cafes promote feelings of a hospitable environment, people watching, newspaper and coffee relaxation. Sidewalk dining promotes every positive aspect of the district and is highly encouraged. Storefronts that are openable in good weather that promote any retail activity are also encouraged.

Guidelines:

1.3.1 Open air sidewalk cafes shall be permanently un-enclosed, even though they may have a fabric or solid roof. This partial enclosure shall not be later used as the justification to enclose with walls an area that is technically roofed.

1.3.2 Paving of sidewalk cafes shall be brick, flagstone, saltio, or other non-sidewalk material. Colored pavers, or colored stamped concrete is also appropriate.

1.3.3 A clear sidewalk path of 5' shall be maintained.

1.3.4 Permanent cooking equipment and service stations shall not be allowed in outdoor areas.

1.3.5 A wall hydrant or other provisions shall be installed to maintain the cleanliness and washdown capabilities of the area.

1.3.6 Eating areas should be easy to maintain, well lighted, and well defined. Open railings to define the area are suggested. Potted flowering plants in containers on the railings are encouraged.

1.4 Accessibility and the Americans with Disabilities Act

Intent:

To encourage the commercial revitalization of 4th Street to develop the entire district as fully accessible. A number of the existing buildings in Barelás are not accessible. Often the floor level of buildings abutting the public sidewalk are raised above the sidewalk level. While it will not be possible in every case to correct existing barriers, all new and major renovations shall adhere to ANSI accessibility guidelines.

The guiding principle of this guideline is that facilities shall be designed so that handicapped individuals can use the same facilities as the general public. Handicapped individuals shall not be required to use separate routes or facilities.

Guidelines:

1.4.1 The primary entrance to the building shall be the accessible route for the handicapped.

1.4.2 If the parking is located in the rear of a facility with a secondary entrance from the rear, both entrances shall be handicapped accessible.

1.4.3 Building projections that do not extend to the ground shall not protrude into a pedestrian area by more than 4" to project the blind from unexpected impacts.

1.4.4 All latched doors on the accessible route shall be equipped with a lever hardware or other handicapped device.

1.5 Street Wall Improvements

Intent:

To enliven the sidewalk and promote redevelopment of the 4th Street commercial area by removing permanently boarded up windows, and dull alienating, blank walls. This is critically important to the revitalization effort, and is seen as the first step in returning the former vitality of the area.

Guidelines:

1.5.1 Boarding or grillage on windows and openings shall not be allowed as a permanent installation. Boarding and security grillage shall be allowed if an active construction or renovation permit is actively pursued.

1.5.2 Retractable or permanent grillage of any kind shall not be allowed.

1.5.3 Barbed wire, concertino wire, or similar devices shall not be allowed to remain on buildings not under construction or active renovation. Such devices are not allowed as permanent fixtures along the top of buildings visible from any street or public area.

1.5.3 Chain link fencing along the 4th Street frontage or corner lots shall not be allowed, except for areas under active construction or renovation.

1.5.4 All glazing on the street frontage shall be clear. Painted glazing shall not be allowed to remain.

1.5.5 Any blank wall more than 50 feet in length shall be opened with glazing or covered with greenery within two years.

1.5.6 All glazing installed to meet the new design guideline criteria shall be defined as having a minimum width of two feet.

15.7 All exterior doors on the street frontage should be at least 30% transparent.

1.6 Fourth Street Building Materials, Colors, and Textures.

Intent:

To recreate the unique character of the Barelás historical heritage by using materials, textures, patterns, and colors similar to those that originally inspired the area. Much of the Architecture of Barelás was inspired by the buildings of the Santa Fe Railroad structures and the Alvarado Hotel. Architectural forms, color, and textures that reflect this tradition are encouraged. Any housing style found existing along 4th Street is appropriate for new residential construction.

Guidelines:

1.6.1 Use materials and building forms that are supportive of the historical heritage of the area. Enhance the district with the use of colors and textures that reinforce the earlier railroad era buildings.

1.6.2 Use patterns that give scale to the desired pedestrian environment.

1.6.3 Use building forms that are sympathetic to any adjacent residential uses. Commercial lighting shall be shielded from spilling onto adjacent residential uses.

1.6.4 Treat all visible facades of a building equally in terms of materials, color, and design details. Designs shall turn the corner onto all visible side elevations.

1.6.5 Existing false front architecture shall not be rebuilt if it is damaged or deteriorates.

1.6.6 Use architectural features that support the district and tie it together as an identifiable area.

1.7 Building Height on the 4th Street Frontage

Intent:

To preserve the historic small scale structures, and keep the pedestrian experience related to human scale.

Guidelines:

1.7.1 Limit the height of commercial buildings on the sidewalk to a maximum height of 26 feet. A structure taller than 26' shall step the portion above 26 feet back within a 45 degree angle from the permitted height.

1.7.2 Residential units meeting the 10' setback requirement shall not be limited in height, except as required by other applicable zoning requirements.

2.0 Parking

2.1 Parking

Intent:

To provide convenient and safe parking in support of 4th Street commercial structures. To provide the needed parking in a manner that does not detract from the renovations of the district. To provide for a continuous shopping experience, where possible, and maintain an interesting and lively streetscape. To shield new and existing residential properties from any harmful effects of adjacent parking areas.

Guidelines:

- 2.1.1 Parking lots shall not be placed at the sidewalk edge where alternatives exist, because it breaks the continuity of the retail window shopping experience.
- 2.1.2 Parking should be placed behind the facility when possible. This will keep the facade line constant along the street.
- 2.1.3 Place parking on existing residential structures behind the structure when possible. New residential units shall be designed with the parking in the rear of the structure, unless the width of the lot does not permit compliance.
- 2.1.4 When the parking lot is to be constructed on the side of a structure with full street or corner street frontage, the parking shall be screened with both a low solid masonry wall of 30" and wrought iron fencing above the wall. The fencing shall have a maximum height of 6 feet, and an opaque factor of 30-50%.
- 2.1.5 The number of curb cuts should be minimized, and located on side streets where possible to avoid conflicts with pedestrians.
- 2.1.6 A minimum 5' landscape buffer shall be maintained on the 4th Street frontage and 3 feet on side street frontage in front of the screening described in item 2.1.4. The landscaping shall be maintained to prevent a screening factor of more than 50% which would create an unsafe feeling in the parking area.

3.0 Plazuelas

3.1 Plazas and Plazuelas

Intent:

To provide open space as relief and comfort for the streetscape. As a pedestrian amenity, they should be designed to easily accessible, usable (shading) for a majority of the year, and safe and well lighted.

Guidelines:

3.1.1 Plazuelas are minor plazas, appropriate to the limited available lot sizes in Barelas. Plazuelas should connect directly to other activities such as outdoor cafes, restaurants, and shop entrances.

3.1.2 Plazuelas should be arranged to create a view, screen an objectionable view, and take advantage of summer shade and winter sunshine.

3.1.3 Plazuelas should be designed without blind corners, or permanent fixtures that will hold water or debris. Planter walls are encouraged for seating.

3.1.4 Plazuelas shall include a water hydrant and other facilities as necessary to permit periodic cleaning.

3.1.5 Plazuelas shall not be totally concealed when they abut public streets.

3.1.6 Plazuelas shall include landscaping to humanize and soften hard materials. Hanging planters, potted plants, and planting beds shall occupy a minimum of 150 square feet of every 1000 square feet of plaza area. Plazuelas with less area shall have not less than 100 square feet of planting area.

3.1.7 Plazuelas shall include not less than one 4" caliper tree per 1000 sq. ft., or less of plaza area. The tree shall be an ornamental, shade, deciduous variety.

3.1.8 Plazuelas shall be paved with a decorative pattern, clay brick, grass, or natural flagstone.

4.0 Streetscape Furnishings

4.1 Public Telephone Facilities

Intent:

To provide convenient access to telephones.

Guidelines:

4.1.1 Public telephone facilities shall be provided adjacent to bus shelters and other public gathering places.

4.1.2 Telephone facilities shall be located in plainly visible locations, promoting safe and convenient use by the public.

4.1.3 Telephone booths shall be the approved district phone booth, consistent with other streetscape furnishings.

4.2 Benches

Intent:

To provide places of rest and gathering. To provide amenities for the enjoyment of the pedestrian wishing to stroll and relax in the area. Care should be taken to discourage loitering by locating these facilities in plain, un-obstructed view from the street.

Guidelines:

4.2.1 Street benches should be located at bus stops and other areas of concentrated pedestrian activity.

4.2.2 Locate benches so they do not obstruct the sidewalk, or other pedestrian areas.

4.2.3 Provide decorative paving around bench areas, that will distinguish between the sidewalk and seating areas.

4.2.4 All benches shall be the district approved bench, compatible with the district streetscape furniture design.

4.3 Litter Receptacles

Intent:

To insure there is enough easily accessible litter receptacles keep the area clean. Generally, people are good about placing refuse in a container if the container is convenient, and there is room in the container to accept the items. Insuring a plentiful supply of receptacles will keep the District litter free, and esthetically pleasing.

Guidelines:

4.3.1 Provide a minimum of one container for each 750 square feet, or fraction thereof, of plazuela area.

4.3.2 Outdoor Cafes and other outdoor dining shall provide receptacles at the rate of one for every 400 sq. ft. of outdoor dining area.

4.3.3 Each food vending cart shall be accompanied by a portable receptacle, the maintenance and off district dumping the responsibility of the vendor.

4.3.4 Any bench area with seating for more than six people shall have a litter receptacle.

4.3.4 All permanent litter receptacles visible from the street shall be the approved District container, compatible with the streetscape design.

4.4 Bicycle Parking

Intent:

To provide for and encourage the use of bicycles in the district. To encourage the patronage of bikers expected to increase as the quality of life projects and the Rio Grande river frontage is opened to recreational uses. To encourage bicycle use for the neighborhood and planned urban trails connecting Barelás to the outside communities.

Guidelines:

4.4.1 Provide a minimum of one bicycle rack at each automobile parking lot.

4.4.2 Provide a minimum of one bicycle rack for each node of commercial activity.

4.4.3 Provide a minimum of one bicycle rack for each outdoor cafe, newsstand, or place of public gathering.

4.4.4 Provide the district approved bicycle rack.

4.5 4th Street District Pedestrian Lighting

Intent:

To provide for the safety of all during hours of darkness. To increase the potential of plazuela and street usage after darkness. To protect people and property from harm. To illuminate pedestrian paths, especially where limited visibility would create a hazard of any kind.

Guidelines:

4.5.1 A lighting intensity of not less than 2 horizontal foot candles during hours of darkness will provide adequate illumination without creating glare visible in adjoining residential properties.

4.5.2 Pedestrian lighting shall be the district approved lighting standard and fixture, and of a type approved by the City of Albuquerque Public Works Department.

4.5.3 Plazuela lighting, visible from the street, may be any compatible fixture, pole or wall mounted.

4.6 Vending Machines and Newspaper Dispensers

Intent:

To prevent indiscriminate placement of newspaper dispensers and other vending machines that would distract from the unified image of the Baretas district. Newspaper dispensers are necessary to make the streetscape serve the public, they must be integrated into the district design scheme.

Guidelines:

4.6.1 Place newspaper dispensers as close as possible to pedestrian nodes of activity.

4.6.2 Maintain clear sight triangles, do not place where they would potentially obstruct the motorists view of pedestrians wishing to cross the street.

4.6.3 Where a number of dispensers are needed, they shall be stacked in banks in district approved dispensers. And located so as not to obstruct pedestrian movement.

4.6.4 Where possible, integrate the newspaper dispensers into the design of buildings and planters.

4.6.5 All other dispensers and vending machines shall not be placed in any street visible area in the district. Dispensers chained to benches, light and power poles, etc., are specifically prohibited in the district.

5.0 Signs

5.1 Business Signs

Intent:

The purpose of business signs is to identify the location and presence of a building, to promote the availability of a particular service, and to attract and inform potential customers of a business activity.

To attain the goals of signage in Baretas, the building and sign must work together. Most existing buildings have ample area for signage. New buildings should be designed to integrate the signage with the design of the building.

All signage should first meet existing City of Albuquerque ordinances, and then the more restrictive and district related criteria of these design guidelines.

Guidelines:

5.1.1 Signs on commercial buildings should fit within the features of the existing facade.

5.1.2 Consider the designs of new buildings with built in signage area.

5.1.3 Use sign materials, shapes, colors, etc., that will complement the design elements of the building.

5.1.4 Signage shall not be positioned on new or existing buildings that would obscure interesting architectural detail.

5.1.5 Signage shall reflect the period architecture of existing buildings in the district.

5.1.6 All signage in the district shall be professionally painted. Crude hand painted signs by non-craftsmen detract from the redevelopment character of Baretas.

5.1.7 Signs in windows should not block views into or from the store to the sidewalk.

5.1.8 Billboard signs for hire shall not be permitted within the district.

5.1.9 Lighted signs shall not overpower the street lighting or other signs on the street. Power to lighted signs shall be provided by a concealed source. Exposed wires, and exposed conduit shall not be permitted.

6.0 Removing Existing Detriments

6.1 Items counterproductive to Commercial Revitalization

Intent:

This section deals with practices that have developed over time that are counterproductive to the revitalization effort. These guidelines recognize that many practices have developed because of the need for economy. Some practices violate existing zoning ordinances which have not been enforced.

Guidelines:

6.1.1 All new buildings, and major renovation projects in the district shall be served by underground power feeds. Power shall be fed down the pole and carried underground to the main disconnect panels. Disconnect panels shall be placed in non-visible areas or in a screening enclosure.

6.1.2 Murals and other Art work in the district shall be approved by the District Design Review Committee, (the district design review committee shall be a three person committee appointed by the neighborhood association board). No mural or art work shall be placed prior to approval by this committee.

6.1.3 The existing billboards in the district are a particular hardship on Barelas, as it enters the process of revitalization. All existing billboards should be removed.

6.1.4 Trash dumpsters shall be screened. No dumpster shall be visible from any street frontage.

6.1.5 Graffiti allowed to remain detracts greatly from the character of the district. Graffiti shall be removed as soon as practical, but in no case shall be allowed to remain for more than 30 days.

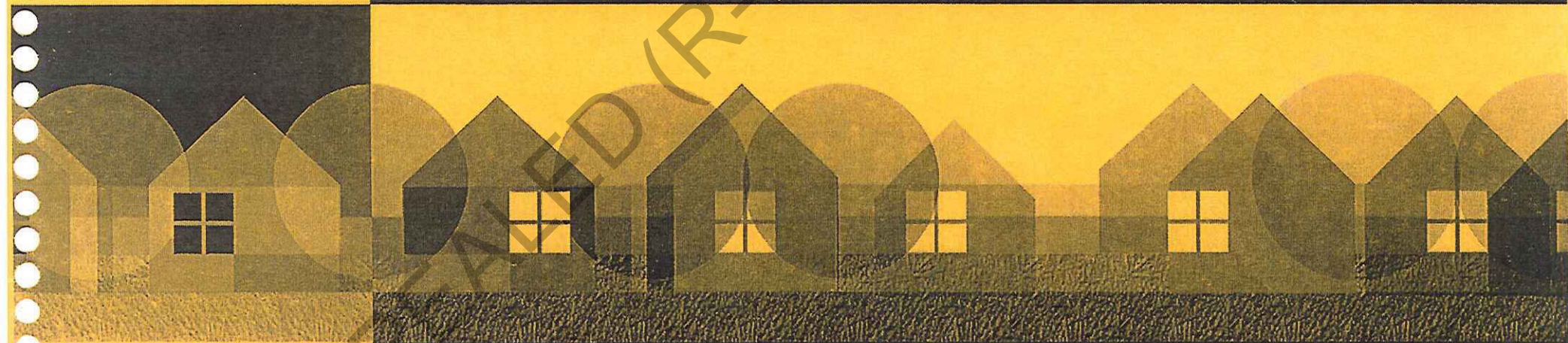
Appendix F: Design Guidelines for Infill Housing

REPEALED (R-17-213 & O-17-49)



Design Guidelines for Infill Housing

Barelas, San Jose,
& South Broadway Neighborhoods
Albuquerque, New Mexico



Design & Planning Assistance Center

School of Architecture & Planning
University of New Mexico

Design and Planning Assistance Center

The Design and Planning Assistance Center (DPAC) is a community service center of the School of Architecture and Planning at the University of New Mexico. The DPAC works with community groups and not-for-profit organizations throughout New Mexico on architectural, planning and landscape projects of value to the community. The DPAC has operated since 1969 and is staffed by students in architecture, planning and landscape.

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School of Architecture and Planning
University of New Mexico
Richard Nordhaus, Director

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Introduction

The issue

The problem of affordable housing has become increasingly acute for many families as Albuquerque grows and the cost of housing continues to rise. Most moderately priced housing has been built at the periphery of the city, where land is less expensive to purchase and develop, while suitable land in older established neighborhoods remains undeveloped. Vacant infill sites represent a largely untapped resource for builders, neighborhoods and city agencies concerned about the need for decent housing in vital older neighborhoods.

The project

The City of Albuquerque has identified over 200 vacant lots in the central neighborhoods of Baretas, San Jose, South Broadway. These lots are connected to urban infrastructure with convenient access to services and transportation. Infill housing benefits the city, the neighborhoods and the home buyer. It strengthens the City's tax base, supports the vitality of the neighborhoods and enlivens the downtown commercial core. The neighborhood improves with an increase in the percentage of owner occupied homes, and a decrease in the number of absentee landlords with poorly maintained rental properties. Infill housing also offers an opportunity for the upcoming generation of children to remain in their community. Existing property values are raised just by virtue of filling up empty and unsightly lots. Buyers who want to live near the downtown will also benefit from the availability of infill housing. The City has initiated a project to sponsor development of a hundred or more single family homes in the area targeted at moderate income home buyers.

The City contracted with the United South Broadway Corporation, a community based, not-for-profit development corporation, to inven-

tory and analyze potential building sites, and facilitate a resident based design process. The Design and Planning Assistance Center (DPAC) of the School of Architecture and Planning at the University of New Mexico agreed to work with United South Broadway and neighborhood residents to develop a set of design guidelines for use by the City, developers and the neighborhood to promote design sensitive to the values and priorities of the neighborhoods and the homeowners.

Neighborhood residents were initially concerned that infill development would be motivated primarily to maximize developer profit, without community participation or sensitivity to local design preferences. They were worried that 'gentrification' might drive up housing costs and force dislocation of current residents. The neighborhood wants quality housing which meets the needs of future residents and enhances the unique character of their communities.

The process

The following Guidelines are the result of the collaboration between the DPAC, United South Broadway and the residents of the Baretas, San Jose and South Broadway neighborhoods. The DPAC team undertook research, held focus groups, visited neighborhood sites, and conducted community workshops. The preliminary research, focus groups and discussion with residents, builders, architects, and city personnel laid the groundwork to design and conduct two half day community workshops which discussed the issues of neighborhood character, site layout, parking, dwelling unit layout and priorities. The Guidelines present the needs, concerns and priorities expressed by the participants.

The Guidelines

New development should enhance the character of the surrounding neighborhood, building homes that instill pride of ownership, and meeting the varied needs of different families. These Guidelines address how buildings are sited on the lots, how designs fit into the neighborhood context, and how changing homebuyer needs can be accommodated. They range from recommendations on design details to overall strategies that contribute to long term affordability.

The Guidelines are intended to articulate and communicate the needs and priorities of the community. They are suggestive, identifying possibilities, without any intention to instruct building professionals how to design and build. The Guidelines are not inclusive. Some issues of community concern, such as neighborhood character, are more clearly addressed than other more technical considerations. The most important issues have been formulated as a set of principles that include fitting in with the neighborhood, providing choice, encouraging home ownership, building quality, achieving long term affordability and promoting security.

The Guidelines are directed at the building professionals who will develop housing in the neighborhood but they are also designed to be used by home buyers, residents and neighborhood groups who will be the primary beneficiaries of the project. If the Guidelines serve to improve communication between housing producers and housing consumers, the effort will result in profitable housing development that produces attractive, affordable houses which contribute to the revitalization process currently taking place in the neighborhoods.

Principles Underlying the Guidelines

Be a good neighbor.

New homes should fit in with neighborhood character; they should contribute to the well-being of the neighborhood.

Provide variety and choice of housing.

Family needs and preferences vary, their homes should as well. The neighborhoods are varied and diverse, and should remain that way.

Facilitate ownership.

Home ownership adds to neighborhood stability, security, and control. Ownership increases land values and builds families' equity.

Design for long term affordability.

Housing must be affordable in the long term. Design for sound, energy efficient construction with low maintenance requirements.

Design for personal and neighborhood security.

The design of the home can contribute to real and perceived security in the home and in the neighborhood.

Design Guidelines:

The neighborhoods of Baretas, San Jose, and South Broadway have a long and distinctive history that is clearly reflected in their unique character. This is highly valued by the residents. Understanding and respect for neighborhood character is critical for successful integration of new housing. Successful new housing will fit in and instill pride, building on the best qualities of the community. The goal of the infill housing project is to enhance and revitalize these neighborhoods while providing home ownership opportunities to families with varied income levels.

When people are proud of their homes, they care for and maintain them. These homes then become a long term asset to the owners and the community. Attention to detail and thoughtful design choices can make the difference between a house that is admired and valued and one that is not. The challenge is to identify and incorporate building approaches that increase real and perceived value over time, while keeping costs affordable for mixed income homeowners.

The home is both a private refuge for family and a place to socialize with friends and neighbors. The quality and character of houses and yards also establish the quality and character of the surrounding neighborhood. Design must strike a balance between privacy and security, and neighborliness so that the

family is protected and secure in a house that contributes to a friendly and welcoming neighborhood. Fences, porches, visible entries, compatible building style, and well maintained landscaping can create a neighborhood that is secure, welcoming and attractive.

Research reveals specific characteristics which residents prefer so that new houses will fit in and enhance the existing neighborhood character:

- Appropriate roof pitch
- Facades with character
- Usable front porches
- Landscaped front yards
- Front fences
- Compatible scale

the Neighborhood



1 Appropriate Roof Pitch

Design houses with rooflines that fit in with others on the street. Generally, sloped roofs should have a pitch of 6 in 12, or steeper, with a gable facing the street.



Build a roof slope that fits in to the context of the street & the neighborhood

Pitched roofs predominate in the neighborhoods. Residents recognize that the pitch of the roof is important to establish an architectural character that fits in. Generally, roofs should have a pitch of 6 inches of rise for 12 inches of span (6 in 12) or greater. In some areas with older Queen Anne and Victorian houses, roof pitches should be 8 in 12 or steeper. In areas with mixed roof slopes residents strongly prefer steeper pitches because they reflect the style and quality of the older houses. Houses with sloped roofs should have a gable facing the street.



Generally, houses should have pitched roofs 6:12 or steeper.

Some areas have a significant number of pueblo style homes. Low slope roofs with parapet walls are acceptable where they are compatible. However, the general mix of sloped to 'flat' roofs along the street should be maintained by new construction.

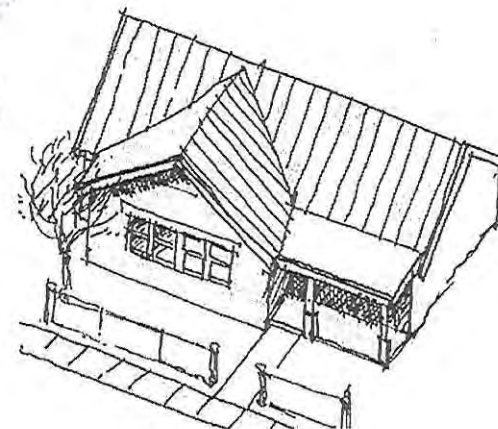
Residents are concerned that 'flat' roofs are not as reliable or maintainable as sloped roofs. Use high quality design and construction to improve the acceptability of this design approach.



In areas with Queen Anne or Victorian houses, roof pitches should match, with slopes of 8 in 12 or steeper.

Houses with sloped roofs should be oriented with the gable facing the street.

If the ridge line is parallel to the street, use a dormer or porch roof to maintain the context.



2 Facades with Character

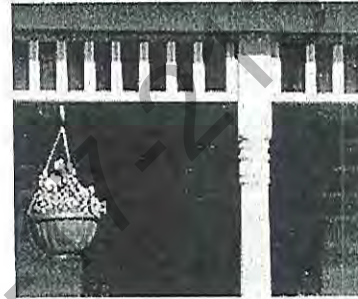
Design facades that provide visual interest, variation, and a sense of quality and permanence.

Houses with varied and interesting facades create a perception of value and permanence, reinforcing the economic and social value of the neighborhood. Porches, recessed windows, and floor plans with staggered facades are consistent with the character of the neighborhoods and create an interesting and attractive streetscape.

Many houses in the neighborhoods are enhanced by bright colors and decorative features. When color and strategic ornamentation are provided in new housing, they can enhance the homeowner's feeling of pride, project a sense of quality, provide visual interest, and improve the 'curb appeal' of the house.

The selection of windows and exterior finish materials contribute directly to this outcome. Windows and siding materials that require frequent or expensive maintenance, or look cheap, should be avoided. Stucco is a common finish material that requires little maintenance, is attractive, and invokes a sense of solidity and stability.

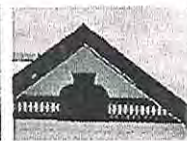
Design or construction that appears cheap and shoddy is detrimental to the neighborhood. For example, houses with blank, flat facades are associated with 'mobile homes' and inferior housing. Variations in facade design maintains the interesting visual complexity of the streets in these neighborhoods.



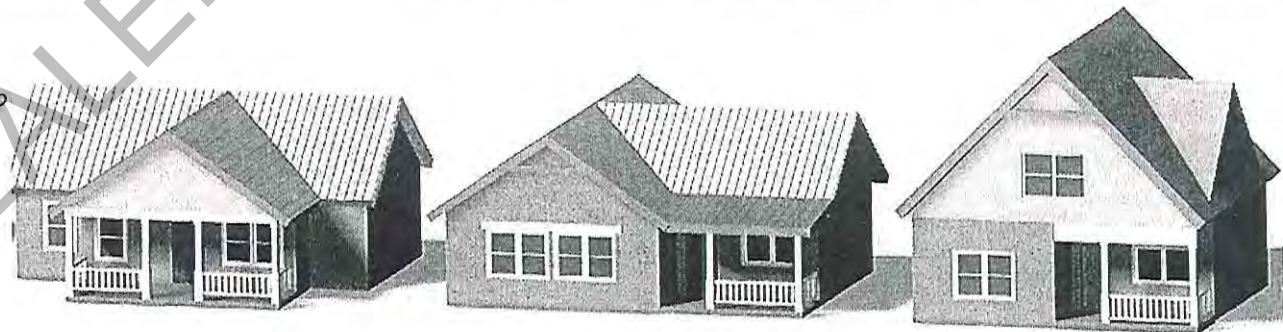
Include details that reflect the historic styles in the neighborhood and make a house unique and attractive

Use color, in moderation, as accents and on trim.

Avoid clapboard siding & aluminum sliding windows.



Add interest and relief to facades with Porches, Staggered floor plans & Gables



3 Usable Front Porches

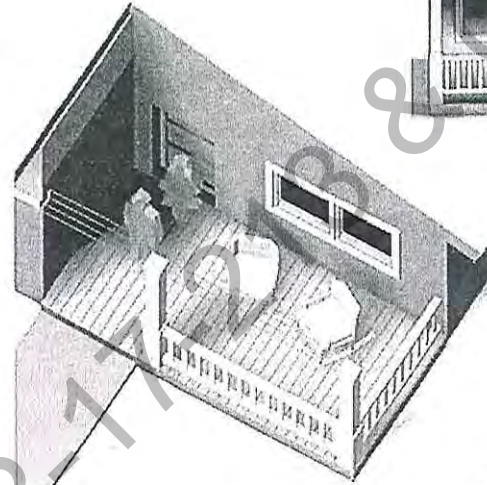
Provide usable front porches with front doors that are visible from the street.

Porches provide a comfortable transition space between the public realm and the privacy of the home. Porches also add visual interest to the design of the front of the house, enhancing overall attractiveness.

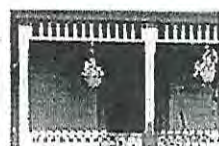
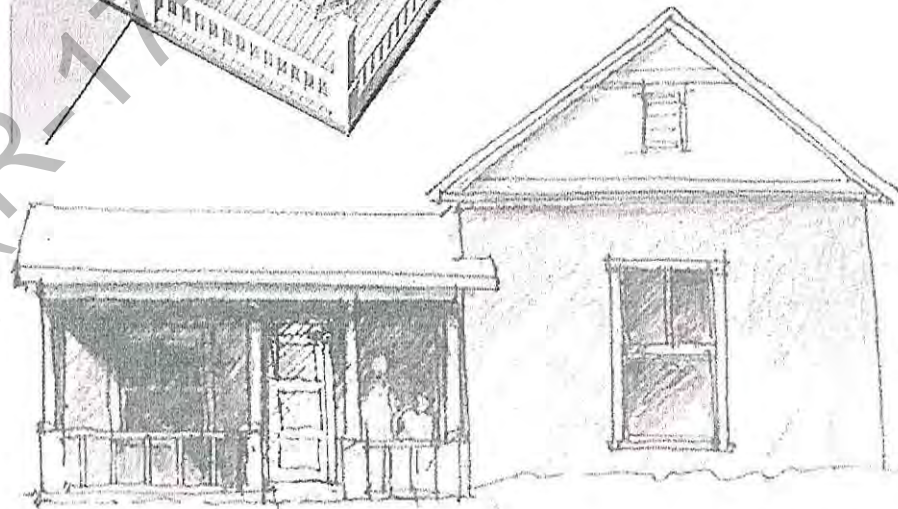
Porches create a sheltered space at the entry and a comfortable outdoor room in which to sit and greet neighbors. Porches are common in the neighborhoods, representing the traditional character that many residents value. Front porches should be included in all new houses.

A porch with a visible front door makes the entrance to the house both welcoming and secure. A visible front entry enhances security by allowing homeowners to see the comings and goings of neighbors and visitors and to keep an eye out for intruders. A visible front door sends a 'welcome' signal to the neighborhood. In contrast, residents perceive side entrances as security risks because they reduce opportunities for the surveillance of the street. Front doors of all new houses must be visible from the street.

Put porches at the front of the house with the front door visible from the street.



Make porches large enough to use for sitting and greeting neighbors.



4 Landscaped Front Yards

Landscape front yards to enhance the neighborhood and increase comfort and usefulness to the residents, while respecting the desert climate.

Basic landscaping in the front yards of all new houses is required. It will enhance the neighborhood and contribute to the livability of the home. Residents can augment and personalize this basic landscaping as their interests and budgets allow. Make front yards colorful, attractive, and economical by using drought tolerant plants that thrive in an arid climate and require little water or maintenance. Landscaping should be designed to provide shade and protection from wind and dust.

Shade trees provide livable outdoor spaces to extend small interior spaces. Outdoor rooms create places for kids to play and for parents to watch or sit and visit with neighbors. Designing landscaping with family activities in mind increases the family's enjoyment of the home and promotes interaction among neighbors.

Creative use of landscaping could also enhance other design guidelines. For example, inexpensive, yet durable, chain-link fencing, bordered by hedges or covered with vines, can be quite attractive, and trees can help reduce the cost of cooling in the summer by shading the house. Landscaping can also be designed to increase security. The judicious placement of a cactus under a windowsill is a great deterrent to an uninvited guest.

New homes should be provided with basic landscaping in the front yard including:

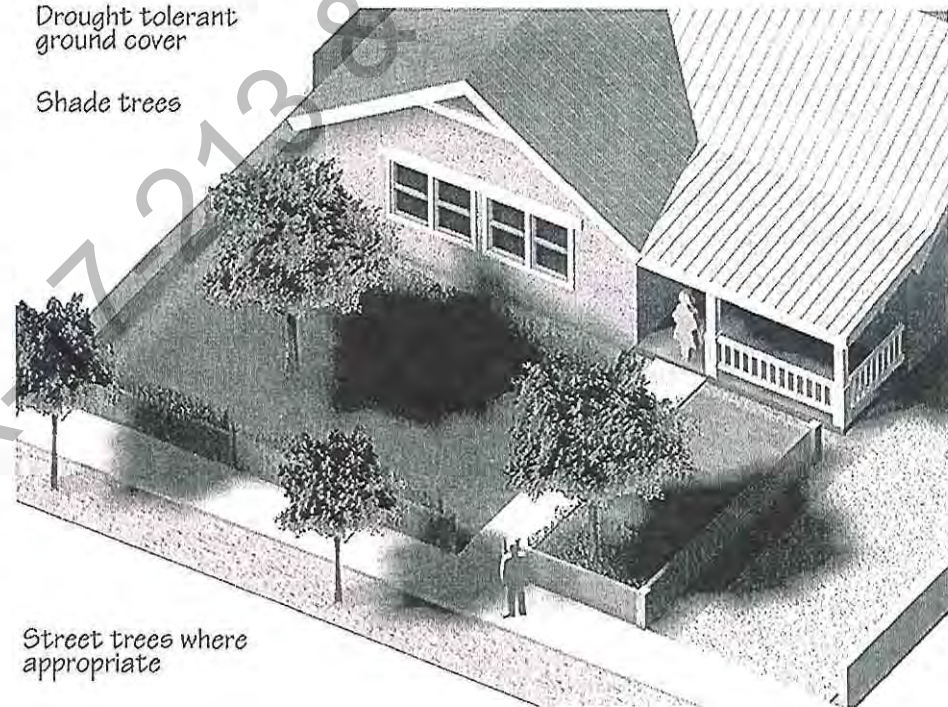
Space for flowers or accent planting

Hedges or shrubs to block winds and filter dust

Drought tolerant ground cover

Shade trees

Select from list of recommended plants (or ones with similar characteristics) that conform to water use regulations.



Street trees where appropriate



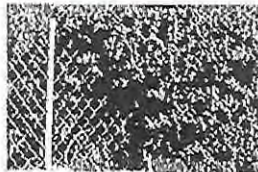
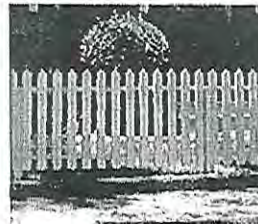
5 Front Fences

Provide front fences that define property, provide security, and present a neighborly face.

"Good fences make good neighbors." For residents of these neighborhoods, a 'good' fence is three to five feet high, is transparent enough to see through, and is well maintained and attractive. In all new houses, provide fences that enclose the front yard and present a neighborly face.

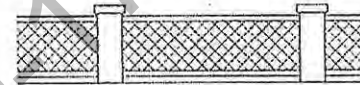
The front yard is a visual extension of the house. Although the preferred height of a fence may vary with neighborhoods, a fence that is too high will be viewed as unfriendly, while a fence that is too low will not provide a sense of security or keep dogs out. The degree of transparency is important to residents. Most believe that 'see-through' fences are more secure than solid walls, behind which someone could hide.

The appearance of a fence affects the appearance of the house. Wood fences are discouraged because they require maintenance and tend to deteriorate. Chain link fences require little maintenance and can look attractive when covered with vines or hedges. Wrought iron is the preferred fencing material. Combinations of materials are also acceptable. For example, a 3'-5' fence with a short masonry base and wrought iron above, can be an attractive, secure fencing solution.

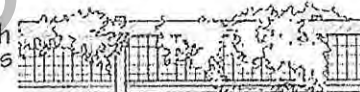


Use materials that require minimum maintenance

Chain link with masonry piers



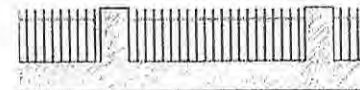
Hardware wire with wood or metal rails



Wire fences can be covered with vines to form an attractive hedge



Wrought iron with masonry

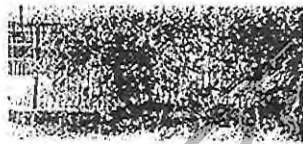


Avoid solid block walls.



3 foot fence

Front fencing should be 3' to 5' high in keeping with the context of the neighborhood.



6 Compatible Scale

Only build two-story houses, duplexes, and triplexes in the appropriate context and in scale with existing houses.

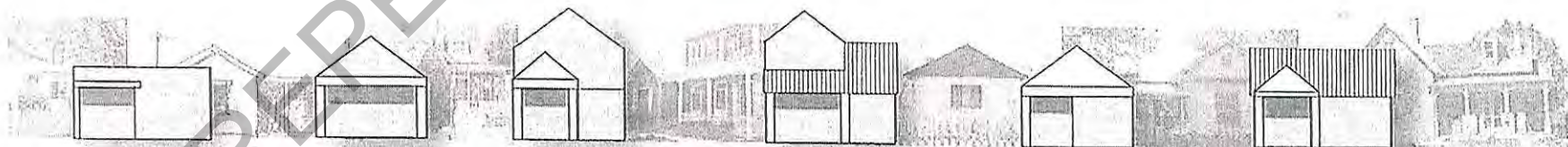
While single-story, single-family, detached homes predominate in most of the neighborhood, there are some situations in which two-story or attached single-family houses may be appropriate, such as streets with significant numbers of two-story houses or lots that are too narrow to accommodate a single-story house. Multistory and attached houses should only be built when they are visually compatible with the immediate surroundings.

Owner-occupied, attached houses offer many of the advantages of single-family detached houses while also providing improved affordability and meeting special needs. By clustering housing around shared open space, land costs can be reduced and people who are elderly, disabled, or single parents can benefit from a 'mini-community'. The design should reflect the character and scale of a single-family house and the roof line should be compatible with neighboring homes. Attached house types are best suited for corner lots and higher density areas that exist in the neighborhood.

Since it is an objective of the neighborhood to minimize on-street parking, the duplex or triplex must be designed to provide adequate parking on the lot. Designs must also provide hidden storage for trash containers to avoid front porches lined with garbage cans.



The use of single story elements such as porches and roof overhangs can "scale down" 2 story houses in areas with single story homes.



Design Guidelines:

The arrangement of buildings, cars, trees, shrubs, and paving on a lot affects how a property fits into the neighborhood. Lots should be designed to improve usefulness for the residents and to enhance the value of the property. This requires understanding the concerns and preferences of both residents and homebuyers.

The Baretas, San Jose and South Broadway neighborhoods are among the oldest in Albuquerque. Consequently, site configuration and building placement varies. Some areas have narrow lots and extensive alley systems. Some areas have houses located very close to the street, while others have more front yard space. These existing characteristics present site design challenges and opportunities including the placement of the house, parking, access, and landscaping.

Off-street parking is a particular concern. Where lots are narrow, the higher density results in more cars per block. At present, residents believe too many cars are parked on the streets. They also do not want to see a streetscape of garage doors. The lot should be designed so cars can be parked unobtrusively off the street, leaving the front yard attractive for the residents and the neighborhood.

Existing alleys offer opportunities for vehicle access and parking. Many residents worry that alleys contribute to crime. As a result some alleys have been closed to traffic at one or both ends. Where alley access is available, increased use and surveillance can reduce security concerns while helping to accommodate off-street parking.

Use of outdoor space is another important design consideration.

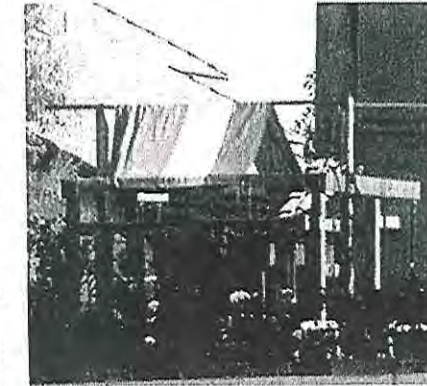
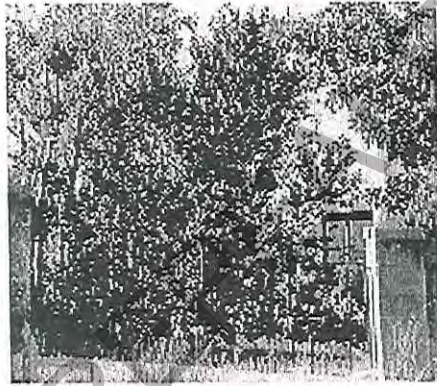
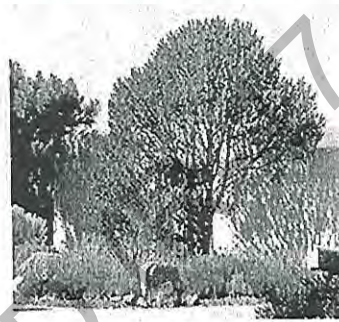
Families use outdoor spaces for children's play areas, for entertaining, and for gardening. Appropriate landscaping can offer ways of expanding livable areas to include exterior spaces. Fences define areas for privacy and provide safe places for children to play. Well-selected ground cover, trees, and plants make places for outdoor rooms, reduce cooling costs, and improve the value of the lot. Vegetable and flower gardens offer enjoyable activities, as well as the benefit of what they produce.

Lot design must take into account the placement of a storage unit, garage or carport, and auxiliary buildings. The house's orientation on the site can reinforce energy conserving strategies. A well designed site and landscape plan should provide options for homeowner additions and improvements.

Considerations for lot layout include::

- Site layout and landscaping
- Plan for change
- Site innovation
- Off-street parking
- Setbacks
- Fencing and outdoor storage

the Lot



7 Site Layout & Landscaping

Design the site with usable, landscaped outdoor spaces for the residents, designated space for cars, and good solar orientation.

Careful placement of the house and the provision of modest landscaping can greatly enhance the livability of a dwelling. Although full landscaping is outside the scope of this affordable housing project, the builder is responsible for landscaping the front yard according to guideline number four. The front yard is the neighborhood face and the builder should provide appropriate low water use plants to create livable outdoor rooms that are shaded in the summer and protected from spring winds.

Landscaped areas generally do not do well when cars are parked on them. While the layout of the site must accommodate cars, automobile access and parking should not detract from the family's enjoyment of the home and yard. Parking areas should be thoroughly separated from the landscaped living spaces. Alleys, where available, provide opportunities for automobile access and entry to auxiliary buildings. A careful site plan should utilize alleys without sacrificing neighborhood security.

The neighborhood residents generally prefer a streetscape where houses line up along the street. Variation in facades, landscaping and roofs can create a streetscape that is both ordered and interesting. While some variation in setback can provide visual interest and may solve parking problems or provide space for attractive landscaping, differences should be limited. It would not be appropriate to place one house at the back of the lot when all the others on the street are near the street.

In all cases, design and orient the house for winter sun and summer ventilation. Take advantage of southern and eastern exposures and place windows and overhangs to get the most benefit for winter heating and summer cooling.

Site the house on the lot to create usable outdoor spaces, for:

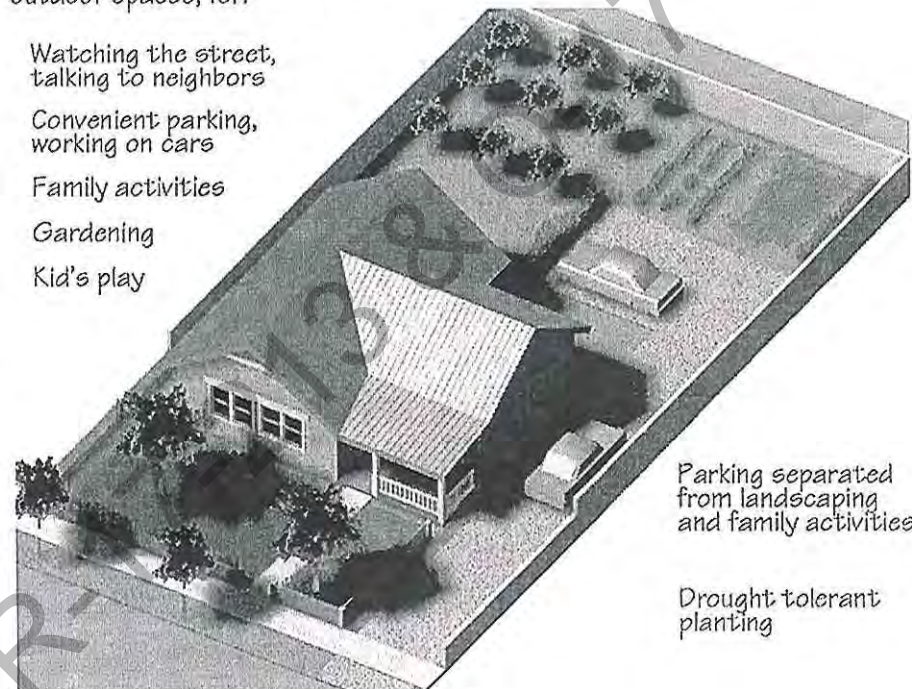
Watching the street,
talking to neighbors

Convenient parking,
working on cars

Family activities

Gardening

Kid's play

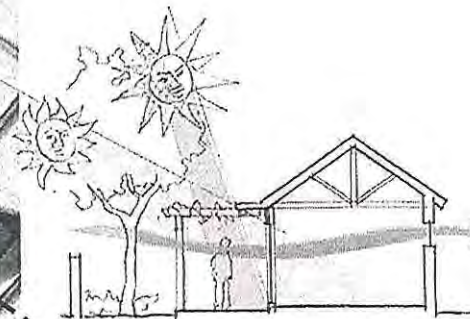


Parking separated
from landscaping
and family activities

Drought tolerant
planting



Align the fronts of new houses with
existing homes on the street.



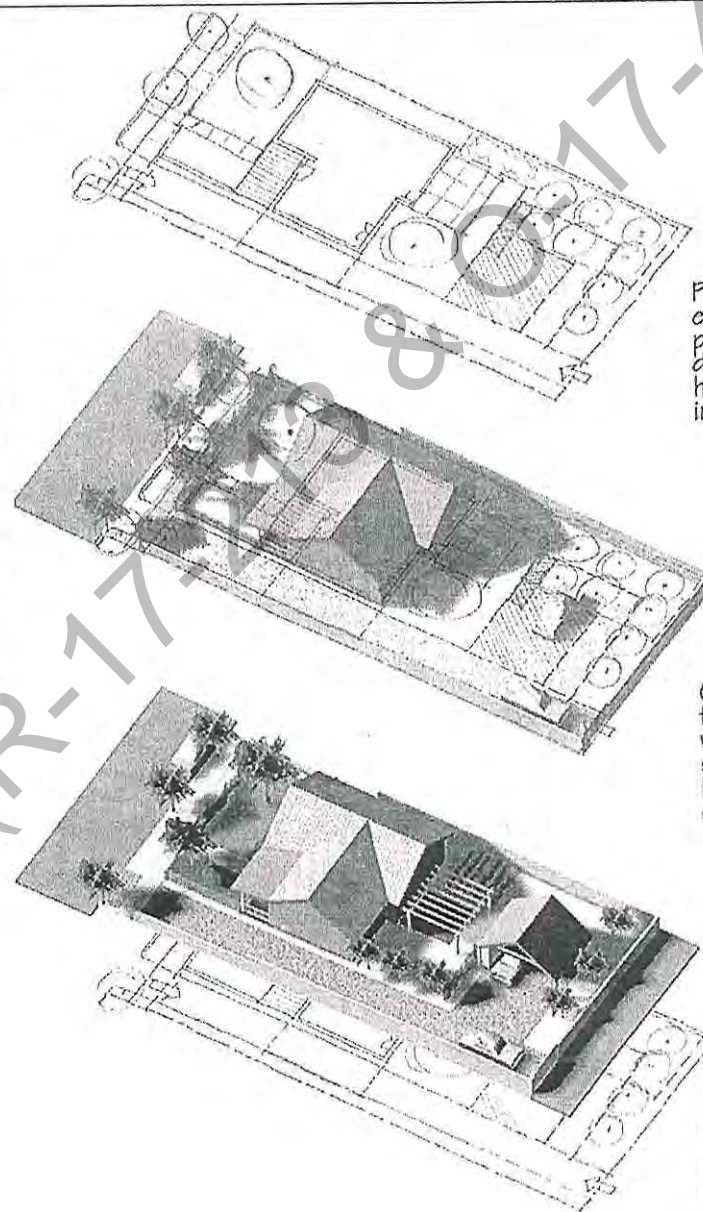
Orient the house for winter
sun and summer ventilation.

8 Plan for Change

Provide a fully annotated site plan and landscaping plan with options for owner built additions and landscaping.

The builder should provide a clearly annotated plan for future landscaping and development of the lot by the owner. A well designed landscape transforms a bare lot into an enjoyable usable space. The careful placement of an adobe bench (banco) can offer an inviting sunny spot for a winter afternoon. Suggesting areas for flower and vegetable gardens offers occupants ideas to enhance their property, further instilling a sense of ownership and pride in their new homes. Supplying a plan for a fully developed landscape with suggestions for trees, plants, patios and built-in out-door 'furniture' could give the homeowner the incentive and the information to landscape more completely over time.

An important consideration of a good site plan is the possibility of future expansion to meet the changing needs of families. The placement of the house on the lot should allow the homeowner to easily expand their home or add an auxiliary unit at a later time. The site plan might offer alternative arrangements of trees, plants, and outdoor furniture that would accommodate different additions. At a minimum, the site plan should provide one example of how to landscape the back and side yards, while allowing for future expansion of the house.



Provide an annotated plan of a complete landscape design that the homebuyer could implement over time.

Offer suggestions for materials with which to build patios, shade structures, bancos and other outside amenities.

Include a list of suggested plants, trees, and ground cover that thrive in this climate with limited water use.

9 Site Innovation

Very narrow or unusual lots may be grouped for innovative site planning.

Narrow and unusual lots present an opportunity for innovative site planning. Site configuration should maximize the usable space of small or irregular lots. The placement of the house on these lots is a major consideration in solving this problem.

Two story houses provide one way to accommodate family needs, on narrow lots.

Some lots are contiguous and therefore could be assembled into larger lots. Contiguous lots can take advantage of 'zero-lot line' plans, which place the house directly on the side lot line, making the usable space on the other side five feet wider. Zero-lot line development is acceptable when other houses are similarly situated. Attached houses that appear and function like single-family dwellings, and are owner occupied are another viable alternative on contiguous lots.

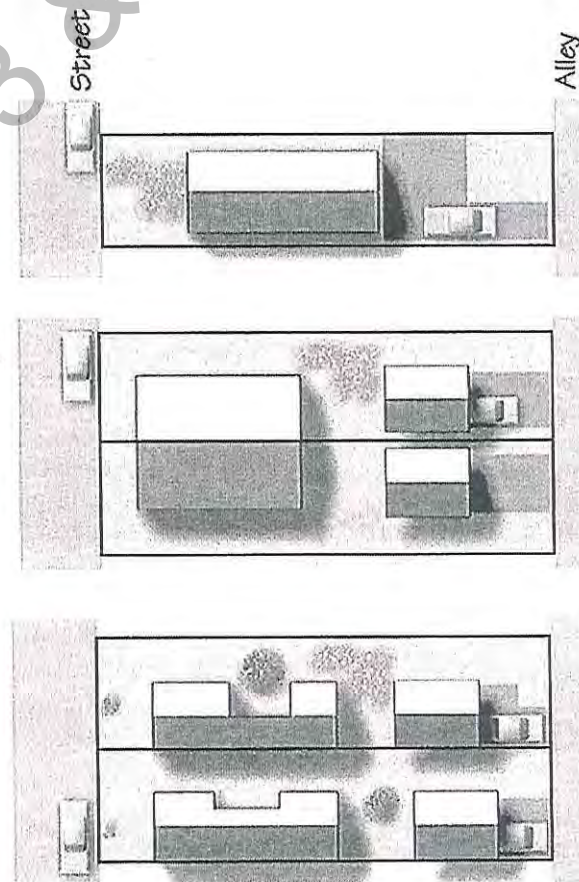
Use alleys to provide the opportunity for

- Expandability
- Auxiliary buildings & storage
- Parking, carport, garages
- Granny apartments
- Alley access

Attached or 2 story units may be necessary on narrow lots.

Duplex units can have the appearance of single family homes, while saving space on the site.

Zero lot line units can provide usable outdoor space at the side of the home.



10 Off-street Parking

Provide a parking area for at least two vehicles, beside or behind the house, taking advantage of alley access where appropriate.

Neighbors say there are too many cars parked on the streets, making off-street parking for new housing a high priority. Parking must be designed to accommodate two vehicles per house, with the flexibility to provide additional spaces where possible. The on-site parking area should be clearly defined with paving, or other appropriate parking surface, and edging that separates it from the rest of the yard. Parking should be located to provide convenient access to the kitchen.

In keeping with the traditional character of these neighborhoods, garages or carports should be recessed behind the front facade, either along the side of the house, or in the back. Designated parking areas may not be located in front of the house. Side yard parking, although a common solution to parking on narrow lots, creates its own problems. Parking directly next to a neighbor's window can bother them with noise and exhaust fumes. Tandem parking, with one car parked behind another, can be inconvenient.

One inexpensive design strategy might be to use paved strips for driveways. The use of less asphalt paving improves cooling in the summer by reducing heat absorption that re-radiates into the atmosphere near the house.

Where alleys are available, they provide an alternate way to access the property. Increasing the use of alleys can improve security. 'Eyes on the alley' (surveillance from office and apartment windows and cars) act as a deterrent to inappropriate activity. The design for a more active alley can help to reduce people's feelings that alleys are unsafe.

Provide clearly designated parking for at least two vehicles on the lot.



Parking may be enclosed, covered or open, depending on the home buyer's preference and situation.

Garage doors or carports should not dominate the street facade.



Avoid parking next to a neighbor's window

Provide space for additional cars and guests.

11 Fencing & Outdoor Storage

Provide back yard fencing and sufficient lockable outdoor storage, designed to complement the house.

Side and backyard fencing gives families privacy and flexibility for outdoor activities. Although most new houses do not generally include complete fencing, it is helpful to the homebuyer to be offered cost effective strategies to provide their own fencing. Limited side or backyard fencing to solve specific problems is required. An example might be a small side fence to hide unattractive evaporative coolers.

Residents view outdoor storage as a necessity. A lockable place for storing tools, garden equipment, and seasonal home accessories should be provided. Storage can be attached to a carport or garage, attached to a house, or freestanding. An oversized garage could also provide storage, as long as its size is in scale with surrounding buildings and adequate parking is still made available. Whichever option is employed, the storage unit must be in keeping with the style and materials of the house so that it enhances, rather than detracts from, the value and appearance of the neighborhood.

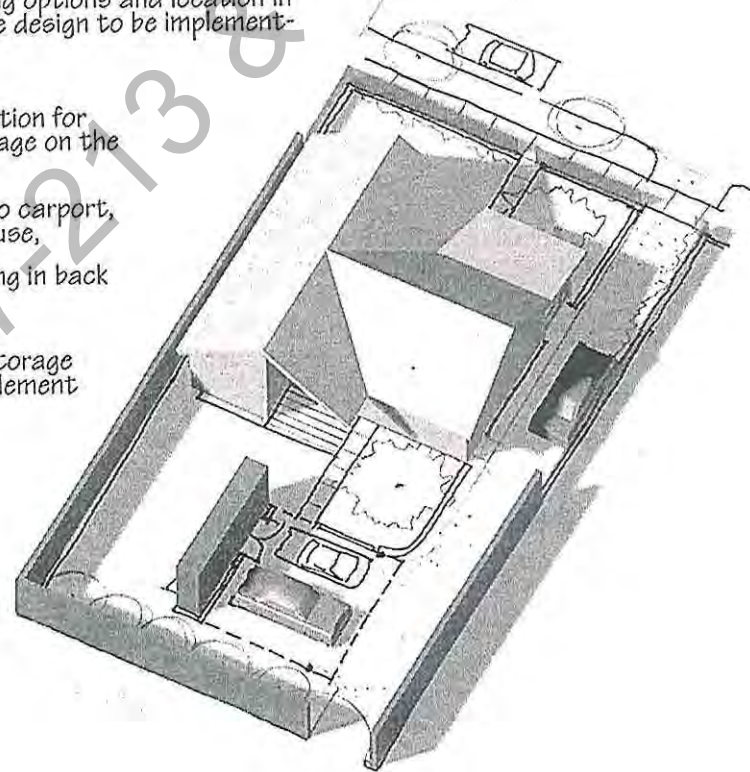
Give homebuyers the option of including side and backyard fencing at an additional cost.

Specify fencing options and location in the landscape design to be implemented later.

Provide an option for outdoor storage on the lot.

- Attached to carport, garage or house,
- Freestanding in back

Design the storage unit to complement the house.



Design Guidelines:

The design of the dwelling presents one of the greatest challenges to producing housing that is affordable to low and moderate income families, fulfills the needs of diverse households, and enhances the neighborhood.

Families come in various sizes and structures. Less than thirty percent of today's households fit the conventional profile of a father and mother with two children. Blended, single parent, and multi-generational families, one-person households, and childless couples have different needs and require different housing configurations. Houses should be designed in a variety of sizes, and homebuyers need the opportunity to select a plan that best meets their requirements.

Every unit should provide flexibility so the occupants can arrange furniture in different ways for different functions. The sizes of rooms, placement of doors and windows, and proximity to other rooms all affect how easily alternative uses can be accommodated within a space.

A well organized sequence of spaces in the house is important to many families. The entry should be at the front, facing the street, and provide a transitional space inside so visitors do not

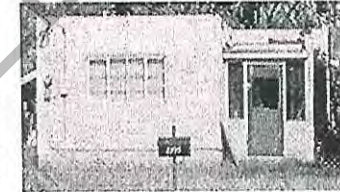
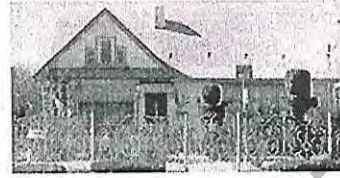
walk directly into the living room. Generally, most people also want the living room at the front, and prefer to have the kitchen in the back, or at least shielded from the entry.

People also express strong concerns about functional issues, including the need for two bathrooms, a utility room, and storage. The kitchen or utility room should have convenient access to the car and the backyard. Security is extremely important, both within the house and in the neighborhood.

The guidelines for the design of the house include:

- Variety of house plans
- Flexible arrangement
- Living room in front
- Eyes on the street
- Two bathrooms, utility room and storage
- Visitable by people with disabilities

the House



12 Variety of House Plans

Offer a variety of floor plan options that provide choice of room arrangement.

Designing housing that is affordable and fulfills the needs of diverse households is a challenge. Families differ in size, structure, income, preferences and lifestyle. No single design can satisfy everyone. Affordable home design requires exceptional skill to create compact, economical and livable shelter that offers the variety of plans needed by diverse families.

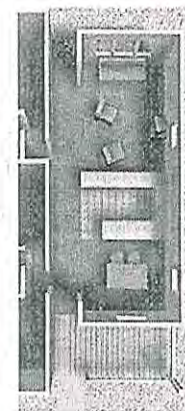
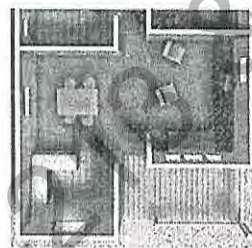
Some people prefer open plans for flexibility of furniture arrangement, a sense of spaciousness and the ability to watch children. Others prefer walls to separate children and adults, hide kitchen mess, and increase wall space. Some residents also feel a lack of security if a passer-by could see all the way through a home with an open plan.

Many people want the dining area adjacent to the kitchen, while others prefer the dining connected to the living area. Very few prefer either a completely open plan, combining living, dining, and kitchen, or three separate spaces. Whatever the arrangement, most would like an eating area in the kitchen.

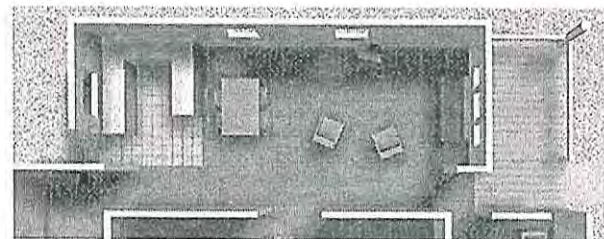
The structure of the household influences preferences for bedroom arrangement. Couples with small children often want all bedrooms clustered together. Couples with older children tend to prefer some separation of the master bedroom from the children's bedrooms. Some people like the idea of a bedroom in the front of the house so they are aware of street activity while others feel a front bedroom is a security risk or a noise problem.

Early involvement of homebuyers in the process allows them the flexibility to choose from various options and potentially make minor modifications. Early decisions keep homes affordable while meeting diverse family needs.

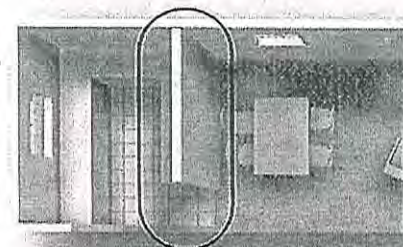
Provide a number of plans with different arrangements of the living, dining, and kitchen areas.



Maintain some degree of openness, to allow the occupants to organize the spaces in multiple ways.



Provide the opportunity for some separation between the three main living areas through the use of moveable partitions, half-walls or wall openings.



13 Flexible Arrangement, Living in Front

Place the entry and living room toward the front of the house. Provide convenient access to parking and backyard from the kitchen. Design rooms that permit flexibility of furniture arrangement.

Most people believe that the living room should be at the front of the house because it is the most public and 'formal' area of the home. They also desire a separate front entry space so visitors don't 'fall into the living room.'

The kitchen should not be visible from the entry, to screen kitchen clutter from visitors. An additional 'family' entrance should provide easy access to the kitchen and utility room. The tasks of bringing in groceries and unloading children are best served if parking is close to the kitchen or utility entry and protected from the weather. Many people also feel that it is important to provide easy access to the backyard from the kitchen for family outdoor activities such as kids' play, gardening, and barbequing. A transition space is helpful to reduce the dirt that can be tracked into the house.

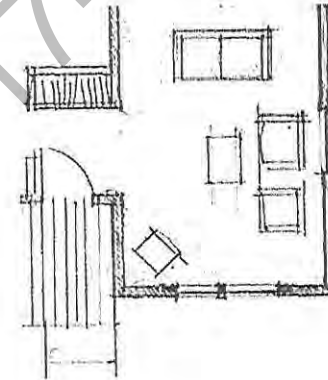
Family size, income, needs, and preferences vary among homeowners and change over time. Design spaces in the home that are flexible and adaptable to accommodate alternative functions and arrangements. Flexibility for furnishing is particularly important in compact houses where spaces must often serve multiple functions and there is no leeway to compensate for an awkward layout.

The careful placement of doors can prevent circulation from encroaching on usable living space. Uninterrupted walls make it easier to place large furniture pieces, allowing for more arrangement possibilities. The use of 'left over' spaces as study areas, storage, or special places for kids, also improves the overall flexibility of the house.

One room should be designed to accommodate alternative uses, such as separate quarters for an extended family member or a home office. This room should include bathroom access and an outside entry to enhance options for future use.

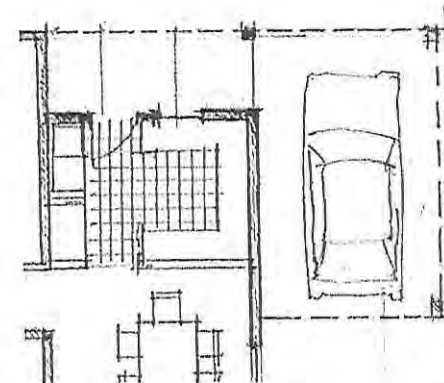
Most people prefer the living room at the front of the house.

Provide a separate front entry space. The kitchen should not be visible from the entry.

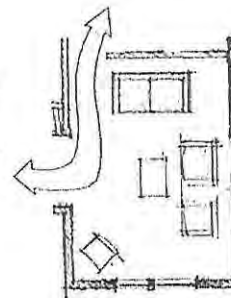


Locate the kitchen and parking so that there is a close and direct link between the two.

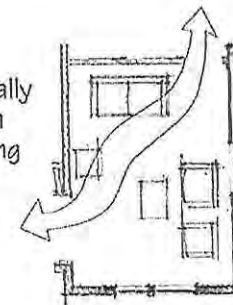
Provide covered passage from the car to the kitchen, when possible.



When circulation must go through a room, place it at one side.



Walking diagonally through a room makes furnishing difficult.

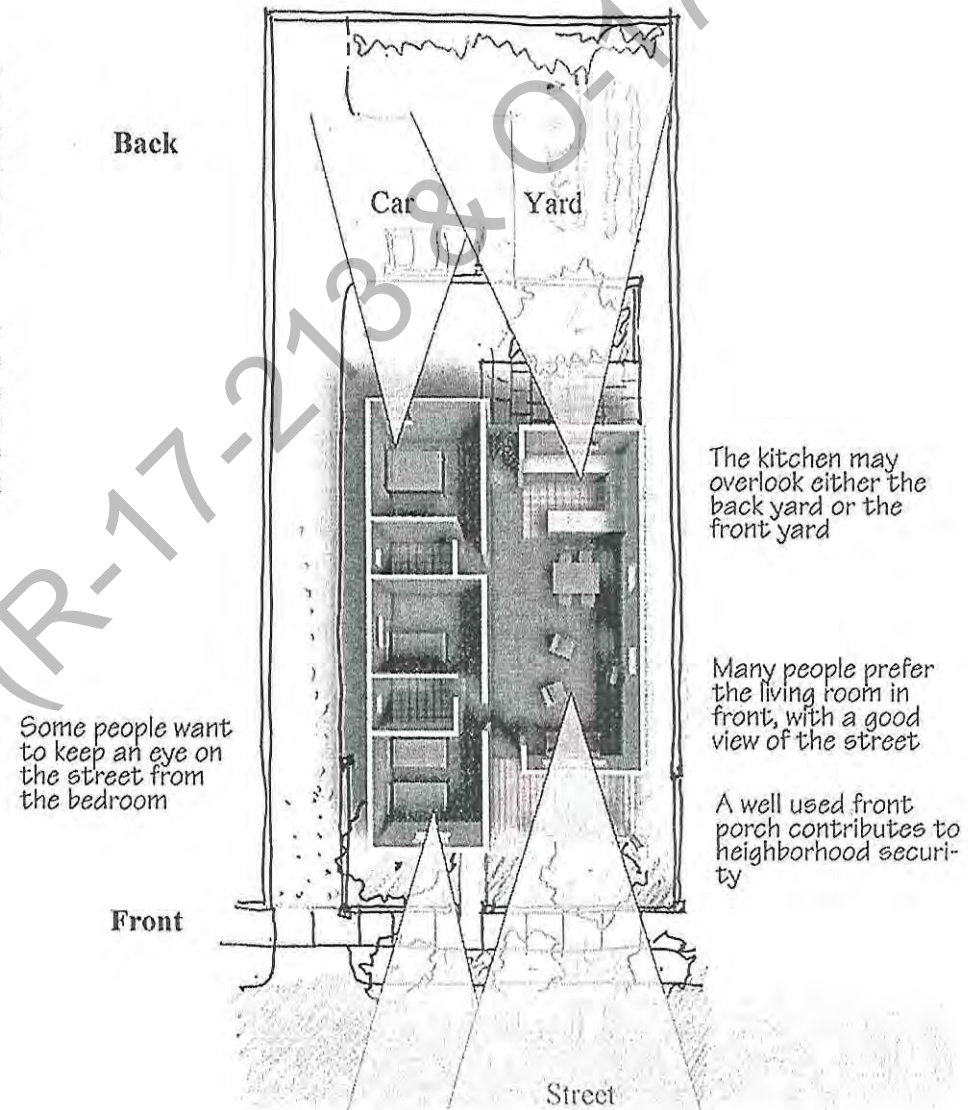


14 Eyes on the Street

Design houses with good surveillance of the street and lot.

Security is a major concern in the neighborhoods. 'Eyes on the street' - the ability for residents to observe and monitor the street, and their neighbors' houses fosters a safe and secure neighborhood. Although people use their homes and their own yards differently, many want to be able to see the front yard and street from the living room. It is also important to provide a street view from other frequently used spaces, such as the kitchen.

In some neighborhoods, residents use their side and back yards extensively and want the ability to observe activities in those areas. Good views to the outside should be available from the living, dining and kitchen areas of the house, and there should be a clear relationship between outdoor activity areas on the site and visibility to these areas from the kitchen, dining and living rooms.



15 Two Baths, Utility Room & Storage

Design houses with two bathrooms, a utility room and as much storage as possible.

The overwhelming majority of people want a second bathroom in a three or four bedroom house. In most cases a three quarter bath (with a shower instead of a tub) is acceptable as a second bathroom. The need for a second bathroom is obvious for large families, but couples and single people also prefer the second bathroom for a variety of reasons. They may have house guests or grandchildren who stay over, they may wish to expand the house at a later date, or they may recognize that a second bathroom will improve resale value.

People assert a critical need for storage. House plans should include as much storage as possible, with careful consideration to the type, size and location. Storage is particularly important when homes do not have garages or attics. Lack of storage compromises both comfort and usability. Appropriately sized closets in bedrooms, coat closets, linen closets, and kitchen pantries are not luxuries, but necessities. Storage for infrequently used items that would go into a garage, basement or attic in a larger home must also be provided. The amount of storage should be sized to accommodate family need. Outdoor storage that is locked and located close to the house can reduce indoor storage requirements.

Most residents prefer a separate utility room that serves a variety of functions such as laundry, folding and ironing, storage of tools and cleaning supplies, and a work space for minor house repairs. The utility room can also serve as a 'mud room' and transition space between outdoor and indoor activities.

Provide a second bath in all homes. A 3/4 bath is acceptable for smaller homes, but 3 and 4 bedroom homes should have a full second bath. One bath should be accessible from the master bedroom

Two story homes should have a bath on each floor.

Storage should include:

- one linen closet in a hallway or bathroom
- a coat closet at the front entry
- a pantry or broom closet in kitchen or utility
- a walk-in closet in the master bedroom, if possible

Provide a separate utility room if possible. The utility room should be large enough to accommodate a washer and dryer along with storage and work space.

16 Visitable by People with Disabilities

Build houses that are visitable by guests with disabilities.

All new homes must be designed to accommodate visitors with disabilities. Many households have family members, friends or relatives who have a disability and need to have access to visit the family. A guest or family member in a wheel chair, on crutches, or with hearing or visual disabilities must have step-free access to an outside door with a minimum clear opening of 32", access to the social spaces in the house; and a clear 32" wide path to a bathroom.

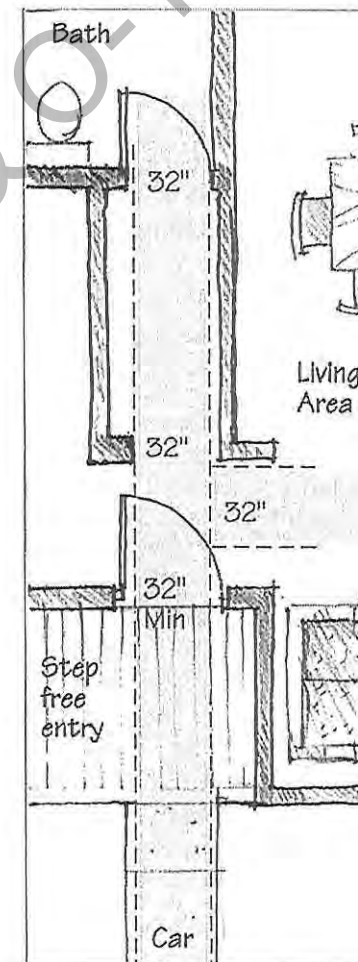
Some new houses need to be fully accessible to meet the requirements of homebuyers with disabilities and, whenever possible, new units should be designed so they can be converted to complete accessibility at a later time,

Address all accessibility code requirements.

In addition, provide basic access for visitors with disabilities including:

- One step-free entry,
- Minimum 32" wide doors.
- Minimum 32" clear passage between step free entry, living areas and bathroom.

Offer fully accessible homes for homebuyers with disabilities.



Design Guidelines:

New housing in the Barcelas, San Jose and South Broadway neighborhoods should provide a safe, secure, attractive home for the residents while contributing to the security and viability of the neighborhood. New housing must also be affordable to the intended market. Affordable means affordable to buy and affordable to maintain. Housing for families with low and moderate incomes must strike a balance between the initial purchase price and the long term occupancy costs. Homeowners must be able to afford the down payment, meet the mortgage payments and pay taxes, utilities and other monthly housing expenses without sacrificing other essential needs. Over time owners will have to repair and replace appliances and fixtures and maintain the dwelling.

A house with a low initial cost does not serve a family well if they cannot afford the costs of operation and maintenance. Inexpensive windows may reduce short term construction costs at the expense of long term utility bills. A house that is built poorly, with materials that are expensive to maintain, will eventually detract from the neighborhood if the homeowner is unable to keep it up.

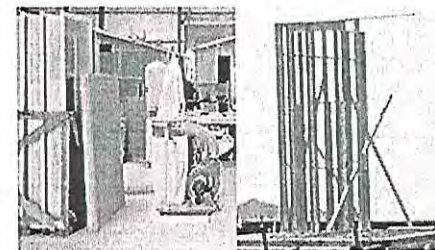
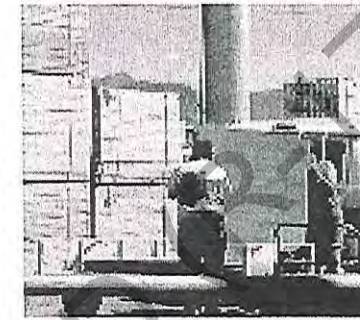
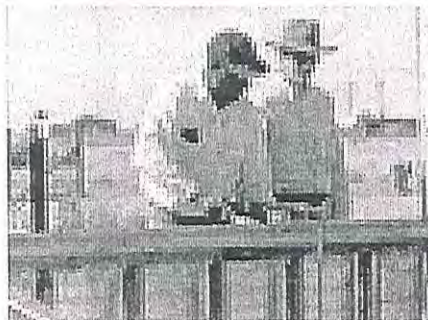
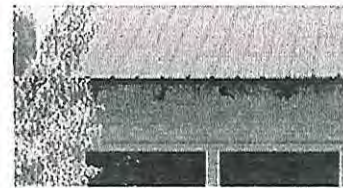
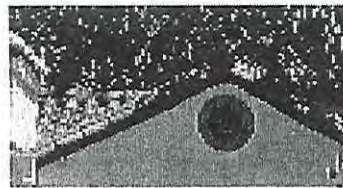
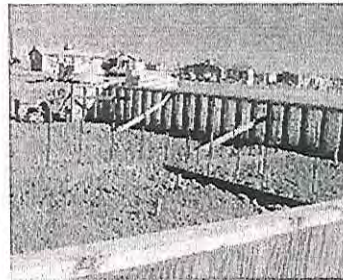
Affordability can best be achieved by balancing thoughtful design, economical construction, and efficient development. Each area may contribute to cost reduction to make homes affordable for moderate income families. The goal is to provide homes that are durable, attractive, livable, economical, and enhance the neighborhood.

For most people the purchase of a home is the major investment of their lives. The infill project offers an important opportunity for residents of the neighborhoods to achieve economic security by building home equity.

The Guidelines address both initial and long term affordability through:

- Compact, efficient floor plans
- Innovative construction
- Durable construction, do-it-yourself repair
- Reduced energy and water costs
- Flexibility for growth

Affordability



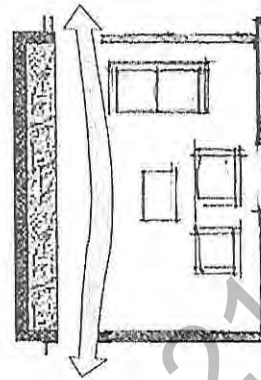
17 Compact, Efficient Floor Plans

Maximize usable living space by designing efficient floor plans

Housing designed for low and moderate income families must be compact and efficient. However, it must also be livable, spacious and functional. To achieve both goals requires exceptional skill and commitment by designers and builders.

Good, compact design should minimize hallways and circulation spaces that serve no other function. Circulation through a room can be placed along one side so that it does not interfere with the arrangement of furniture or comfortable use of the space. The circulation spaces can also be utilized for storage and shelving, children's play space or small work areas.

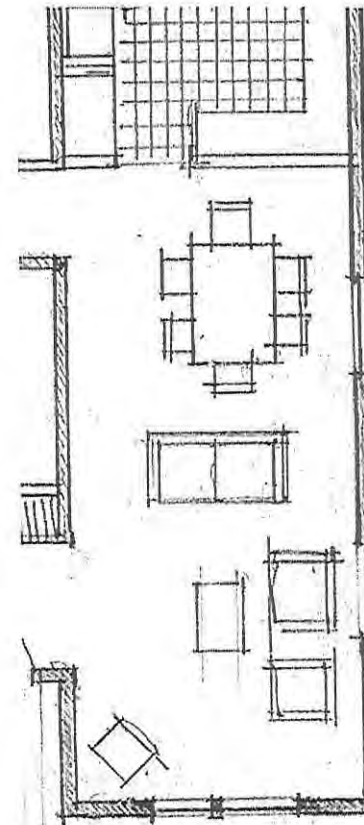
Compact floor plans can feel spacious if rooms open to one another and windows are placed with a view to the outside. Daylight and outside views can transform spaces that might otherwise seem dark and cramped into a pleasant and comfortable home.



Minimize circulation space.

Provide multi-functional spaces, e.g. storage or study area in hallways.

Compact floor plans can be made spacious by opening up the walls between rooms and windows to the outside.



18 Innovative Construction

Use building technology that reduces building costs but is visually indistinguishable from conventional housing in the neighborhood.

Available building technology offers a wide range of construction materials and techniques that can reduce costs and improve the quality of moderately priced homes. Manufactured and modular housing, panelized construction, prefabricated building components, energy efficient windows, improved insulation techniques and many other products are reliable and competitively priced.

Many innovative construction techniques have been accepted by the market with little resistance, others have encountered market resistance. Manufactured housing is still perceived by many to be inferior to conventionally built homes. Low roof slope, hard-board or vinyl siding, side entries, and raised floors that lack permanent foundations contribute to this poor image.

While manufactured housing continues to suffer the stigma of older poorly constructed mobile homes, current manufactured housing codes require construction standards that are comparable to conventional housing. Manufactured and modular units can be built and placed on a lot so they are indistinguishable from conventional housing. If they are placed on a permanent foundation, manufactured homes can be financed with conventional mortgages, with the benefit of appreciation. Some use conventional fixtures and offer similar amenities. If manufactured homes are designed to fit into the neighborhood, and constructed to standards equal to conventional homes, they are acceptable to both homeowners and neighborhood residents.

Innovative construction techniques are encouraged whenever possible to reduce development and construction costs, providing they are visually indistinguishable from conventionally built houses, they fit into the neighborhood, they are well built and livable, and they appreciate in value.

Use technology to promote cost savings and quality.



Structural wood panel construction is one innovative method of building affordably.



If using manufactured housing:

- Use only manufactured homes that follow the Uniform Building Code;
- Place manufactured homes on permanent foundations;
- Add porches, carports, fences and other amenities as described in these guidelines to make the homes fit their context.



Use standard fixtures and parts that can be readily purchased from local home building supply outlets.



19 Durable Construction, Do-it-yourself Repair

Use materials and fixtures that can be maintained by the homeowner. Don't sacrifice long-term affordability for short-term cost savings.

Finding the optimum balance between first cost and operating cost poses a difficult challenge. However it is critically important to minimize the maintenance and operating costs for families, so they can continue to live in the home and build financial security.

While durable, easily maintained construction may add some initial cost, the investment will pay off in the long run with stable homeownership. Well constructed houses will last longer, will need fewer expensive repairs and will enhance the neighborhood. Investment in extra insulation, energy efficient windows, orientation to winter sun, and the strategic placement of trees for shading can reduce utility bills and improve long-term affordability.

A well maintained house appreciates in value and contributes to the neighborhood. Many homeowners, or family members, will do their own maintenance and repair work. Homes should be designed and built to provide ease of maintenance and repair. Materials that age well should be used. Avoid finishes like wood that deteriorate without regular maintenance. Homeowners are more likely to maintain their houses and their investment, if they can manage the task themselves and it does not impose a difficult financial burden.

Use standard fixtures and parts that can be readily purchased from local home building supply outlets.

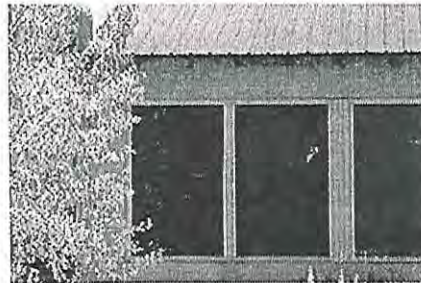


Put mechanical equipment in places that are easy to access.

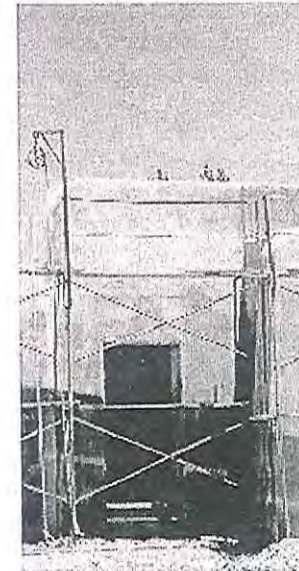
- Evaporative cooler placed on ground - not roof;
- furnace conveniently accessible by the resident.

Use materials that age well in the southwestern climate.

Use good quality windows.



Sloped roofs are preferred over "flat" roofs. Use long life, durable roofing materials as homeowners may not be able to afford expensive repairs.



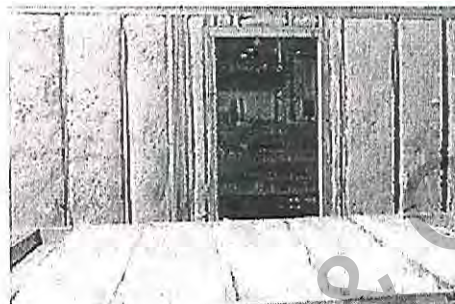
20 Reduced Energy and Water Costs

Use energy efficient and 'green building' practices to enhance long-term affordability and comfort.

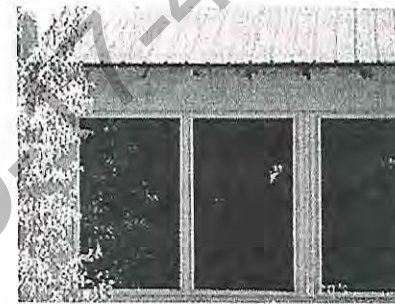
Heating and cooling costs can be reduced by utilizing 2 x 6 construction with extra insulation if possible. Orient the building to take advantage of south facing windows for winter sun. Design roof overhangs, trellises, and planting to shade glass and walls in the summer. Place windows and doors to allow cross ventilation for natural cooling.

Use native, drought resistant plant materials and xeriscape landscaping to reduce water use. Place trees so that they shade the house to further reduce cooling costs.

Incorporate Green Building features (from the Home Builders Association of Central New Mexico Green Building Program Compliance Standards and Resource Notebook). Emphasize the features that reduce ongoing occupancy costs to increase long term affordability for the homeowner.



Increased insulation is the most cost effective way to reduce energy costs for the homeowner



Use good quality double pane windows with thermal break.

Incorporate features from the Green Builder Program of the Homebuilders Association of Central New Mexico to promote initial and on-going cost savings for the homebuyer.

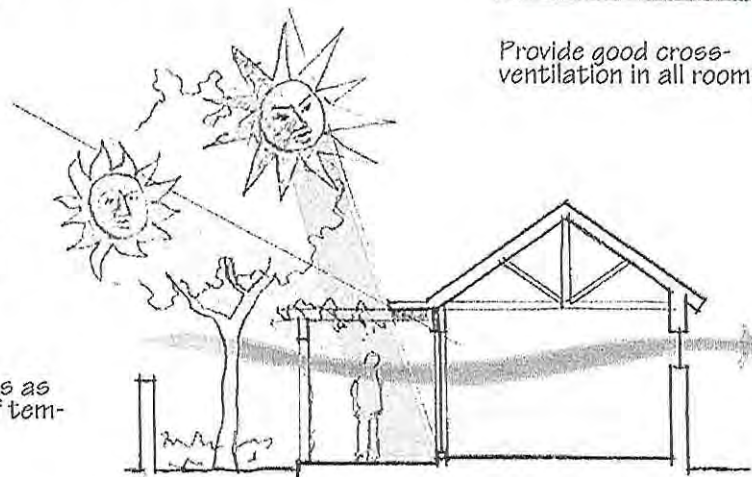
Locate the hot water heater close to kitchen and bathrooms to minimize heat loss.



Provide good cross-ventilation in all rooms.

Orient the openings to maximize southern exposure and minimize northern exposure.

Build in as much thermal mass as possible to take advantage of temperature swings.



21 Flexibility for Growth

Provide at least one economical way to expand or convert the existing building for future growth.

Provide at least one economical way to expand or convert the original house to accommodate family growth or changing needs. If the house is originally designed with expansion in mind, the costs of changes are often reduced.

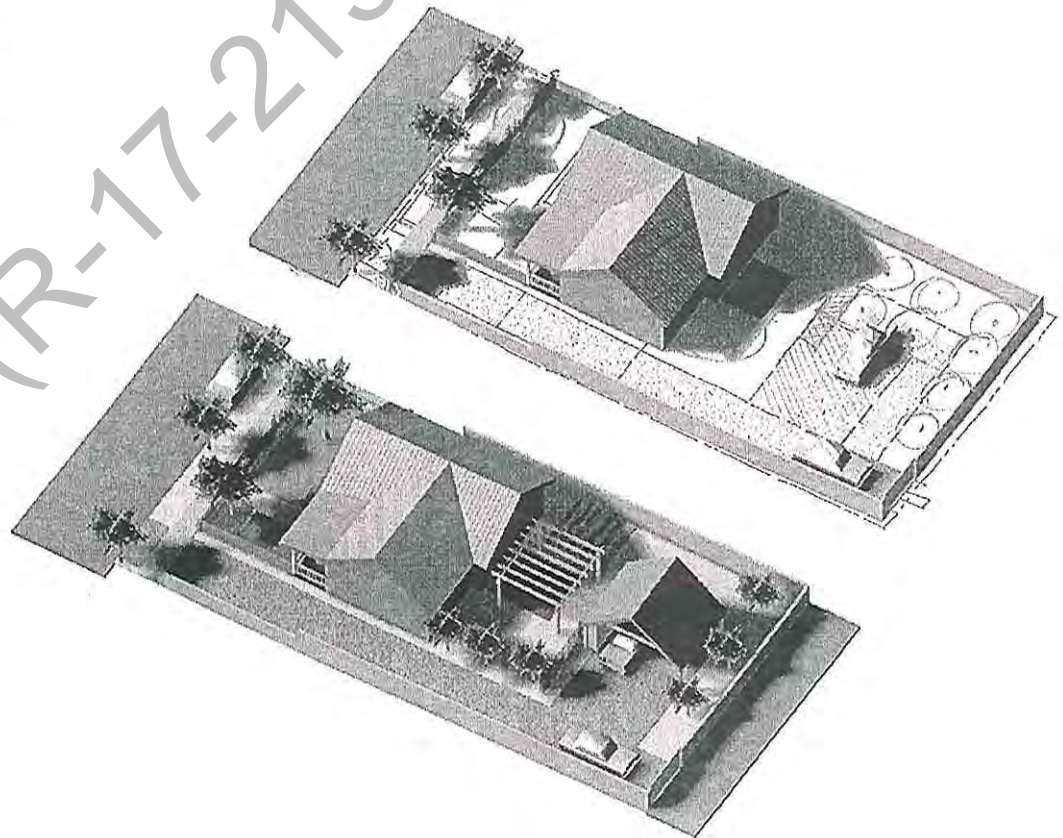
Many residents of the neighborhoods expect to occupy the same house for many years. This makes the ability to expand their home over time very important. Young families may need room for additional children. Older parents may move in with a grown child and yet want their own private space. In today's blended families, the ability to adjust and accommodate 'weekend kids', children of disparate ages, and in-laws is often necessary.

Some families may want to expand their homes in phases as their finances allow. Other homeowners may want to convert an area of the house to another purpose. For example, turning a front bedroom into a home-based business might provide the opportunity to supplement the family income.

Design the house to allow future modifications such as converting a carport or garage into an additional room, enclosing a patio or porch, finishing an attic, adding a room at the end of a circulation space, or building an apartment or shop in the back yard.

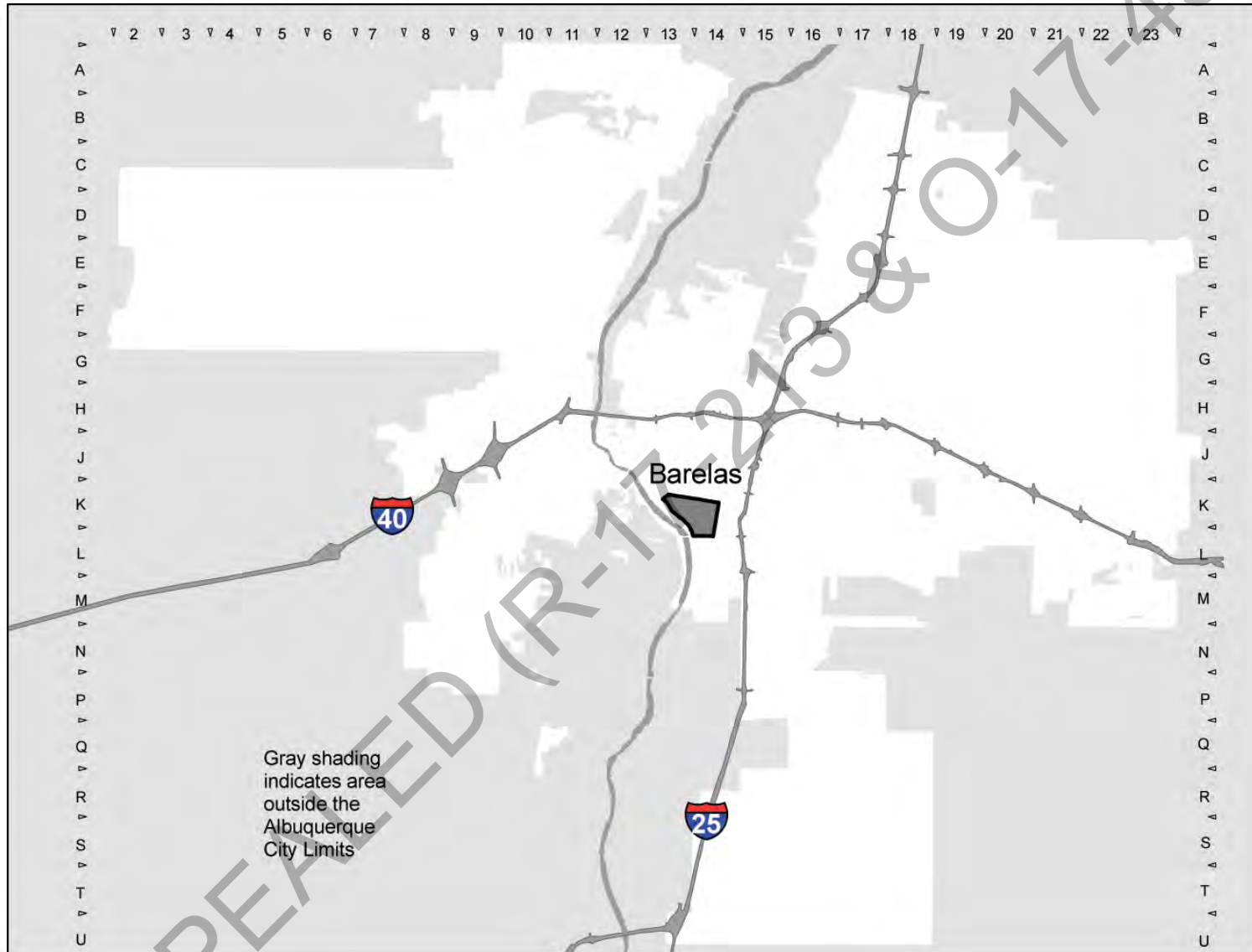
Design the house to provide for expansion and growth so that:

- a carport or garage can be converted to an additional room;
- the back patio can be enclosed;
- a room can be added at the end of a hall;
- a loft can be converted into usable space.

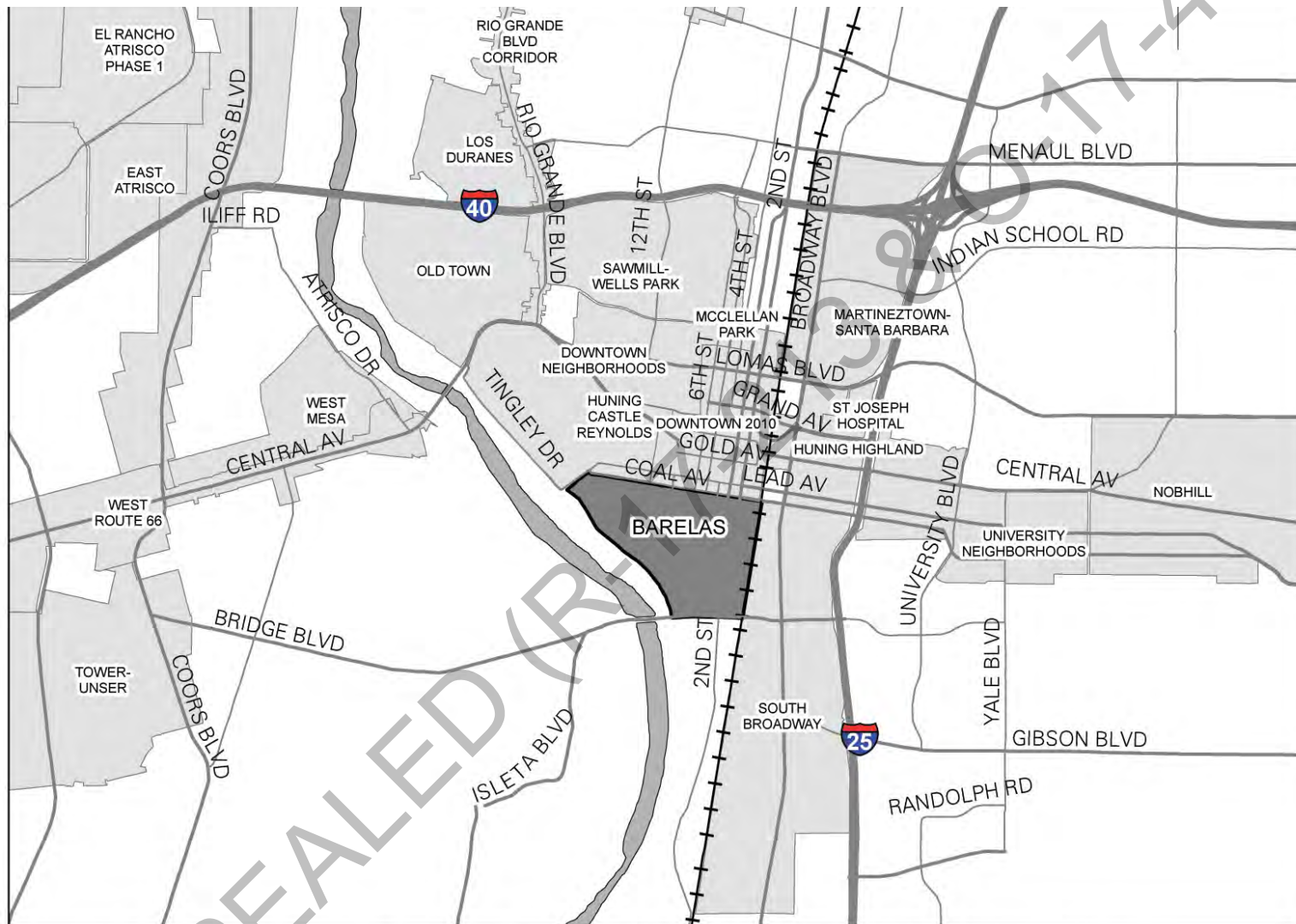


REPEALED (R-17-213 & O-17-49)

Appendix G: Miscellaneous Maps



Barelas Sector Plan: Location Map



Barelas and other Sector Plans in Central Albuquerque





Barelas Sector Development Plan Area

March 2006 Photo

