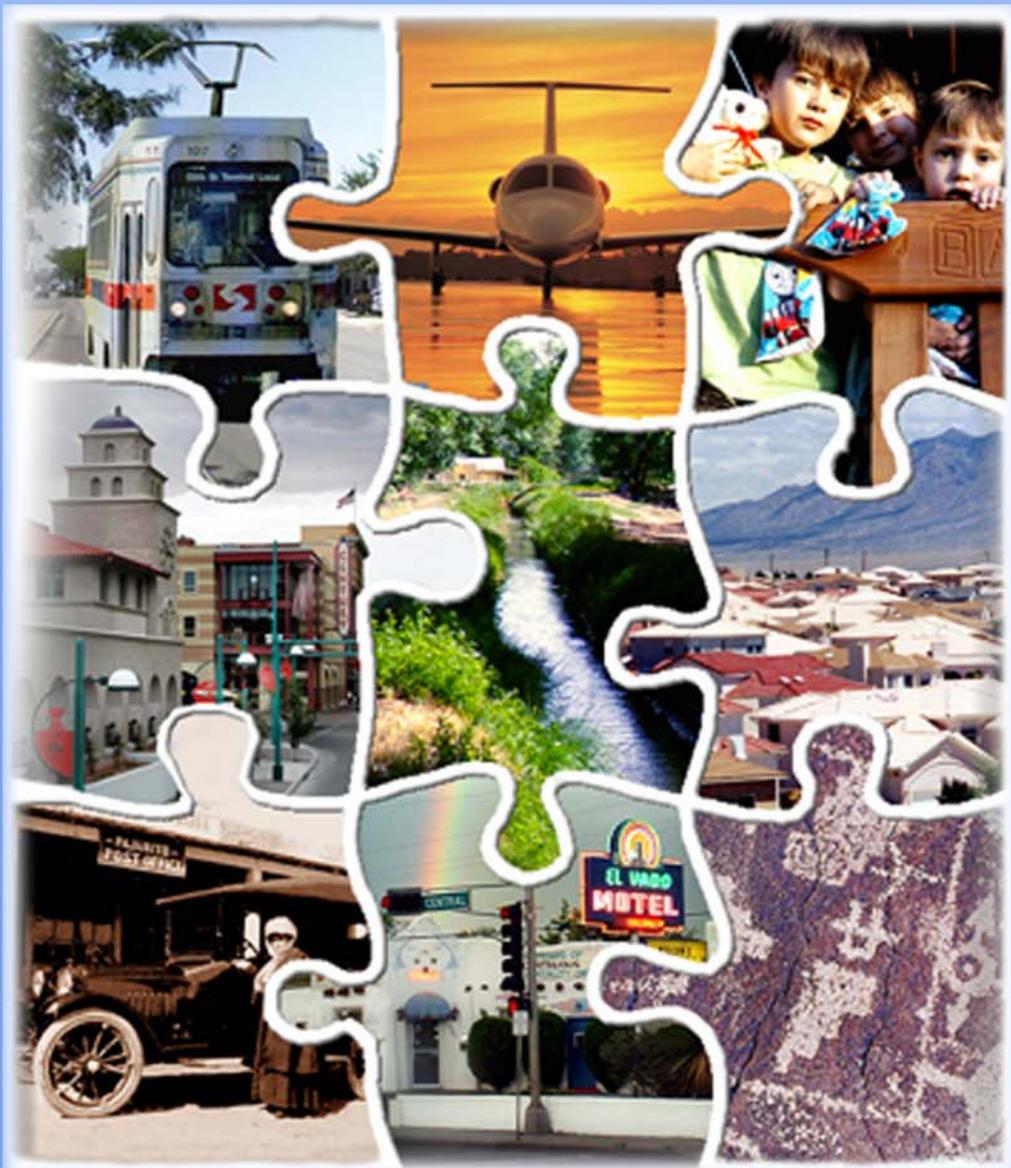


Albuquerque/ Bernalillo County

As Amended
Through 2013



COMPREHENSIVE



PLAN

Albuquerque/Bernalillo County Comprehensive Plan

As Adopted by the Mayor and by City Council
City Enactment No. 138-1988. August 30, 1988

As Adopted by the Board of County Commissioners
Bernalillo County Resolution No. 103-88. August 23, 1988

Amendments:

This Plan incorporates the City of Albuquerque, Bernalillo County and Extraterritorial Land Use Authority amendments in the following referenced Resolutions. The Resolutions are also included in Appendix F of this document.

<i>City Resolution No.</i>	<i>County or (ELUA) Resolution No.</i>	<i>Plan Ref.</i>	<i>Description</i>
R-13-172	(BernCo)2013-70	(see description)	Update Appendix D. Statistical and Map Information, Fig. 30 Development Areas with Activity Centers and Transportation Corridors, Fig. 31 Development Areas, and add Fig. 32 Activity Centers and Transportation Corridors
R-03-233	(BernCo) 116-2003	Fig. 31	Amend area on either side of Montañó Rd. NW between Coors Blvd. and Corrales Riverside Drain from Rural to Established Urban
R-03-269	(BernCo) 20-2003 (ELUA) 2-2003	Fig. 31	Amend area in unincorporated South Valley from Established Urban and Developing Urban to Semi-Urban
R-02-150	(BernCo) 70-2003	I.C.7 & D.7 II.C.7 & D.7	Incorporate the Cultural Plan update
R-01-343	(BernCo) 7-2002	I.C.9 II.C.9	Amend text, policies and map relating to Community Identity
R-01-344	(BernCo) 6-2002 (ELUA) 2-2002 (ELUA) 3-2002	I.B.6 & D.4 II. B.6 & D.4 Fig. 30	Amend text, policies and map relating to Activity Centers and linking Transportation Corridors
R-01-304	NA	Fig. 31	Amend unincorporated area of North Albuquerque Acres from Developing Urban and Semi-Urban to Rural
R-254 (Enactment 56-1993)	(BernCo) AR 37-93	Fig. 31	Amend development area boundaries by enlarging and consolidating Semi-Urban and Rural areas consistent with recommendations of the North Valley Area Plan
R-420 (Enactment 160-1991)	(BernCo) AR 84-1991	II.B.1 – 6, D 3,4 & 6	Amend policies relating to Land Use and Community Resource Management based on recommendations of the 1990 Biennial Monitoring/Implementation Report on the Comprehensive Plan
R-281 (Enactment 32-1991)	(BernCo) AR 32-91	II.B.2	Amend policies regarding Planned Communities in the Reserve Area

**CITY OF
ALBUQUERQUE**

Mayor

Honorable Martin J. Chavez

Jay Czar, Chief Administrative Officer

City Council

Honorable Vincent Griego, President, District 2
Honorable Greg Payne, Vice-President, District 8
Honorable Miguel Gomez, District 1
Honorable Eric Griego, District 3
Honorable Brad Winter, District 4
Honorable Michael Cadigan, District 5
Honorable Hess Yntema, District 6
Honorable Sally Mayer, District 7
Honorable Tina Cummins, District 9

**Environmental
Planning
Commission**

Jeffrey Jesionowski, Chairman
Alan Schwartz, Vice Chairman
Elizabeth Begay
John Briscoe
Larry Chavez
Jens Deichmann
Mick McMahan
Bevin Owens
Camilla Serrano

**Planning
Department Staff**

Victor Chavez, P.E., Director,
Planning Department
Richard Sertich, AICP, Associate
Director, Planning Department
Joel C. Wooldridge, FAICP,
Manager, Advance Planning &
Urban Design Division
Jon P. Messier, Senior Planner
Advance Planning & Urban Design
Selim Demusaj, Municipal
Information Specialist
Jesse Garves, Cover Design

Joe Lujan, Layout Design
Ramona Gabaldon, Typing/
Layout
Barbara Findley, Typing/
Proofing
Alfredo Salas,
Copy Technician
Neil Weinberg, Division
Manager, AGIS
Colleen Griever, GIS
Coordinator
Patricia Apt, GIS Coordinator



**COUNTY OF
BERNALILLO**

County Commission

Honorable Tom Rutherford, Chair
Honorable Alan B. Armijo, Vice-Chair
Honorable Tim Cummins
Honorable Steve Gallegos
Honorable Michael Brasher

County Manager

Juan R. Vigil

**County Planning
Commission**

Ivonne Nelson, Chair
David Halcomb, Vice-Chair
Steven Becerra
Manuel Facio
Mick McMahan
Joey Montañó
Louis Pacias

**County Zoning
Building & Planning
Department**

Sanford Fish, AICP, Director
Nano Chavez, Planning Manager



TABLE OF CONTENTS

ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN

SECTION I. INTRODUCTION AND CONTEXT

A. BACKGROUND

1. Context	I-1
2. Setting	I-7
3. Growth and Development	I-11

B. LAND USE

1. Open Space Network	I-21
2. Reserve Area	I-25
3. Rural Area	I-27
4. Semi-Urban Area	I-29
5. Developing Urban and Established Urban Areas	I-31
6. Activity Centers	I-33

C. ENVIRONMENTAL PROTECTION AND HERITAGE CONSERVATION

1. Air Quality	I-39
2. Water Quality	I-41
3. Solid Waste	I-43
4. Noise	I-45
5. Historic Resources	I-47
6. Archaeological Resources	I-49
7. Cultural Traditions and the Arts	I-51
8. Developed Landscape	I-53
9. Community Identity	I-55

D. COMMUNITY RESOURCE MANAGEMENT

1. Service Provision	I-59
2. Water Management	I-61
3. Energy	I-65
4. Transportation and Transit	I-67
5. Housing	I-77
6. Economic Development	I-79
7. Education	I-81
8. Human Services	I-83
9. Public Safety	I-85

SECTION II. GOALS AND POLICIES

A.	SUMMARY AND INTENT	II-1
B.	LAND USE	
	1. Open Space Network	II-5
	2. Reserve Area	II-11
	3. Rural Area	II-15
	4. Semi-Urban Area	II-21
	5. Developing Urban and Established Urban Areas	II-23
	6. Central Urban Area	II-33
	7. Activity Centers	II-35
C.	ENVIRONMENTAL PROTECTION AND HERITAGE CONSERVATION	
	1. Air Quality	II-45
	2. Water Quality	II-51
	3. Solid Waste	II-55
	4. Noise	II-59
	5. Historic Resources	II-61
	6. Archaeological Resources	II-63
	7. Cultural Traditions and the Arts	II-65
	8. Developed Landscape	II-67
	9. Community Identity and Urban Design	II-71
D.	COMMUNITY RESOURCE MANAGEMENT	
	1. Service Provision	II-73
	2. Water Management	II-75
	3. Energy Management	II-77
	4. Transportation and Transit	II-81
	5. Housing	II-93
	6. Economic Development	II-97
	7. Education	II-99
	8. Human Services	II-103
	9. Public Safety	II-105

SECTION III. MONITORING AND IMPLEMENTATION

A. Key Ordinance and Policy Modification	III-1
B. Other Programs and Projects	III-3
C. Primary Planning Priorities	III-5
D. The Albuquerque Progress Report	III-7
E. Interjurisdictional Coordination	III-7
F. Plan Amendment	III-9

APPENDICES

A. Plan Revision Technical Team and Plan Revision Oversight Committee	A-1
B. Selected Bibliography	B-1
C. Glossary	C-1
D. Statistical and Map Information	D-1
E. Plan Amendments adopted differently by City and County	E-1
F. Comprehensive Plan Resolutions	F-1

TABLES AND FIGURES

Figure 1: Southwestern Emblems used by the 1975 Plan	I-3
Figure 2: Cross Section of the Rio Grande Valley at Albuquerque	I-7
Figure 3: Albuquerque Setting	I-8
Figure 4: Former Pueblos in the Modern City	I-11
Figure 5: Early European Settlements in the Modern City	I-12
Figure 6: The Railroad Creates a City	I-14
Figure 7: Two City Planning Concepts	I-15
Figure 8: Open Space Network Map (September, 2002)	I-23
Figure 9: Planned Community Criteria: Reserve Areas	I-25
Figure 10: Rural Area Along the Foothills	I-27
Figure 11: Planned Community Criteria: Rural Areas	I-28
Figure 12: Auto-oriented Strip Commercial Development	I-33

TABLES AND FIGURES (CONTINUED)

Figure 13: Typical Major Arterial Intersection and Auto-oriented Land use I-34

Figure 14: Nob Hill: Good Examples of “Community-Scale” Activity Center Development I-34

Figure 15: Arterial Intersection Showing Infill/redevelopment to Convert the Area into
a Community-Scale Activity Center I-35

Figure 16: Albuquerque’s Biopark Exemplifies the Uniqueness of Specialty Activity Centers I-35

Figure 17: Downtown Albuquerque’s Original Major Activity Center I-36

Figure 18: One Illustration of Downtown Developed with More Building Intensity, Transit and
Pedestrian Opportunities I-36

Figure 19: Commemorative Plaques on the Historic Buildings I-47

Figure 20: Petroglyph National Monument I-50

Figure 21: Community Areas Map I-56

Figure 22: Sunport and KAFB Runways North of the Tijeras Arroyo I-67

Figure 23: The International Sunport, New Mexico’s Major Air Traffic Hub and One of
Albuquerque’s Specialty Activity Centers I-68

Figure 24: The Alvarado Transportation Center on the East Side of Downtown I-69

Figure 25: How a Major Transit Corridor Could Change Over Time I-71

Figure 26: Long Range Bikeway System I-74

Figure 27: How Moderate Intensity Mixed Land Uses Can Transform an Area I-75

Figure 28: Marked Bike Lanes are Safer and More Attractive to Riders I-75

Figure 29: Concept for Distribution of Land Use Intensity in a Transit Corridor Linking two
Activity Centers I-76

Figure 30: Development Areas with Activity Centers and Transportation Corridors Map II-41

Figure 31: Development Areas Map.....II-42

Figure 32: Activity Centers and Transportation Corridors Map.....II-43

Table 1: Municipal Population and Density, 2000 I-1

Table 2: Albuquerque Area Population at the Beginning of the Railroad Era I-13

Table 3: Population Growth and Density, 1890-1900 I-15

Table 4: Population Growth and Density, 1900-1950 I-16

Table 5: Population Growth and Density, 1950-2000 I-17

Table 6: Spatial Distribution of the City’s Population, 2000 I-17

Table 7: Projected Population (1986) when this Plan was Adopted I-18

Table 8: Census and Projected Municipal Population, 2000-2025 I-18

Table 9: Public and Tribal Land Ownership I-19

Table 10: Development Area Size and Densities, 2000 I-31

Table 11: Population Growth Relative to Water Production I-62

Table 12: Population Growth Relative to Water Consumed I-62

Table 13: Projected Passenger Enplanements, 2000-2015 I-69

Table 14: Housing Supply Density and Tenure I-77

Table 15: Projected Housing Demand, 2000/2025 I-78

Table 16: Percentage of Non-Agricultural Wage and Salary Employment, 1980/2000 I-79

Table 17: Bernalillo county Employment, 2000 I-79

Table 18: Projected Bernalillo County Employment by Sector, 2000/2025 I-80

Table 19: Percent of High School Graduates, 25 Years and Older I-81

TABLES AND FIGURES (CONTINUED)

Table 20: School District Enrollment Relative to County Population Growth	I-81
Table 21: University of New Mexico Growth	I-82
Table 22: Policy A: Types of Activity Centers	II-37
Table 23: Policy A: Corridor Policies	II-82

I. INTRODUCTION & CONTEXT

A. BACKGROUND

1. CONTEXT

Albuquerque, New Mexico’s principal city, is one of the nation’s larger mid-size cities. The City’s 2000 population placed it 35th among municipalities and its metropolitan population sixty-second among 280 metropolitan areas. The unincorporated areas population now exceeds the State’s second largest city.

A City’s quality, though, is not measured by its size but by its livability and by the opportunities it offers its residents. Albuquerque’s future in this regard is considered positive by its citizens. The city’s future will largely be determined by the choices made by its citizens; achieving those choices requires a plan.

This text, with its maps, diagrams, tables, and photographs, is the municipal general plan (Comprehensive Plan) of the City of Albuquerque as authorized by New Mexico statutes Chapter 3,

Article 19, Sections 1-12. This plan has the same status for Bernalillo County. The County has continuously deepened its long range planning capacity as authorized by Chapter 4, Article 57, Sections 1-3. The eleven amendments adopted since 1988 through 2003 are included.

Several other municipalities in Bernalillo County*, each with its own general plan, neighbor the state’s principal city.

Region and Metropolitan Area

Albuquerque is the center of the larger Middle Rio Grande Region of Bernalillo, Sandoval, Valencia, and Torrance Counties (State Planning and Development District Three.)

Albuquerque is also the center of its metropolitan area, (Metropolitan Statistical Area) defined by the Office of Management and Budget, and for the 2000 Census, includes Bernalillo, Sandoval and Valencia Counties. This concept, employed by the Census Bureau, describes a large population nucleus (a central city of at least 50,000 persons) together with adjacent communities that have a high degree of economic and social integration with the central city.

*New Mexico statutes allow a municipality to extend into more than one County.

Table 1: Municipal Population and Density, 2000

	Population	Area Sq. Mi.	Density Pop./Sq. Mi.
New Mexico	1,819,046	121,598.48	14.96
Bernalillo County	556,678	1,168.65	476.34
Albuquerque	448,607	181.28	2,474.67
Corrales (part)	676	1.75	385.25
Edgewood (part)	0	-	-
Los Ranchos de Albuquerque	5,092	4.08	1,247.30
Rio Rancho (part)	0	18.5	0.0
Tijeras	474	0.85	559.54
Unincorporated	101,829	-	-

Authority

The Plan is prepared in accordance with State law (Chapter 3, Article 19, Sections 1-12) which authorize cities to “prepare a general or master plan which may be referred to as the general plan.” *

Albuquerque’s City Charter, Article IX, also provides a strong foundation for preparing and maintaining a general plan. This Article, adopted in 1971, requires City officials “in the interest of the public in general shall protect and preserve environmental features such as water, air, and other natural endowments, ensure the proper use and development of land, and promote and maintain an aesthetic and humane urban environment. To effect this end the Council shall take whatever action is necessary and shall enact ordinances and shall establish appropriate Commissions, Boards, or Committees with jurisdiction, authority and staff sufficient to effectively administer city policy in this area.”

Purpose

The general plan is Albuquerque’s course of action for urban conservation and development and for environmental management. It’s Statutory purpose (Section 3-19-9A) is “to guide and accomplish a coordinated, adjusted and harmonious development of the City, which will, in accordance with existing, and future needs, best promote health, safety, morals, other, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development.”

Accomplishing these objectives requires the Plan to provide clear, practical statements about the proper relationships between public facility systems and the private investment which builds the city. New Mexico Statute 3-19-11 states:

- A. After the general plan or any part there of has been approved, and within the area of the plan. Approval of the Planning Commission is necessary to construct, authorize, accept, widen, narrow, remove, extend, relocate, vacate, abandon, acquire or change the use if any:
 - 1. Park, street, or other public way, ground, or space;
 - 2. Public building or structure; or
 - 3. Utility, whether publicly or privately owned.

- C. After adoption of the plan or any part thereof affecting the property of any public utility all extensions, betterments or additions to buildings, structure, plants, or other equipment of any public utility shall be made in conformity with the master plan or any part thereof affecting the property and upon approval of the Planning Commission.

- D. Any public agency or official not under the jurisdiction of the governing body of the municipality authorizing or financing a public way, ground, place, space, building, structure, or utility shall submit the proposal to the Planning Commission.

* Other New Mexico Statutes refer to the term “comprehensive plan” limited to a rational pattern of zoning for the official zone map.

Previous Plans

This third plan intended to shape the city's future has important differences and similarities to earlier plans.

Albuquerque's Master Plan, 1962-1974, consisted of several sequentially prepared and adopted elements: Thoroughfare Plan (1950, revised 1965 as the Major Street and Highway Plan), 1985 Land Use Plan (1962), Master Plan for Water Supply for Albuquerque and Environs (1963), Parks and Recreation Master Plan (1964), Master Plan for Sanitary Sewers and Sewage Treatment Works (1964), Plan for Electric Service (1971) and Guidelines for Public Systems West of the Rio Grande (1974). It was a trend-based Plan for a 1985 County population ranging from 500,000 persons to 685,000 to 830,000 persons.

The 1975 Albuquerque/Bernalillo County Comprehensive Plan (hereafter the 1975 Plan), was prepared with citizen assistance in response to the city's post 1960 growth. The Plan included both policies and maps which designated open space areas, six "metropolitan" areas (with prescribed housing density ranges), and urban centers. Elements included: Policies, Metropolitan Areas and Urban Centers, and Major Open Space (1975) Area-Wide Wastewater Collection and Treatment Facilities Plan (1977), Senior Citizen Centers (1977), and Subareas Master Plan for the Developing Urban Area of North Albuquerque Acres (1978).

The 1975 Plan's development strategy was based on four objectives. A larger share of growth was to be accommodated by infill development. Public improvements, including utilities and transportation facilities, were to balance existing service area needs with proposed development. Major natural features were to become an open space network. Distinctive smaller communities and diverse neighborhoods in the greater metropolitan area were to provide a variety of lifestyles reflecting citizen needs, and preferences. It was a Plan to alter trends. A projected population was not part of the Plan.

The City and the County Planning Commissions began reviewing the 1975 Plan in 1981. The following year, the Mayor and the City Council established a Goals Committee to review adopted policies. The committee's recommendations are the foundation for the Goals in this third (1988) Plan. A successor Goals Commission, appointed by the Mayor, served as an advocate and monitoring group for the 1983-1984 Goals Committee Report.

The consensus on goals for the city initiated a Plan revision program in 1986, led by the Planning staff and assisted by two committees (Appendix A). The issues and choices identified by citizens and staff were considerably different than those considered in the 1975 Plan.

New Plan

A new-rather than revised-Plan emerged and was adopted in 1988 allowing repeal of the 1975 Plan.

Figure 1. The 1975 Plan's emblems communicated the city's setting.



Scope

New Mexico Statutes 3-19-9 (A and B) establish the scope of the municipal general plan. This Plan reflects that overall direction.

The Plan's geographic scope is the area within Albuquerque's municipal limits and the unincorporated area of Bernalillo County.

The Plan's content (or scope of topics) is also established by State Law. It must reflect "careful and comprehensive surveys and studies of existing conditions and probable future growth of the municipality and its environs. Among other things, the plan with accompanying maps, plats, charts, descriptive and explanatory matter, and recommendations of the planning commission for the physical development of the municipality, and/or its planning jurisdiction, may include:

1. The general location, character, and extent of streets, bridges, viaducts and parkways; parks and playgrounds, places, and spaces;
2. The general location of public schools, public buildings, and other public property;
3. The general location and extent of public utilities and terminals, whether publicly or privately owned;
4. The general location, character, layout, and extent of community centers and neighborhood units and the replanning of blighted districts and slum area;
5. The acceptance, widening, removal, extension, relocation, narrowing, vacation, abandonment or change of use of any of the foregoing public ways, grounds, places, buildings, properties, utilities, or terminals."

The Plan's scope has considerably changed since 1988 by adoption of subsequent amendments. A fundamentally important part of the Plan's scope are the assumptions about the city (page I-37). Projections, quantifying probable growth, are now included. Major planning opportunities are also identified.

The Plan also has several major concepts - now identified as such - to shape the city's future.

A network of open space is expected to shape the edges of the built environment.

Five development areas (the 1975 Plan's six "metropolitan areas") propose different development intensities and character based on natural features and man-made patterns. Average housing densities are associated with each development area. Three development areas Reserve, (formerly Private Grazing) Rural (formerly Rural and Open), and Semi-Urban surround a designated Urban Area. The Urban Area is a composite of the Developing Urban Area (the city's fringe area planned to urbanize), and the Established Urban Area (the closer in, existing built, planned or platted areas.) The Central Urban Area (formerly Redeveloping Urban) is now a specialized part of the Established Urban Area.

One or more planned communities may be developed to distribute growth to the city's far edges.

Redevelopment, as a public/private partnership, is to address more than physical deterioration and blight.

Activity Centers (six major and eighteen community scale) are the locations expected to have the highest concentrations of building density, employment, and housing density. This replaces (2001) the earlier concept of four Urban Centers (the 1975 Plan proposed eight).

Transportation Corridors are conceptualized as a network of three types, each type focussing on a different level of transit service.

The Plan's format organizes these issues and major concepts in three parts. The Introduction (Section I) describes and analyzes the city's most important characteristics and trends. It also discusses sixteen elements (basic topics) in three broad groups: Land Use, Environmental Protection and Heritage Conservation, and Community Resource Management. Goals and Policies (Section II) are the recommended courses of action for the various elements: they correspond to the previous section's findings. Implementation (Section III) is concerned with carrying out the Plan. (Originally included in this section was a proposed Biennial Report to evaluate implementation progress. It has been supplanted by the Albuquerque Progress Report, a different process).

Three important aspects of the Plan relate to its scope and application. The Plan's goals, objectives, policies, proposals, and recommendations pertain only to the City and to the County's unincorporated area. Although neighboring jurisdictions are not directly addressed by the Plan, it encourages coordination with them. When the term City (Capital "C") is used, the Plan refers to Albuquerque as a municipality. When the term city (lower case "c") is used, it refers to the built environment of Albuquerque as an urban community. Other adopted City plans are, by Ordinance, subordinate to this Plan.

2. SETTING

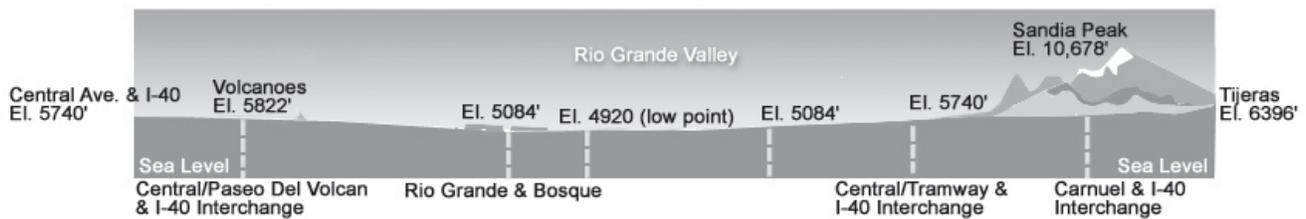
Bernalillo County lies in north central New Mexico, east of the Continental Divide within the Middle Rio Grande Basin. Strong topographic features outline the city's setting, providing the foundation around which planning efforts should revolve.

Topography

Albuquerque is flanked by gentle mesa uplands which culminate in three mountain ranges on its eastern edge: The Sandia, Manzanitas, and the Manzanos rise to 10,678 feet above Mean Sea Level. The City's elevation ranges from 4,920 to over 6,000 feet above sea level.

The high, wide Rio Grande Valley in which Albuquerque is situated is illustrated in cross section by Figure 2. The valley's outer edges are about twenty miles apart, about the same width as the Grand Canyon. The valley is about 700 feet deep between its lowest point (4,990, Downtown) and the 5,740 foot elevations at Nine Mile Hill (Central Avenue/I-40) and at Four Hills (Tramway Boulevard/I-40). The valley's width and the elevations at its edges result in one of the broadest panoramas in North America.

Figure 2. Cross Section of the Rio Grande Valley at Albuquerque



The strong, defining features are distinct environmental regions. The mountainous eastern region is open forest (part of the Cibola National Forest), sparsely settled with a few pockets of denser habitation. Tijeras Canyon is the only major break in the mountain range. The mesa areas on either side of the valley are semi-arid, flat uplands. The east mesa stands as a shelf above the Rio Grande Valley. It is an alluvial fan, characterized by smooth, steep, slopes at the mountain's base, and tapers as it nears the valley; its slopes range from three to ten percent. Its width ranges from 3 miles (north) to nine miles (south).

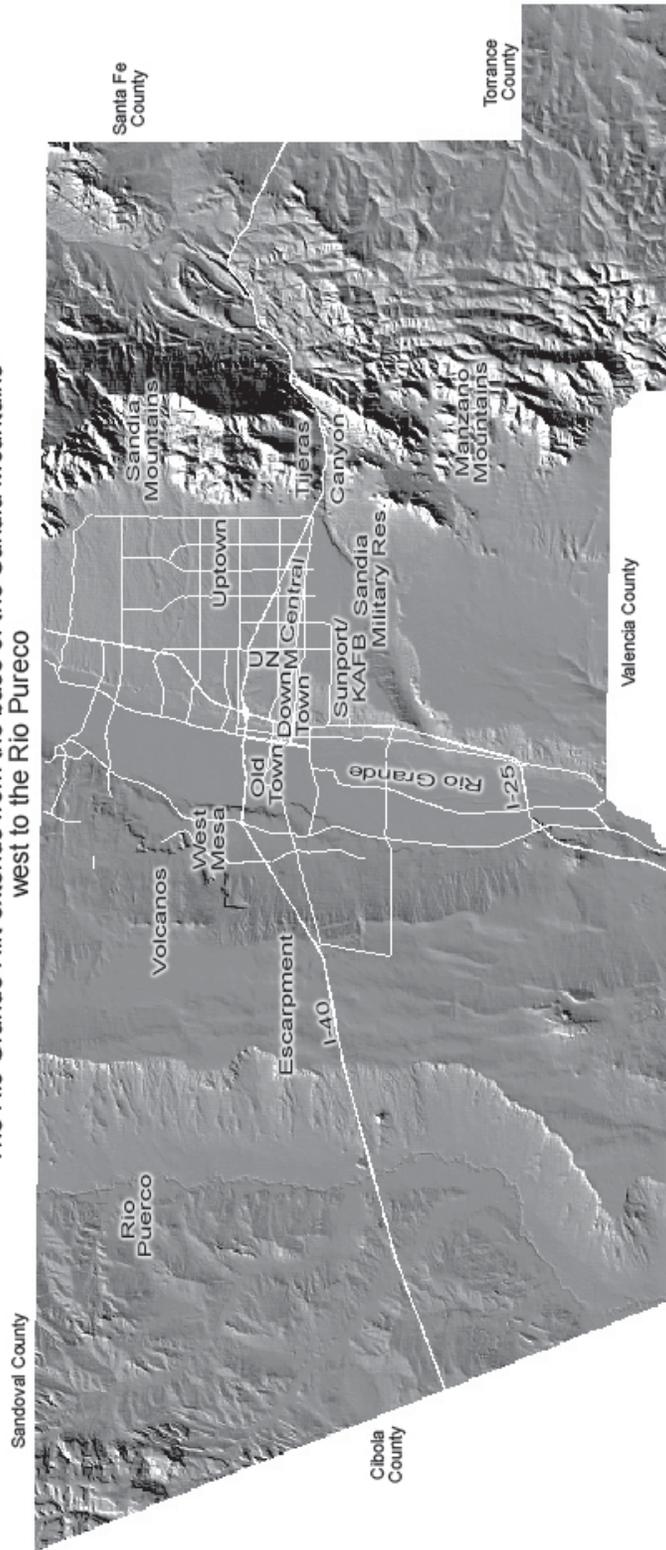
The Rio Grande passes through the city in the form of an "S". The areas, locally known as the North and South Valleys, nestle in the hollows of the "S" formation, one east and the other west of the river. The valley contains a long, narrow flood plain that has been extensively modified by agriculture and development. The bosque (the woodland along the river) provides a riparian wildlife habitat and a natural greenbelt area.

The west mesa's lower surface is a narrow bench between the Rio Grande and a 100 foot high cliff (escarpment). Beyond the escarpment the higher surface extends to the Rio Puerco which drains the county's western edge in a steeply sloping valley. It is characterized by volcanic cinder cones, basaltic lava flows, sandy soils, closed basins (playas) and sand dunes. The lava flow edges form a steep escarpment.

The Rio Grande Rift is a major geological feature in North America. Earthquakes are rare, but not unknown. Ten episodes of ground shaking have occurred in the area between 1893 and 1971.

Figure 3. Albuquerque Setting

The Rio Grande Rift extends from the base of the Sandia Mountains west to the Rio Puerco



Planning Department
City of Albuquerque
April, 2005



Climate

Climatologically, Albuquerque is classified as a high altitude, arid, continental climate. The region's climate is one of its most attractive assets and is strongly affected by topography. The mountains shelter the city from all but the most severe continental air movements, affecting the distribution of precipitation and temperatures. The mountains receive sufficient moisture to support a dense forest; most vegetation in the adjacent lowlands and valley requires irrigation.

The dry, sunny weather produces an average annual temperature of 57 degrees and an average annual precipitation of 8.1 inches. There is a noticeable temperature difference between the valley and the mesa areas. This results in occasional air inversions trapping dust and other air pollutants above the city. Cool winters with occasional snow are followed by blustery springs. Summer daytime temperatures may be warm, but are moderated by short, frequent thunderstorms from July to September, and nights are invariably comfortably cool. The autumns are characterized by moderate temperatures.

Winds are normally light. Velocity occasionally increases in gusts to more than 25 MPH, but the mean hourly speed is only 9 MPH. The prevailing direction from April through October is from the southeast with the exception of July (the wettest and hottest month) when it is from the south. From November through January, winds prevail from the north, veering to the northwest during March. After periods of little or no precipitation, gusty winds may pick up dust. Spring wind velocities, the highest of the year, cause dust storms, the main climatic problem.

Humidity is relatively low, averaging about 43 percent. June, the driest month, averages 20 percent. The remainder of the year the warmer part of the day averages 30 percent humidity.

Sunshine is Albuquerque's outstanding year-round climatic characteristics. Over a year the sun shines from dawn to dusk about 75 percent of the time.

The city's climate has a direct impact on living conditions. Dress and daily life is more casual than in other parts of the country and the population spends more time outdoors. Our recreation and other leisure time activities reflect the beneficial conditions of climate, offered in abundance.

The city's climate has a direct impact on its economy. Climate is responsible for the city's role as a health resort. It still attracts people for health reasons or retirement, either because people want to live here or others who find the climate well suited to their needs. Tourism and convention activities benefit from the city's climate, attracting many people to the area to visit; many have returned to make it their home.

3. GROWTH AND DEVELOPMENT

Development

The Albuquerque area has one of the longest histories of human presence and habitation in North America.

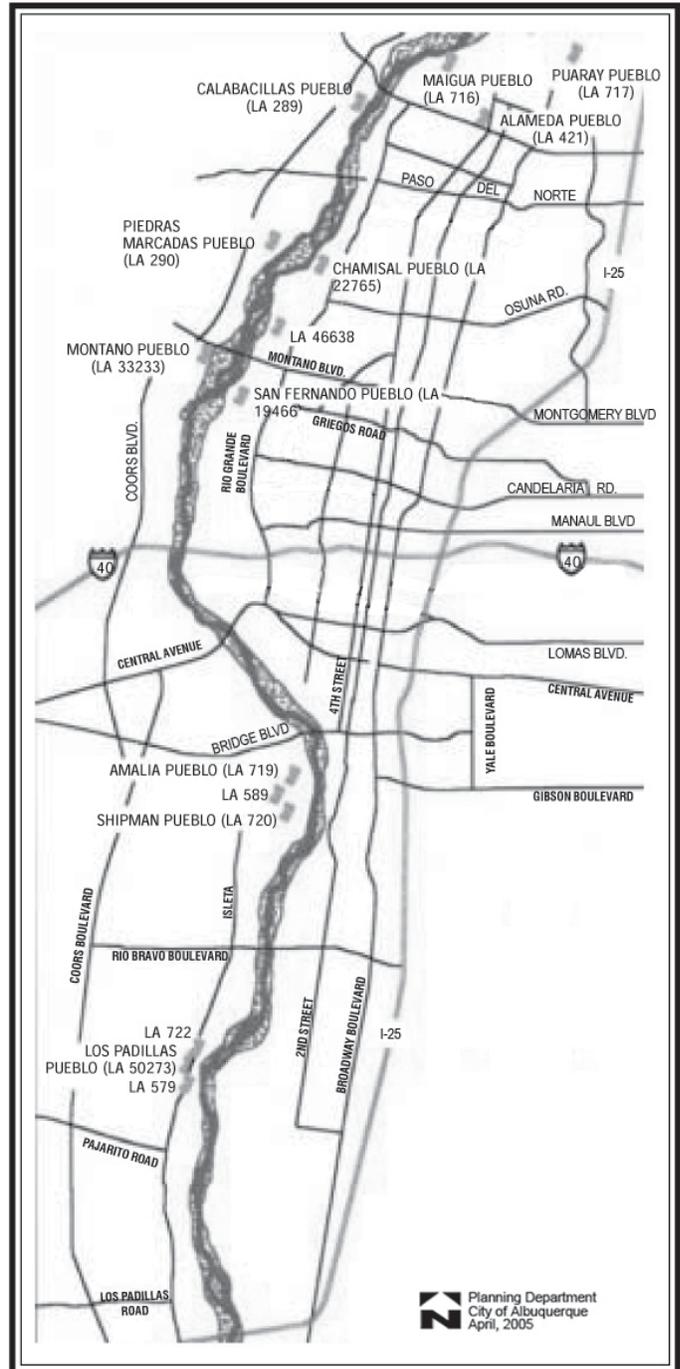
Man has inhabited central New Mexico’s Middle Rio Grande region for about 12,000 years. Archaeological evidence suggests the first people in the Albuquerque area were here as early as 7500 BC. Nomadic hunters found the lush valley, the grassy mesas, and heavily vegetated mountain slopes very hospitable. Ancestors of today’s Pueblo people eventually developed a corn-based civilization, reaching maturity around 100 AD. Pit houses (underground dwellings) evolved to become today’s Pueblo villages. These Pre-Pueblo people are thought to have migrated from the Four Corners area to the Jemez and Rio Grande Valley around 1200 AD. Today the ancient Pueblo villages of Sandia, Isleta, and Laguna surround the city, and their respective reservations extend into Bernalillo County.

Nomadic Athabascan people, from whom the Navajos and Apaches are descended, settled in the region around 1300 AD. Portions of today’s Navajo Nation extend into Bernalillo County.

European exploration and settlement of New Mexico began with Francisco Coronado’s 1540 exploratory expedition of the Southwest, the Tiguex Province. Spanish accounts generally agree that between 12 and 16 Tiwa language Pueblos from the Classic Period were inhabited along the Rio Grande from Bernalillo to an area just south of the present day Isleta Pueblo. By the mid 1600’s when the Spanish had settled throughout the Rio Grande Valley, only four of the Tiwa pueblos were still occupied. Only Sandia and Isleta remain today.

The Pueblo people spatially organized their towns to create urban forms and spaces focussed on a central square, one of several modes of city planning found in Albuquerque.

Figure 4. Former Pueblos in the Modern City



Source: Albuquerque Area Archaeology (1998)
TRC Mariah for City Planning Dept.

As part of New Spain for nearly three centuries, New Mexico was an isolated frontier province, “remote beyond compare.”

European settlement of New Mexico occurred first in the Rio Grande’s upper reaches (the Rio Arriba) between Taos and Santa Fe. The area between Santa Fe and Socorro (the Rio Abajo) was chiefly settled later, after the Pueblo Revolt of 1680-1692.

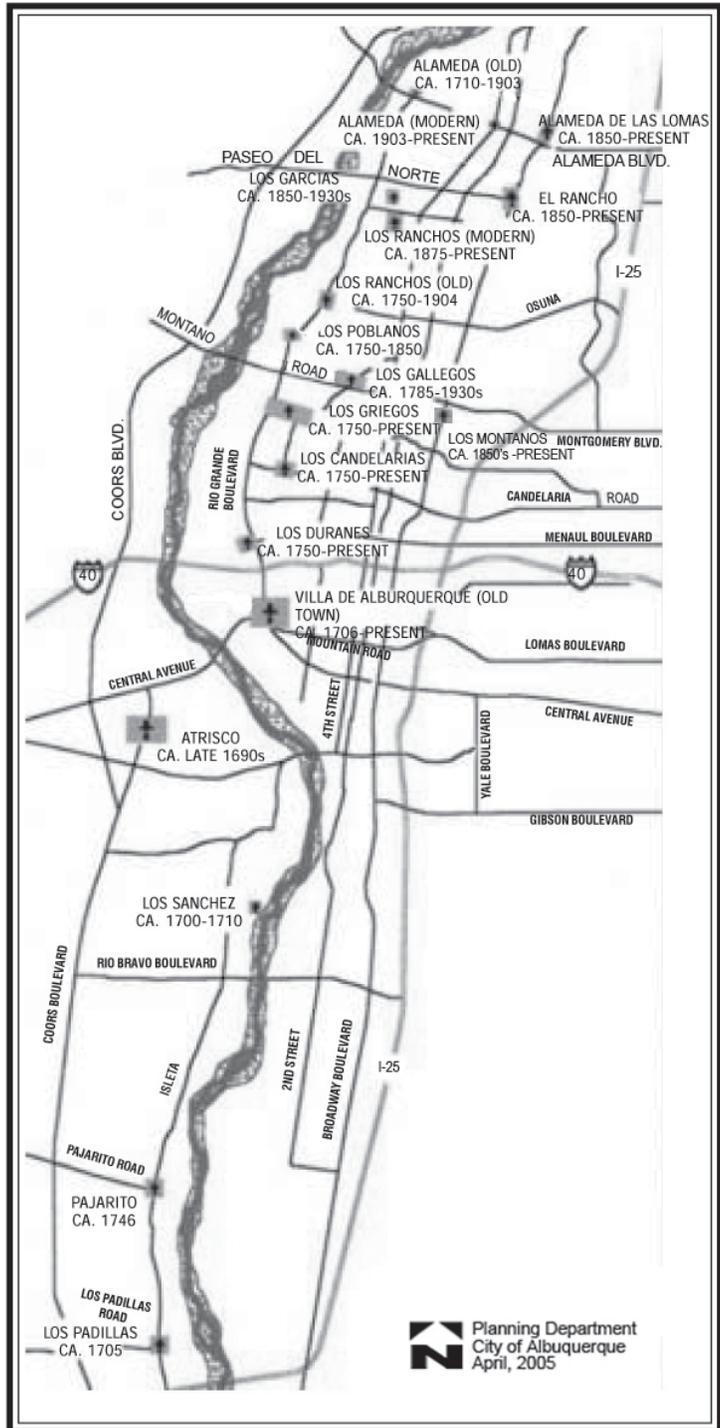
The valley was as attractive to the Spanish as it had been to the Pueblo peoples. At what was to become Albuquerque, a natural ford allowed a safe river crossing. No large settlements occurred in the Albuquerque area but settlers established farms and haciendas in the floodplain of the great river during the 17th century. The area eventually developed into a collection of small farming villages widely scattered along the valley floodplain. Many took the names of their founding families: Duranes, Candelarias, and Griegos.

Atrisco (1703) was the area’s first European settlement. In 1706 New Mexico Governor Don Francisco Cuervo y Valdes established a second Villa in New Mexico (Santa Fe being the first), San Felipe de Neri de Alburquerque. The Villa, a community founded by Royal Charter in accordance with the “Laws of the Indies”, incorporated European principals of city planning. The 1789 Spanish Royal Census recorded 1347 inhabitants, including its fourteen nearby “plazas” (outlying farming communities).

Mexico’s independence from Spain and its decision to seek commercial trade with the United States, opened the Santa Fe Trail. Increased commerce in Santa Fe also brought changes to the Albuquerque area linked to the capital and to Chihuahua by the Chihuahua Trail. The Mexican Republic’s 1822 Census recorded 2302 inhabitants in the area.

The early Spanish settlements were differently located than those of the Pueblo people. They were sited directly in the flood plain, often not far from the river itself, perhaps located in natural clearings of the riverside bosque.

Figure 5: Early European Settlements in the Modern City



Source: Albuquerque Area Archaeology (1998); TRC Mariah for City Planning Dept.

New Mexico became a United States Territory after the Mexican War. The General Land Office subsequently surveyed the Territory to establish a system of land ownership, using one square mile (a Section, or 640 acres) as a basic unit of land. This Survey legally recognized several Spanish and Mexican Land Grants including the Town of Albuquerque Grant, the Town of Atrisco Grant, the Town of Alameda Grant, the Ellena Gallegos Grant, and the San Pedro Grant extending across the Sandia Mountains. Land beyond these Grants was generally in the Public Domain.

The first Territorial Assembly (1852) organized Bernalillo and eight other counties. Los Ranchos was the County seat until moved to Albuquerque in 1854.

Albuquerque was later identified as an important point on one of several other Federal surveys conducted before the Civil War for a Pacific Railroad connecting the Missouri River and California.

During the Civil War, Albuquerque was occupied for three months by the Confederate Army. It's subsequent retreat (April, 1862) damaged New Mexico's fragile economy. Albuquerque continued to slowly develop as a commercial center until the construction of the railroad.

Railroad expansion and western settlement in the late Nineteenth Century initiated the city's development in the early Twentieth Century. Table 2 describes Albuquerque's population in the last decade before the presence of the railroad and the founding of the new town.

Table 2: Albuquerque area population at the beginning of the Railroad Era

Year	Population			
	Albuquerque	Barelas	Los Griegos	Los Ranchos de Albuquerque
1870	1,307	N/A	N/A	N/A
1880	2,315	350	300	740

The site of the modern city and the circumstance of its founding were the outcome of several related factors reflecting the emergence of a real estate market associated with the railroad.

The Atchison, Topeka, and Santa Fe Railroad entered the New Mexico Territory in 1879, building to the vicinity of Santa Fe. Extension to the Albuquerque area was logical, as a Federal land grant (following the earlier survey along the 35th Parallel between Isleta and the Colorado River) was available to construct the Atlantic and Pacific Railroad to access Pacific coast ports.

The railroad entered the Rio Grande Valley at Santo Domingo Pueblo, north of Bernalillo, the intended location of operating terminal facilities. Two railroad development requirements then converged to permanently set Albuquerque's future.

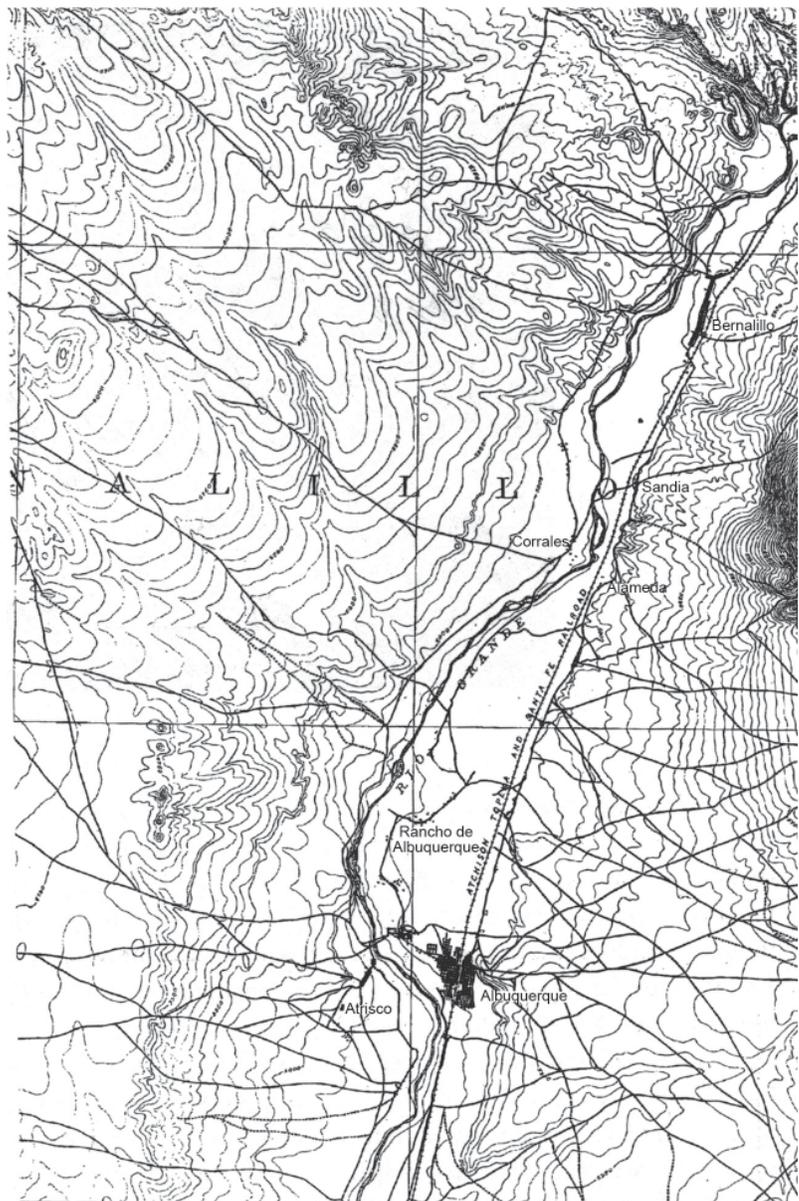
The first requirement was suitable, available land in a town to accommodate the railroad's facilities.

The second requirement was a route and specific alignment that could easily be constructed and reliably maintained with minimal disruption from natural forces. The Rio Grande valley offered such a route but the river itself was not naturally confined to one channel and subject to flooding.

Residents of Bernalillo, heir to a Spanish land grant, refused to sell land (other than right-of-way) to the railroad for its major servicing facilities. Albuquerque was the alternative location.

The railroad's final survey established an alignment on the east side of the valley, bypassing Albuquerque's riverside site. In Albuquerque, merchants Franz Huning, William Hazeldine, Elias Stover, and others, assured of the railroad's construction, purchased land two miles south east of the plaza on the surveyed alignment. Intending a simple direct sale at a high price, negotiations with the railroad resulted in an innovation. The property owners, in their combined interests, sold for \$1.00, some of their property for right-of-way and an area as the site of terminal facilities. In second \$1.00 transaction, they sold another tract of land west of the right-of-way to the New Mexico Town Company, a railroad subsidiary. In return, equal shares in a percentage of the profits were guaranteed on the sale of individual lots in this tract.

Figure 6: *The railroad creates a city.*



Source: *United States Geological Survey, 1888*

Planning Department
City of Albuquerque
April, 2005

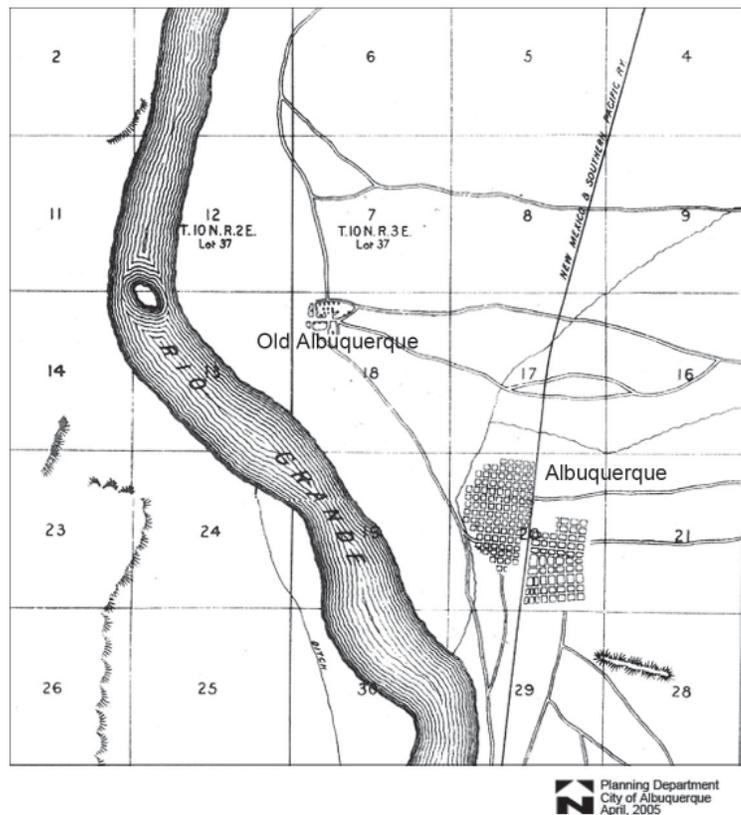
These 1879 real estate transactions assured Albuquerque its location on a transcontinental railroad.

The Town Company, a subsidiary of the Atchison, Topeka and Santa Fe Railroad, retained Colonel Walter Marmon who surveyed, marked, and laid out streets, blocks, and lots for a new town. It's fifty blocks between Copper Avenue, the railroad right-of-way, Coal Avenue, each contained twenty-four lots, each twenty-five feet wide. This area, identified as the Original Town Site, and the adjacent Atlantic and Pacific Addition to the south, were laid out at the same time. A third Addition, Huning's Highland Addition, east of the tracks, followed. The railroad's extension to the new town was completed on April 5, 1880.

The new Albuquerque initially functioned as a base camp for contractors continuing to build the railroad south and west. Its first inhabitants were railroad employees and transient construction crews. The railroad established major servicing facilities here which remained the city's largest single private employer to about 1950.

The new town attracted a permanent population in its first ten years that surpassed the older (1706) community and its outlying villages. It incorporated as a Town on June 4, 1885 and reincorporated as a City on April 1, 1891.

Figure 7. Two city planning concepts: the plaza centered old settlement and the grid-based new settlement



By 1900, Albuquerque's population surpassed that of Santa Fe, and was the largest City in the Territory. Table 3 describes Albuquerque's growth in the late Nineteenth Century.

Table 3: Population Growth and Density 1890-1900

Census Year	Albuquerque			Old Albuquerque
	Population	Area	Pop./Sq. Mi.	Population
1890	3,785	3.12	1213.14	2,274
1900	6,238	3.12	1999.36	1,191

Steady growth characterized Albuquerque in the first half of the Twentieth Century. In 1918, the idea of a professionally prepared city plan to guide Albuquerque’s future was advanced by Aldo Leopold for the Commercial Club. This perhaps reflected awareness of Frederick Law Olmstead’s park plans for large cities, the impact of the Columbian Exposition of 1893 in Chicago, and the comprehensiveness of Burnham and Bennett’s Plan of Chicago (1909) Development, however, continued without a city plan. Between 1900-1930, the town evolved to a small city. Its dry climate attracted many persons convalescing from respiratory diseases. A major expansion of railroad facilities occurs (1922-1926). Jobs grow in agricultural processing: lumber and flour milling, meat packing, wool scouring, and brewing. Multi-floor steel frame buildings rise Downtown, including the County Court House (1926), replacing an Old Town building. The electric street railway system (1903-1927) closes.

The Conservancy District is established (1925) and begins to drain the valley. The crossroads role is strengthened in the 1930’s by the convergence of two National Highways (66, 85) and as a servicing point for early transcontinental air service. State Fair re-initiated (1938). Rio Grande floods (1940). Kirtland Air Force Base (1940) and Sandia National Laboratory (1949) established. Old Town and several other valley neighborhoods are annexed to the City (1949). Albuquerque, at the end of this half century cycle of development, is designated a Metropolitan Area in 1950.

Table 4: Population Growth and Density, 1900-1950

Census Year	Total County	City Pop.	City Sq. Mi.	City Pop. Sq. Mi.
1910	23,606	11,020	3.12	3,532
1920	29,855	15,157	3.12	4,858
1930	45,430	26,570	3.12	8,516
1940	69,631	35,449	11.10	3,193
1950	145,673	96,815	48.27	2,005

Rapid growth and extensive physical development characterized Albuquerque in the second half of the Twentieth Century. The expansion of governmental activities (especially in national defense) and an attractive climate were responsible for more recent development. The City’s most rapid growth occurred in the aftermath of World War Two. Employment opportunities created a dynamic prosperous metropolitan area.

The construction of the Interstate Highway 25 begins (1956). The Civic Auditorium completed (1957). Los Ranchos incorporates (1958). Rio Bravo Road bridges the Rio Grande (1959). Winrock regional shopping center opens (1961). The Flood Control Authority is established (1962) and begins construction of the North and South Diversion Channels to eliminate flooding in the valley. The Embudo Arroyo is channelized in Interstate Highway 40. City purchases the privately owned transit system with Federal funds (1965). Downtown disinvestment begins; the Tijeras Urban Renewal project initiated (1968). Alvarado Hotel demolished (1970). Tijeras incorporates (1973). United States Highway 66, along Central Avenue, decertified (1984). Paseo del Norte bridges the Rio Grande (1987). Montañño Road extended over the Rio Grande (1997). Edgewood annexation extends into Bernalillo County (2002). Rio Rancho annexation extends into Bernalillo County (2003).

Table 5: Population Growth and Density, 1960-2000

Census Year	Total County	City Pop.	City Sq. Mi.	City Pop. Sq. Mi.
1960	262,199	201,189	61.0	3293.3
1970	314,774	244,501	80.6	3033.1
1980	420,262	332,920	97.6	3409.3
1990	480,577	384,736	132.9	2814.9
2000	556,768	448,607	186.92	2474.6

Albuquerque’s development and growth has been influenced by its privileged position. A point to easily cross the Rio Grande, a transcontinental railroad, an important highway junction, early cross country airline service, selection as an atomic research center, a university, and climate gave the city its initial importance and its foundation for the future.

Where we are as a City today is a benchmark for the choices for the future. The population’s spatial distribution across the City and its density are particularly relevant.

Table 6: Spatial Distribution of City’s Population, 2000

Quadrant	Persons	Percent of City Total
Northeast	239,565	53.4%
Southeast	63,056	14.1%
Southwest	36,882	8.2%
Northwest	109,104	24.3%

The spatial distribution of the City’s 2000 population is as important as it’s total size. Although these are in many ways to describe the population’s spatial distribution, the Plan uses the quadrants established by the City’s street addressing system as the most meaningful point of reference.

Population density defines a place as urban and is most meaningfully measured as persons per square mile, the Census Bureau standard. The Bureau defines as “urban” areas with at least 1,000 persons per square mile.

The City’s population resides within an extensive area, much of which is vacant; the average population density of 2475 persons per square mile is low. Excluding vacant areas, population density is 4,480 persons per square mile; excluding all developed non-residential areas, the density per square mile is 9,600 persons.

Growth

The municipal general plan is expected by State law to “reflect the probable growth of the city and its environs.”

Urban growth is driven by changes in employment levels, the basics for population growth. A larger population, in turn, is responsible for housing expansion. This Plan, as originally adopted (1988) was not based on projected level of employment, population and housing, quantitative measures of urban growth. The then current projections to the year

2000 prepared by the University of New Mexico’s Bureau of Business and Economic Research projected employment to increase faster than population. This suggested Albuquerque would continue to attract employers while building an employment base to sustain the projected population increase. This, in fact, occurred. These earlier projected population levels (Table 7) were very close to those enumerated by the 2000 Census of Population and Housing.

Table 7. Projected Population (1986) when this Plan was adopted (1988)

	1988	2000
City	378,800	460,000
County	493,100	581,800

More recent population projections* prepared in 2000 by the Mid Region Council of Governments for this Plan are as follows:

Table 8. Census and Projected Municipal Population, 2000-2025

Year	Bernalillo County (Total)	Albuquerque	Los Ranchos	Tijeras	Unincorporated
2000	556,678	448,607	5,092	474	101,829
2005	594,317	475,454	5,628	444	112,138
2010	621,940	497,552	5,889	464	117,350
2015	650,784	520,627	6,162	486	122,793
2020	679,538	543,630	6,435	507	128,860
2025	709,487	567,590	6,718	530	133,860

These projections to 2025 indicate the City’s population will increase by about 50,000 persons per decade, and the unincorporated area’s population will increase by about 14,000 persons per decade from the 2000 Census.

*Projections of employment and housing to 2025 are found in those elements of the Plan.

The physical distribution of projected growth will be affected by land ownership patterns. Developable land in Bernalillo County is limited due to extensive public ownership. Barely half of the County’s land area of 1,169 square miles land area is privately owned.

Table 9: Public and Tribal Land Ownership (Sq. Miles)

Total Area	Forest Service	Bureau of Land Mgmt.	Indian Res. & Trust Lands	State Parks	Depts. of Energy & Defense	Other Public Land
1,169	150.3	8.4	355.3	10.9	31.3	3.3

To better manage projected growth, several scenarios (alternative futures) were conceptualized during 1997-2001 to identify the one which would best achieve public benefits. These scenarios commonly reflect the Plan’s employment, population, and housing projections to 2025.

The Trend scenario, a baseline, reflects the continuation of the pattern of planned dispersal: relatively low density development in the Northwest and far Northeast portion of the city. Land absorption for urban development is expected to continue at a high rate in this scenario.

The Downtown scenario emphasizes higher density in selected Activity Centers, with a major concentration of employment east of the Rio Grande (Downtown, the University, and Uptown).

The Balanced scenario is a more compact distribution of population and employment than the Trend, with employment growth and housing balanced to the east and the west of the Rio Grande. Two transit oriented corridors—an east/west corridor encompassing Central Avenue, and a north/south corridor along Isleta Boulevard and Fourth Street—are priority areas for infill and redevelopment in this scenario.

A combination of the Downtown and the Balanced scenarios emerged as a Preferred Scenario, and is reflected in the Plan’s employment, population and housing projections and in its concepts and policies regarding Activity Centers and transportation corridors.

The scenarios differ in the spatial distribution of projected growth in employment, population, and housing, affecting the densities of population and housing across the city. Equally important, the scenarios vary in distributing the benefits and burdens of projected growth among the city’s residents, affecting livability and opportunity.

B. LAND USE

1. OPEN SPACE NETWORK

Open Space

Open Space is undeveloped land, which if retained in its undeveloped condition, contributes to the city's livability. Some land, reflecting various physical characteristics, is a candidate for open space because its character is poorly suited for development. Other land is desirable as open space for reasons such as separating incompatibly developed areas or to preserve vistas.

Open Space conserves natural resources and environmental features, provides educational and recreational opportunities, and it places the built environment in context. Land as open space is a form of stewardship which preserves and protects many of the features of the city's physical setting for the appreciation of residents and visitors. The Petroglyph National Monument, an exceptional, large open area, is not considered Open Space. The Monument, established in 1991, includes municipally owned land acquired earlier for Open Space.

The Plan proposes 76.9 square miles of open space (unchanged from the 1975 Plan). It is composed of Major Public Open Space, trail corridors, parks, and other low intensity uses. Beginning in 1969 with the City's purchase of 9.5 square miles of land for Open Space, about 31 square miles had been acquired by 1988.

Portions of the Rio Puerco Valley, the playa lakes in Mesa del Sol, and the petroglyph-rich volcanic escarpment are among sites proposed for preservation as Major Public Open Space.

Several open space sites lie in the mountains east of the city. These include the San Antonio site and Gutierrez Canyon (both east of NM14) in the Sandia Mountains. The Juan Tomas Mountain Park and Carolino Canyon Mountain Park (east of NM317 along Oak Flats Road) lie in the Manzano mountains. The Juan Tomas site is surrounded by the Cibola National Forest. No additional acquisitions are proposed in the mountains.

The foothills open space is a linear area separating the city's eastern-most neighborhood and the Cibola National Forest. Nearly all of the proposed foothills open space has been acquired.

The City's open space along the Rio Grande consists of the forest outside of the Rio Grande State Park totalling 586 acres. These sites are discrete sites, not adjacent to each other. About 382 acres had been acquired by 2000; another 186 acres were priority acquisition sites (2) in 2000.

Major Public Open Space areas are managed to retain and enhance either their natural values or archaeological resources. They are usually purchased fee simple by the City or they are jointly managed by the City and another public agency.

Open Space trails are linear areas linking open space sites as a network. They include arroyos and valley irrigation ditch systems as proposed by the Facility Plan for Arroyos.

Fiscal constraints may preclude the City's purchase of all proposed open space land. Options to fee simple purchase include easements, development rights acquisition, and public/private agreements. Site conservation can also be achieved through special zoning districts that provide for lower impact uses.

Parks

The Open Space network is complemented by a system of developed parks. Similar to other urban amenities, parks are an important quality-of-life factor contributing to the city's livability.

Expansion of the City park system since 1950 has been driven by the dedication of land associated with residential development rather than the purchase of well located sites of adequate size which could best shape the form of the city. Although many one to three acre parks were developed in the post World War II era, the number and location of neighborhood parks now inadequately serves the area's population.

The County and the City have approximately 30 and 175 developed parks, respectively, totaling over 800 acres. There are approximately 400 more acres contained in 38 undeveloped parks (1985). The ratio of developed parkland to population is about 438 persons per acre while the ratio for all parkland is about 292 persons per acre. This compares poorly with other cities of similar size. The City and County parks systems are still below the national average for developed parks in the ten to twenty acre range. The City also lacks large, regional parks that can be used for major and multiple events which attract large attendance.

Attractively designed parks are highly used parks.

Climate and soil characteristics create difficult challenges for the City park system. Arid conditions and sandy soils affect the cost to provide large landscaped areas. Supplemental watering is necessary due to the low annual rainfall. Precipitation is usually of short duration and run-off is heavy. Parks must be continuously maintained to prevent deterioration and maintain their attractiveness.

Our abundant sunshine affects park use. For approximately half the year some protection from the sun is needed. Unprotected from the sun, midday park use will be low. However, a too dense grove of trees will reduce the functional quality of a park for open play. Good design that provides for the types of areas and facilities that residents desire, along with appropriate development and good maintenance, is the key to a well used and attractive park system.

The City's park system is complemented by the Rio Grande Valley State Park. It extends along the Rio Grande through Bernalillo County and beyond from Cochiti Dam south to Belen. The park lies entirely within the property of the Middle Rio Grande Conservancy District. The planning concept for the Park is a balance between recreational use and habitat conservation.

OPEN SPACE NETWORK (SEPT, 2002)

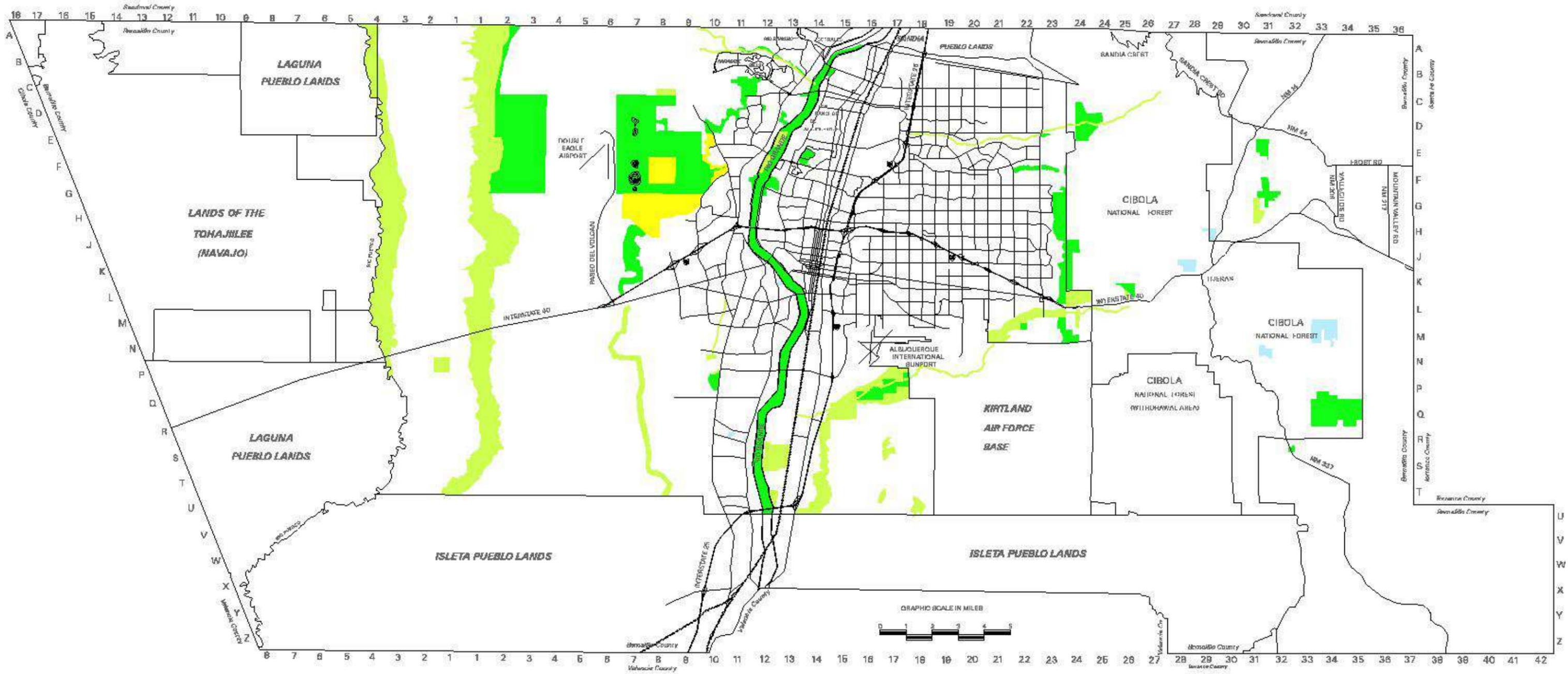


FIGURE 8

- City Owned
- Federally Owned (National Monument)
- County Owned
- Proposed Open Space

2. RESERVE AREA

The Plan designates two areas Reserve, about 48 square miles. One is Mesa del Sol, about ten square miles south of the Tijeras Arroyo. The other Reserve Area is located on the upper west mesa.

These areas may be committed to large scale urban development in the near future. Portions of these areas, where undisturbed, have important environmental qualities and/or paleontological, archaeological, or natural resources. These qualities and resources should shape the nature of development and the extent of conservation.

The Plan proposes two approaches to development and conservation in the Reserve Areas: conventional development or planned communities.

Conventional Development

Development in the Reserve Areas can occur in a conventional manner, consistent with Rural Area policies. This approach uses Rural Area policies to guide existing zoning to shape development on separate lots. The Plan proposes an average housing density of one dwelling per acre using this approach. Clustered housing is included in this approach.

Planned Communities

Development in the Reserve Areas can also occur in the form of a planned community. This extension of the city is a self sufficient urban development, separated from the areas the Plan designates Established Urban or Developing Urban by permanent open space, yet jurisdictionally part of the City. A planned community must be consistent with the Plan’s goals, policies, and proposals. Planned communities provide residents some degree of self-sufficiency; employment, services and housing in such new communities should minimize “bedroom communities” and leapfrog development patterns.

A required master plan may be approved if elected officials find that approval is justified by the balance between: 1) desired infill and fringe area development of the Established Urban and Developing Urban Areas, weighed against 2) needed areas to expand a wide variety of urban activities in planned communities.

Figure 9 Planned Community Criteria: Reserve Area*

CRITERIA FOR PLANNED COMMUNITIES

The Plan’s proposed Reserve Area planned communities are intended to take form based on the following criteria.

CRITERION	POLICY INTENT
Size	Five-to-ten thousand acres; 4-8 villages Population base sufficient to support community scale activities
Land Use	A mix which promotes self sufficiency: Residential (50%) Open Space (20%) Non-Residential (30%) A distinct identity defined by open space, architectural design, or other distinguishing features
Housing Density	Average housing density per lot to be proposed by the required Master Plan, but not to exceed three dwellings per acre.
Transport	The interior transportation system should be adequate to serve the ultimate development level specified in the master plan
Environment and Open Space	Identify and conserve environmental resources and incorporate them into the open space network.
Government and Public Services	The planned community should efficiently and equitably provide facilities and services at no net expense to the City to assure the public’s health, safety, and welfare.
Ownership and Management	An ownership/management arrangement sufficient to implement a master development plan.

*The County repealed these Criteria for the unincorporated area on May 27, 2003.

Planned communities could occur on the basis of agreements with the City for the provision of public services. To avoid creating incentives for independent utility districts, the City may enter into pre-annexation agreements with developers regarding equitable timing and cost-of-service extensions.

The extensive Mesa del Sol area, south of the Tijeras Arroyo, will be developed consistent with a Planned Community Master Plan approved by the City.

3. RURAL AREA

The Plan designates twenty-three areas Rural Areas, about 294 square miles. Almost all of these Rural Areas are in the unincorporated County. One of the twenty-three areas was the subject of a 2001 Plan amendment, expanding the Rural Area designation in North Albuquerque Acres by reducing the Established Urban designation. The Plan proposes an average housing density of one dwelling per acre.

Several Rural Areas are within or adjacent to developed parts of the city. A portion of North Albuquerque Acres and three smaller areas are also designated Rural on the city’s northeast edge: the Tierra Monte, Sandia Heights, and Evergreen Hills neighborhoods.

Rural Areas in the North Valley east of the Rio Grande include all of the area north of the Village of Los Ranchos de Albuquerque including the Alameda neighborhood. A smaller area is the Rio Grande Nature Center, part of the Rio Grande State Park. Three areas west of the Rio Grande, approximately opposite the Village of Los Ranchos, are also designated Rural and are proposed to be acquired as Open Space.

The Plan’s Rural Area south of Downtown extends south from Prosperity Road (if extended) to the Isleta Indian Reservation, between the railroad main line and the Rio Grande. Two sites are proposed to be acquired as open space. The area is addressed in more detail by the County’s Southwest Area Plan.

Another extensive Rural Area south of Downtown lies west of the Rio Grande in the South Valley and includes the Los Padillas and Parajito neighborhoods, between Prosperity Road (if extended) and the Isleta Indian Reservation. It includes the escarpment of the west mesa; this segment is proposed to be acquired as open space.

The largest Rural Area is east of the Cibola National Forest extending through Tijeras Canyon and south through the private land in the Manzano Mountains. Continuing westward, the designation extends south to Kirtland Air Force Base (the National Forest Service withdrawal area leased to the Air Force). It is addressed in more detail by the County’s East Mountain Area Plan. A northward extension of this largest Rural Area extends west from Tijeras Canyon and is primarily in the City; it is addressed by the City’s Sandia Foothills Area Plan.

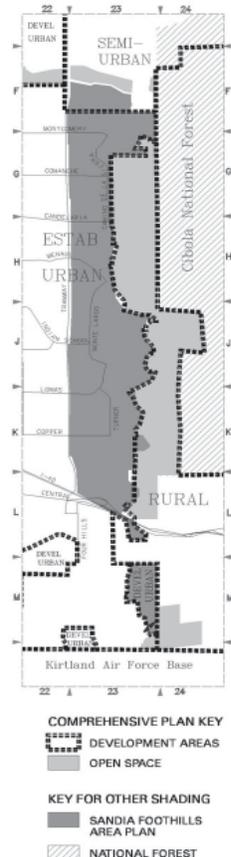
The mid section of the Tijeras arroyo, (approximately between Yale and San Mateo Boulevards, if extended) south of Kirtland Air Force Base, is designated Rural, and outside of the municipal limits.

One very large Rural Area parallels both sides of the Rio Puerco. Three additional extensive Rural Areas are west of the river.

Rural Areas have attributes and environmental conditions which warrant development standards that differ from those applied in Urban Areas. Environmentally compatible development is necessary to maintain the open character of Rural Areas.

Rural Areas of significant environmental or scenic value should be considered for major public open space designation.

Figure 10



The Plan proposes two approaches to development and conservation in the Rural Areas: conventional development or in limited circumstances, planned communities west and east of the city.

Conventional Development

Development in Rural Areas can occur in a conventional manner consistent with Rural Area policies. These policies guide existing zoning to shape development on existing lots. Land division for new lots is expected to respect the character and environmental conditions and qualities of the particular Rural Area in which it is located and that of the site and its immediate surroundings. Site suitability and potential impacts should receive particular attention. Clustered housing, as part of this approach is especially attractive for Rural Areas in the Rio Grande Valley. County A-1 and A-2 zoning is mapped for most undeveloped land in the Rural Areas. The County A-1 zone (one dwelling unit per acre), in particular, contributes to scattered development which erodes the areas character and the lifestyle it supports. County A-2 zoning (one dwelling unit on two acres) is preferable, providing for larger lots, and in the Rio Grande valley, for agriculture and for irrigation access.

The scattered development generally associated with County A-1 and A-2 zoning has costly environmental and economic drawbacks. The use of individual liquid waste disposal systems where the water table is shallow has polluted valley groundwater. The pattern of dispersed housing, characteristic of Rural Areas, greatly increases public facility extension costs. Decisions to extend public facilities and services to designated Rural Areas should be made with careful consideration of public health, safety, and the effect that service extension will have upon future development in those areas.

The Plan proposes the County enact very-large-lot zoning districts (one dwelling unit for every 5 to 20 acres) to be mapped for the most remote parts of the Rural Area.

Planned Communities

The Rural Areas west of the developed edge of the city and in the East Mountain area may be considered for a planned community in suitable locations.

Figure 11 Planned Community Criteria: Rural Area*

CRITERIA FOR PLANNED COMMUNITIES

The Plan's proposed planned communities in Rural Areas are intended to take form based on the following criteria.

<u>CRITERION</u>	<u>POLICY INTENT</u>
Size	Five-to-ten thousand acres; 4-8 villages Population base sufficient to support community scale activities
Land Use	A mix which promotes self sufficiency: Residential (50%) Open Space (20%) Non-Residential (30%) A distinct identity defined by open space, architectural design, or other distinguishing features
Housing Density	Average housing density per lot to be proposed by the required Master Plan, but not to exceed three dwellings per acre. In the East Mountain area the average net density will be urban, the exact density to be determined by lower ranking plans.
Transport	The interior transportation system should be adequate to serve the ultimate development level specified in the master plan.
Environment and Open Space	Identify and conserve environmental resources and incorporate them into the open space network.
Government and Public Services	No automatic requirement for incorporation into the City. The planned community should efficiently and equitably provide facilities and services and will be approved only if all public infrastructure needed primarily to serve proposed areas is provided at the cost of the developers.
Ownership and Management	An ownership/management arrangement sufficient to implement a master development plan.

*The County repealed these Criteria for the unincorporated area on May 27, 2003.

4. SEMI-URBAN AREA

The Plan designates eight areas Semi Urban primarily in the unincorporated County. A plan amendment in 2003 redesignated a portion the south valley from Developing Urban to Semi-Urban, about 1.75 square miles. The designation now addresses 20 square miles. These areas, located in the Sandia Foothills, the west mesa, the north valley and the south valley, are characterized by development limitations due to topography, soil conditions, water quality, flood potential, scenic qualities and recreational potential. Semi-Urban areas in the valley contain some of the County's best farming soil, with small scale agricultural potential.

An average housing density of three dwellings per acre is proposed by the Plan for the Semi-Urban Areas. Housing densities above three dwelling units per acre, except where clustered with shared open land, are likely to have high environmental impacts. Standard urban residential development patterns eliminate openness, create traffic, alter drainage conditions, limit recreation and agriculture potential, and degrade water quality when either community or City services are not available.

5. DEVELOPING URBAN AREA AND ESTABLISHED URBAN AREA

The Plan’s five development areas are a concept for future conditions to be found in the City and in the County’s unincorporated area. The development areas are illustrated in a manner which includes (overlaps) land designated Open Space. The size and extent of these development areas, excluding Open Space, are compared to existing densities of population and housing in 2000.

Table 10: Development Area Size and Densities

Development Area	Area (Sq. Mi.)	Population (Sq. Mi.)	Housing (Sq. Mi.)
Established Urban	100	4,992	1,922
Central Urban	(10)	(5,378)	(2,485)
Balance	(90)	(4,873)	(1,862)
Developing Urban	49	3,124	1,229
Semi Urban	20	2,261	896
Rural	294	619	208
Reserve	48	87	32

Urban Area Concept

The Plan concept of an Urban Area is a composite of the Developing Urban Area and the Established Urban Area; the Central Urban Area is a part of the latter.

The Plan designates nine areas Developing Urban, about 49 square miles. Development in the Developing Urban Area is subject to sector planning requirements for non-residential development and for medium and high density residential development allowing orderly provision of services as well as accomplishing the urban form envisioned in this Plan. This procedure may result in a Plan amendment to expand the boundary of the Established Urban Area.

The Plan designates a large, contiguous area Established Urban, about 100 square miles, 10 square miles of which is further distinguished as Central Urban. A Plan amendment in 2001 reduced this designation in North Albuquerque Acres; a 1989 amendment expanded it in the Manzano Mesa area, south of Central Avenue and east of Eubank Boulevard.

The Established Urban Area’s most distinctive part is specially identified as the Central Urban area. It is distinctive enough to require two additional policies in addition to those addressing the rest of the Established Urban Area.

The Central Urban Area includes Downtown, Old Town, and the University district, places well established in the early Twentieth Century. The area has a very high building density. Area characteristics are the largest concentration of older (pre 1940) housing and a significant concentration of larger public and private buildings, cultural amenities, historic districts, and parks.

Urban Area Housing Density

This Plan (1988, as subsequently amended) proposes an average housing density of up to five dwelling units per acre for the entire Urban Area or 3,200 dwellings per square mile. The city's average housing density is now (2000) about 1,100 dwellings per square mile. Higher densities are appropriate in Activity Centers to eventually increase the average gross housing density to five dwelling units per acre.

Redevelopment

The Plan's Established Urban Area, especially its Central Urban part, also provides direction to redevelopment activities: the designation of Metropolitan Redevelopment Areas and the subsequent action of preparing a Metropolitan Redevelopment Plan. Eleven Redevelopment Plans had been adopted by 1987.

Redevelopment renews declining neighborhoods. Present redevelopment activities are an outcome of a city-wide survey (1967) of physical conditions, identifying candidate areas for maintenance, conservation, rehabilitation, or clearance and renewal. The earliest redevelopment actions addressing disinvestment and blight occurred in the Central Urban Area: the Tijeras Urban Renewal Project (Downtown) and the Model City Neighborhood Development Program in some Downtown adjacent neighborhoods. Housing improvement and infrastructure rehabilitation were of the next focus of subsequent redevelopment actions. Redevelopment further evolved and expanded during the preparation of this Plan (1986-1988) to include the application of broader economic development techniques in the Established Urban Area.

The present, broader focus of redevelopment is intended to promote equitable economic development conditions in the Established Urban Area. Commercial revitalization, job creation, historic preservation, and mixed use development are now important redevelopment objectives. This present focus requires Metropolitan Redevelopment Area designations reflect an assessment of opportunities as well as correcting conditions of deterioration and blight (need). The Plan's Activity Centers and the Transportation Corridor policy concepts should integrate this new approach (Appendix E).

Partnerships among government, business, and community organizations will economically strengthen neighborhoods while promoting their diversity and unique character. The partnership idea is compelling. Many cities now rely on creative public/private partnership arrangements to achieve public redevelopment objectives. Successful private/public ventures require local government to lead the initiative, efficiently directing such efforts in tandem with the private sector and neighborhoods.

The City has an entrepreneurial role in initiating joint venture development actions under this concept. "No more and no less" will be the standard governing public/private ventures, with the former providing only enough public assistance to support a project. Respective contributions, risks, and rewards can be determined through negotiation. Publicly adopted redevelopment objectives can be successfully carried out under public/private cooperation by these ventures.

6. ACTIVITY CENTERS

Trend

As noted elsewhere in the Comprehensive Plan, much of Albuquerque’s development for the last 50 years has been in a form characterized by buildings with large setbacks and parking lots served by a grid of arterial streets designed primarily to move vehicular traffic. Commercial, office and retail land uses typically are not concentrated in well-differentiated activity centers, but rather tend to be strung out along many of the arterial streets. Also typically, these land uses are auto/driver oriented, with substantial amounts of surface parking. This trend has been made more prevalent in the last two or three decades by increasing numbers of big box retail establishments, and by larger formats for medical services.

While it is true that slightly more agglomerated activity nodes occur at arterial street intersections, they seldom function as singular activity centers with easy walking connections among uses. Instead, they work more like four “sub-centers”, one on each corner, separated by multiple lanes of traffic, not at all conducive to pedestrian trips from one side to the other, nor to mass transit usage.

Activity Centers Concept

The Plan’s Activity Centers element describes a concept that can have a major effect on urban form through balanced growth and consumption of land. Activity Centers are intended to concentrate a diversity of community activities at appropriate locations. Designated Activity Centers should be the focus of City and County efforts to build upon existing locations and develop future Activity Centers as vibrant, transit-oriented urban places that encourage walking to destinations throughout each center.

The Activity Centers concept provides a rational framework for the efficient allocation of public and private resources. The concept would concentrate land uses for greater efficiency, stability, image, diversity and control while safeguarding the city’s single-family residential areas from potential intrusion by more intense land uses. Population concentrations located within Activity Centers and interconnected corridors could help reduce automobile travel, provide better mass transit opportunities, and decrease adverse environmental effects. Other benefits may include housing close to jobs and services, reduced personal transportation costs which can go toward other needs, and increased options for living an urban lifestyle with easy access to a great variety of activities.

Figure 12: Auto-oriented strip commercial development



Activity Centers can become magnets for activity and development which positively affect urban form, environmental quality, and the transportation network. Committing capital implementation funds specifically to public improvement in Activity Centers and taking actions necessary to limit the range and intensity of land uses outside the Activity Centers are key needs if such a new development style is to be realized, and it will likely take two decades or more to accomplish, depending on what proportion of the capital program is committed to Activity Centers implementation, and on land use regulatory success and private sector response.

Types of Activity Centers

The Plan envisions five basic Activity Center types: Major Activity Centers, Community, and Neighborhood Centers, as well as Specialty Centers and Rural Village Centers. The Plan contains policies which address the function and composition of each.

- **Major Activity Centers:** These are areas whose major focus is concentration of commercial and/or major employment uses.

A Major Activity Center is an area between 300 and 1,000 acres designated to provide a place of work for residents throughout the metropolitan area, but also including medium (7-12 dwelling units per net acre) to high-density (12 dwelling units or greater per net acre) housing and other uses in support of employees and commerce in the area and region.

Predominantly auto-oriented in Albuquerque at the present time, Major Activity Centers should be more concentrated in the future to better support transit usage, and be redesigned for greater pedestrian access. Major Activity Centers floor area ratios should be higher than elsewhere in the city, and they should contain such activities as regional shopping centers, government and financial institutions, and major cultural and entertainment features. Major transportation corridors would connect these Activity Centers with each other and with residential areas.

- **Community Activity Centers:** These are Areas designated to provide focus, identity, and convenient goods and services as well as some employment for a number of surrounding neighborhoods with a combined population of 30,000 or more. The ideal Community Activity Center should be between 15 and 60 acres of

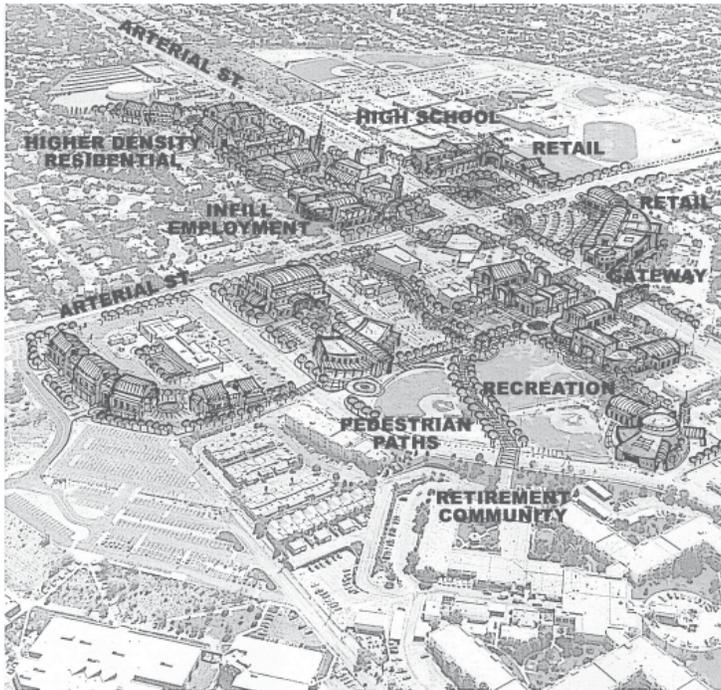
Figure 13: Typical major arterial intersection and auto-oriented land use.



Figure 14: Nob Hill contains good examples of “community scale” center development.



Figure 15: The same arterial intersection showing infill/redevelopment that would convert the area into a community-scale activity center.



commercial, office, entertainment, medium density residential, and institutional uses accessed by arterial streets and a range of transit service levels depending on composition; adjacent, contributing uses could result in larger quantities of acreage.

The ideal Community Activity Center would have parcels and buildings scaled to pedestrians, small enough to encourage parking once and walking to more than one destination. Off-street parking is often shared, and on-street parking helps contribute to the intimate scale typical of well functioning pedestrian areas. Parking located between and behind buildings would permit people to walk more safely and comfortably between uses that front on sidewalks rather than parking lots. Seating and shade along pedestrian routes also promote walking and informal gathering. The successful multi-use Community Activity Center is a vibrant people place especially serving the surrounding community area as defined by the Plan's "Community Identity and Urban Design" Plan

sections and map, e.g. the San Mateo/Montgomery and Hoffmantown Community Activity Centers serve the Mid-Heights Community Area.

- **Specialty Activity Centers:** Several "one-of-a-kind" facilities or Specialty Activity Centers, need support to continue providing the metropolitan area population with variety and interest. The State Fairgrounds, UNM Sports Complex, Balloon Fiesta Park, Old Town/Museum Complex, Biological Park and Zoo all provide unique recreational and entertainment opportunities and, in some cases other, more year-round uses that are complementary to the primary use. The Albuquerque Sunport, the regional air travel hub, is a Specialty Activity Center with another type of significance to Albuquerque and this part of New Mexico. Specialty Activity Centers tend to be quite large, several hundred acres in size, due to their extensive regional, state, and national "service area".

Figure 16: Albuquerque's Biopark exemplifies the uniqueness of Specialty Activity Centers.



- **Neighborhood Activity Centers:** These are designated to meet the daily "convenience" goods and service needs of residents in two or three immediately adjacent neighborhoods. Their size would not usually exceed 10 acres, and would include a mix of small scale retail/service uses, neighborhood park and perhaps small

institutional uses such as elementary schools. Access is generally by local and collector streets. Too numerous to indicate on the following map, Neighborhood Activity Centers should be specifically located and mapped in the course of smaller area planning.

- **Rural Village Activity Centers:** These Activity Centers exist at several locations in unincorporated areas of Bernalillo County. They are designated to serve daily convenience goods and service needs of residents living in the surrounding Rural and Semi-Urban Areas. Similar to Neighborhood Activity Centers in the Urban Area, Rural Village Activity Centers are usually only a few acres in size, located on an arterial street or highway, and should ultimately contain a mix of small scale retail and service uses such as grocery stores, restaurants, gasoline service stations, hardware stores and offices, as well as some housing within walking distance of the other uses.

Figure 17: Downtown, Albuquerque's original Major Activity Center.



Objectives for Creating Activity Centers

Generally speaking, Major Activity Centers designated by Figure 30 are too diverse in terms of function to be effectively governed by a single set of design principles, either for streets or the private realm. Where Downtown (in the near term, and perhaps Uptown in the longer term) can realistically pursue a development philosophy of “park once and walk” to multiple destinations during the course of a day, the relatively low density employment district of a Journal Center lacks the small block grid and mixed land use necessary to successfully promote significant pedestrian activity. Specific solutions suited to the unique circumstances of each Major Activity Center must be designed to effectively build and redevelop street features and complimentary land uses. This is best accomplished through Rank Three development plans, similar to those already in place for Downtown and Uptown.

Most of the remaining Activity Centers designated by Figure 30 are community scale in nature, and while they too are quite diverse in their history and functional character, it is useful to establish basic community identity design and development objectives intended to gradually move them toward greater pedestrian and bicycle

Figure 18: One illustration of Downtown developed with more building intensity, transit and pedestrian opportunities.



accessibility and transit usage. This objective is important because the goal of community centers is to serve mainly the routine daily and weekly service needs of nearby neighborhoods, with some employment. This Plan prescribes a “baseline” set of design/development policy objectives for Community Activity Centers. More detailed design objectives appropriate to different locations should be set forth in smaller area planning efforts.

Land use, zoning and transportation decisions made incrementally over decades have undermined effective implementation of the Activity Centers concept at designated locations. A dispersed pattern of commercial, office, industrial and low to medium-density residential zoning and use has developed since the 1975 Plan’s adoption. The availability of lower cost vacant land with equivalent zoning outside the designated Activity Centers works against attempts to concentrate uses in the Activity Centers.

With rigorous community support, public investment and effort to contain intense uses in designated Activity Center areas over the next 20 to 25 years, the concept might succeed. Travel would become less dispersed, making transit systems more efficient and public/private expenditures for pedestrian ways and community amenities more feasible.

As of 2001, with a limited capital program that annually is \$20 million short of funding infrastructure rehabilitation needs, and with declining Gross Receipts Tax revenue undermining local government operating capacity, Albuquerque and Bernalillo County will need the efficiencies which can be achieved through implementation of Activity Centers and transportation corridors development policy.* A corollary benefit would be a more compact urban area that is more sustainable, not only fiscally and economically by virtue of more concentrated and efficiently used infrastructure, but also environmentally by virtue of shorter travel distances and reduced landscape irrigation. And finally, property values within the built urban area would be stabilized or improved through reinvestment.

Activity Center development can only be accomplished through careful analysis and identification of advantageous connections among interrelated factors such as land use form and intensity, zoning and its spatial distribution, demographics, market trends, transit considerations, redevelopment and infrastructure conditions and objectives. Ongoing public-private cooperation is essential to creating market conditions that support Activity Center development.

Assumptions that underlie successful development of mixed use Activity Centers and transportation corridors include:

- Albuquerque and Bernalillo County will continue to grow, probably at or near the recent annual rate of 1.4%, most years through 2025, adding more than 60,000 additional households.
- Personal vehicles will continue to be the predominant choice in mode of transportation, though drive time will erode considerably, and a larger share of trips than today will be taken on mass transit, bicycles, or by walking or ridesharing.
- Arterial streets will be maintained and/or reconstructed, with greater attention to serving travel modes including mass transit, walking and bicycling as well as vehicles.
- Transit services will be improved in terms of comfort, convenience and competitiveness as a viable transportation choice.

* It is also useful to note that, in 2001, there is an estimated \$1.8 billion backlog of water, sewer, transportation and hydrology rehabilitation needs, as well as \$700 million in deficiencies.

C. ENVIRONMENTAL PROTECTION AND HERITAGE CONSERVATION

1. AIR QUALITY

The City's climate and air quality are among its most attractive but least tangible environmental assets. This asset is so highly valued by Albuquerque's residents, that through the City Charter, we are committed to "protect and preserve environmental factors such as air."

The geographic location in a river valley bounded by a high mountain range to the east, the mile-high altitude and meteorological conditions affect Albuquerque's air quality, particularly in the winter months. Frequent winter temperature inversions result in limited vertical mixing and poor dispersion of pollutants. Mountain down slope winds and valley drainage winds also affect pollutant concentrations. Episodes of degraded air quality have occurred, reflecting high levels of carbon monoxide and suspended particulates. Primary sources of air pollutants include vehicular emissions, residential wood burning, dust from unpaved roads and construction sites and, to a lesser degree, industrial operations.

The City's network of air quality monitors sample the air for concentrations of suspended particulate matter, carbon monoxide, nitrogen dioxide, lead and ozone. The monitors enables planners to use forecasting and modeling techniques to predict how location and type of development projects will affect air quality.

The city's urban form and the land use pattern within it affect air quality as a consequence of our reliance on the auto to access the highly dispersed city. Preserving the quality of the air requires a long term commitment to build a city of more compact places, attracting projected growth in employment, population, and housing to activity centers and along certain arterial streets as corridors. It also requires reducing travel distances by supporting the conditions for investment which integrates work, shopping, and leisure activities. In addition, the provision of space and facilities for bicycling, walking and use of transit or paratransit will encourage use of the travel alternatives.

Vehicular emissions can also be decreased through transportation system management techniques such as signal synchronization and limited access arterials which maintain vehicular speeds. An auto emissions testing and maintenance program could improve ambient air quality.

Suspended particulates in the air are associated with episodes of visibility impairment. The wintertime "Brown Cloud", a phenomenon which affects the distant views characteristic of Albuquerque, is chiefly the result of woodburning for heat and for decoration. Regulating the use of fireplaces will reduce emissions from this stationary source.

Excavation for new construction and travel on unpaved roads are other sources of suspended particulates. Top soil disturbance permits and dust control plans for construction sites and the paving or surfacing of dirt roads will reduce particulates from these sources. In addition, landscaping of bare areas and/or retention of native vegetation in areas not under active construction will reduce dust.

2. WATER QUALITY

Water is a finite and valuable resource. As such, water quality in the metropolitan area is a factor in determining the amount of growth the area can sustain. Albuquerque residents, through the City Charter, are committed to “protect and preserve environmental features such as water.”

Water quality may vary greatly due to well depth, groundwater source, and the effects of man’s activities upon the aquifer.

Variations due to Human Activities

Man’s impact on groundwater quality include septic tanks, agricultural activities, petroleum handling facilities, solid waste disposal sites, illegal discharges, dumping and other anthropogenic activities. It is important to identify these sources, quantify their effects, initiate remedial action where appropriate, and take steps to prevent future contamination.

Most of the unincorporated Valley area was developed without sanitary sewer lines, and groundwater quality has cumulatively been affected by low density development relying on septic tanks and domestic wells. Groundwater in the South Valley has nitrates, volatile organics, and gasoline, documented by the State’s Environmental Improvement Division. (April, 1986)

The continued absence of sanitary sewer lines in the unincorporated county will result in shallow groundwater degradation due to higher wastewater volume flowing through on-site disposal systems, a rising localized water table and increased groundwater flow velocities.

Line extension to outlying areas is recommended to minimize domestic use of shallow groundwater which may be contaminated by waste discharges. The preferred alternative is the extension of both water and sanitary sewer lines into the unincorporated area lying within the service areas of the City’s systems.

Some groundwater quality problems are a consequence of leaking underground storage tanks which housed petroleum products or other hazardous materials. There are approximately 2,400 underground storage tanks in Bernalillo County; many probably leak. The New Mexico Environmental Improvement Division concludes Albuquerque is similar to the rest of the nation in which 5 to 15 percent of the underground steel storage tanks have leaked or are leaking. Health threats from underground storage tanks will increase without a corrective program. The program should assess the condition of existing tanks, their influence upon the environment, establish tank design and installation requirements, and institute land use regulations governing their use.

Variation due to Well Depth

Shallow groundwater supplies near the Rio Grande are generally of poor quality and may contain excessive concentrations of total dissolved solids, iron, manganese, nitrates, and in some cases, petroleum products.

Groundwater west of the Rio Grande requires deeper City wells than east of the Rio Grande; the quality of the water requires more extensive treatment than water from wells east of the Rio Grande.

3. SOLID WASTE

Albuquerque's growth will increase the quantities of both nonhazardous and hazardous solid wastes generated in the area. An effective and comprehensive long-range waste management plan for the region will ensure that storage, collection, disposal and recycling of wastes occur in an environmentally and economically acceptable manner.

Landfill sites and their associated transfer stations are included in the Public and Semi-Public class of land uses.

Existing Landfills

Two active landfills accept solid waste. Municipal waste is deposited in the City's Cerro Colorado landfill in the western part of the unincorporated county. Some hazardous wastes have been accepted since 2000. A private landfill on the West Mesa above the Pajarito neighborhood accepts construction debris.

Solid waste transfer stations located throughout the county area would not only provide residents the opportunity to dispose of their refuse more conveniently, but it would also help curb illegal disposal. Private refuse collection and transfer systems may provide an alternative which will improve efficiency while decreasing public expenditures. Advanced technology also should be applied to treat wastes wherever feasible.

Reducing the sources of solid waste is a logical step in dealing with the problems associated with disposal. Supporting measures which reduce waste generation such as recycling plastics, glass, aluminum and paper will extend the life of existing landfills.

Former Landfills

Some of the former twenty-five sanitary landfill sites, 11 of which were operated by the City, now exhibit ground subsidence, methane gas discharge, and groundwater contamination from leachate. These conditions must be corrected before development can proceed on these sites.

Criteria for New Landfill Sites

The Plan proposes six criteria for any additional landfills.

- Compatibility with area character
- Compatibility with adjacent land uses
- Adequate Accessibility
- Adequate size
- Geologic compatibility
- Site Reusability

4. NOISE

The absence of unwanted sound (noise) is a measure of the city's livability. Albuquerque's rapid growth and its associated increase in vehicular and air traffic have resulted in urban noise levels affecting the population's health, welfare, and quality of life. Siting noise producing activities adjacent to residential or other noise sensitive uses also increased the number of noise conflicts.

Noise has many direct and indirect effects. Noise above recommended levels can increase general morbidity and either induce or aggravate several health disorders such as hypertension, cardiac disease, digestive disorders and general neuropsychological disturbances. Excessive noise levels can contribute to learning difficulties in school children.

Noise Sensitive Uses and Areas

Guidelines developed by several federal agencies including the Federal Highway Administration, the Federal Aviation Administration, the Environmental Protection Agency and the Department of Housing and Urban Development stipulate residential land use sound levels not exceed 55-65 decibels (Ldn or Leq). Schools, hospitals, lodging and certain recreational facilities are noise sensitive uses which should be protected from noise at or above these sound levels.

Field surveys and computer modelling have located numerous areas in the City which exceed Federally recommended noise levels. These studies have been confirmed by numerous complaints to the City Environmental Health Department. Southeast neighborhoods near the Albuquerque International Airport, neighborhoods adjacent to Interstates 25 and 40, certain arterial streets, and industrial areas are affected by excessive noise levels.

Several methods can be employed to protect the public from the impact of noise. The location of noise-producing activities is regulated by zoning. Other noise problems can be ameliorated by construction and design measures. Spatial separation, berm and barrier construction, placement of nonsensitive uses to buffer sensitive uses, and proper building orientation, layout and construction are methods that can be utilized to minimize noise effects. Furthermore, evaluation of potential noise conflicts in new or expanded transportation facilities (e.g. roadways and airports) must incorporate noise mitigation measures in the design.

5. HISTORIC RESOURCES

The sequence of the City's development is reflected by the homes, businesses, public buildings, and industrial structures in the city's fabric.

Since before World War Two, Albuquerque residents have worked to retain the city's history. Many of the old adobe homes in the valley were restored by their owners in the 1930's and 1940's.

As the city grew after World War II many historic landmarks such as the Alvarado Hotel and Huning Castle have been demolished. Demolition of pre World War II buildings is a greater loss here than in other cities the size of Albuquerque because of the relative scarcity of pre-1940 buildings.

The demolition of historic buildings led to an extensive historic site survey and the enactment of City Ordinances protecting historic districts and sites.

At the time of the Plan's preparation (1986-1988), eleven Historic Districts had been included in the New Mexico Register of Cultural Properties and/or the National Register of Historic Places. Three more have been added since that time. This designation affects, and is affected by, several Plan policy concepts (Appendix E).

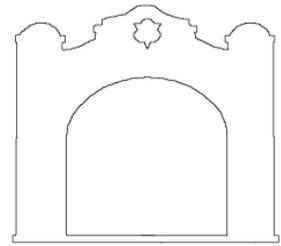
Three types of actions are necessary to better support historic preservation objectives. One is to provide for local incentives for preservation. A second concerns local ordinances. A third is increasing public and interagency awareness of historic resources and preservation efforts.

Preservation incentives include State and Federal tax credits. The Plan proposes the City and County explore incentives which enhance existing Federal and State tax credits and programs, and which encourage the preservation of significant local properties that would not otherwise qualify for investment tax credits.

A second action to further historic preservation concerns ordinances. Local means of protecting historic properties in the City include two 1978 ordinances: one establishes the Landmarks and Urban Conservation Commission; the second enacted the Historic and Urban Conservation Overlay zone. The Conservation Commission recommends mapping overlay zones and the designation of landmarks to the Mayor and the City Council. Major alterations, demolitions, and new construction in overlay zones and upon landmark structures must be reviewed and approved by the Commission. Bernalillo County does not yet have an ordinance to protect historic districts and sites outside the City limits; thus several unique, historic structures in the unincorporated area may be at risk.

The major planning opportunity represented by historic preservation is higher community awareness about Albuquerque's development as a city. Public awareness of the area's heritage and the policies and regulations which preserve and protect important districts and buildings are crucial to both public appreciation and preservation actions. Measures to provide information about historic resources and regulations would enhance public and private preservation efforts.

Figure 19



This emblem recalls a pavilion at the demolished Alvarado Hotel. It was placed on the first commemorative plaques attached to City-owned landmarked buildings.

6. ARCHAEOLOGICAL RESOURCES

Extensive evidence of man's long presence in this area is found in an around the modern city: prehistoric Pueblo archeological sites national importance and sites of early eighteenth century Spanish Colonial settlements (plazas).

More remote parts of the West Mesa for example, have yielded several Paleo-Indian sites dating back 12,000 years (or more). More recent are the prehistoric petroglyphs, rock etchings on above ground rock. Found in abundance along the western escarpment they are directly associated with other subsurface archeological sites. They are one of the most significant and extensive examples of this cultural artifact found within an American city.

Most petroglyphs were etched between 1330 and 1650 AD although some may be up to 3000 years old. Native American petroglyphs are powerful cultural symbols that reflect the complex society of Pueblo people. Themes include Pueblo sacred images. They appear in clusters across the escarpment. Four areas have concentrations of many petroglyphs within relatively small areas: Piedras Marcadas Canyon, Boca Negra Canyon, Rinconada Canyon, and Mesa Prieta.

Part of the petroglyph rich area was acquired by the City (1973) and improved with State funds as Indian Petroglyph State Park.

Petroglyph National Monument

During the Plan's preparation (1986-88) recognition grew of the national importance of these cultural properties. The outcome of their greater prominence is the Petroglyph National Monument.

The National Monument, authorized by the Congress on June 27, 1990 is a unit of the national park system. It's purpose is to "preserve for the benefit and enjoyment of present and future generations, that area in New Mexico containing the nationally significant West Mesa Escarpment, the Las Imagines National Archeological District, a portion of the Atrisco Land Grant, and other significant natural and cultural resources, and to facilitate research activities associated with the resources..."

Cultural properties conserved by the Monument include more than 300 archeological sites and more than 15,000 prehistoric and historic petroglyphs. (Petroglyphs are considered archeological sites with the same significance and value as subsurface sites.)

A non-contiguous part of the National Monument is the Piedras Marcadas archeological site, the largest unexcavated pueblo in the middle Rio Grande valley. The ruins are what remains of a two and three story pueblo that is thought to have contained 1000 rooms.

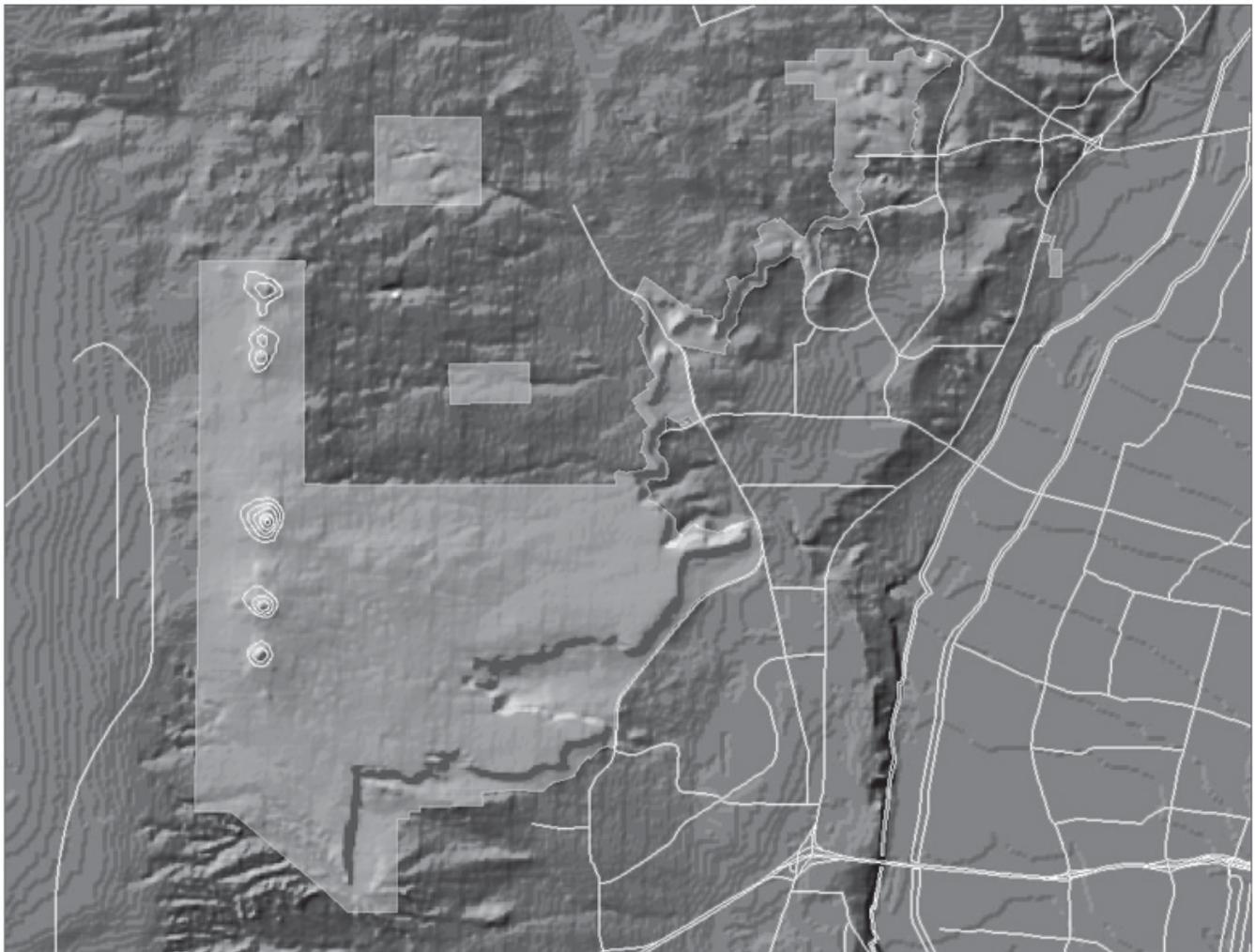
Planning and Management Considerations

Archeological sites differ from historic buildings in certain fundamental ways. These differences require specialized planning and site management techniques.

- They may be partly or entirely below the ground's surface and invisible to the untrained eye.
- Their value may lie wholly or in part in the information they contain and not in their aesthetic qualities or in their capacity for adaptive reuse.
- They require the involvement of professionals more than historic properties.
- The confidentiality of site locations is required except where protective measures have occurred.

Archeological sites can be comprised by unintentional removal, unintentional damage, looting, and vandalism. Given the significance and extent of sites in and around the city, the Plan proposes policies and site conservation programs to retain this cultural heritage.

Figure 20: The Petroglyph National Monument



7. CULTURAL TRADITIONS AND THE ARTS

The character of a city is shaped in large part by the cultural artifacts activities, crafts, and the fine and performing arts created and enjoyed by its residents and visitors. They impact the qualities of city life, the urban economy, the city's heritage, and educational opportunities and attainment.

Culture is definable as the product of human history that encompasses the totality of human work and thought. It is expressed through institutions, beliefs, expressions, behavior, recreational and leisure activities, and the arts discipline's dance, theater, music, and the visual arts.

Cultural resources are definable as the organizations, institutions, and enterprises that collect, conserve, and exhibit cultural artifacts and activities.

The scope of cultural expressions in the city is defined by public art, planning for the arts, art activities, and community celebrations.

Public Art

Public art as an urban amenity has been very limited in Albuquerque until recently. Public spaces and excellence in architectural design were not valued in public buildings and sites. For many years the Braden Memorial sculpture (1896) in Robinson Park and McClellan Park's Madonna of the Trail sculpture represented the city's meager commitment to public art.

Support for art as a public urban amenity crossed a threshold in 1978 with the enactment of the City Art in Municipal Places Ordinance. It commits one percent of all City construction funds from General Obligation Bonds and from certain Revenue Bonds for the purchase of or for the commission of works of art.

The categories of holdings are:

two dimensional wall art	paintings, drawings, photographs, prints
murals	painted, tiled, or otherwise decorated walls
sculptures	3 dimensional forms in-the-round or wall mounted
decorative arts and crafts	pottery, textiles, mixed craft media
installations	works of art integrated into architectural forms

Public art is directly associated with sites in or immediately adjacent to new (or reconstructed) municipal facilities across the entire city, with a large concentration Downtown, University/Nob Hill, and Old Town districts.

Planning for Arts and Cultural Activities

In 1995 the City adopted its Cultural Plan. Six policies on cultural education, involvement, and funding were stated in this plan. They were to be implemented by the City's Public Arts program through the City's Designated Arts Agency, the Albuquerque Arts Alliance.

In 2002 the Cultural Plan was updated to revisit the cultural needs of the community and to determine which of the 1995 goals were still relevant. The new plan restates the six goals as three, addressing Arts Education (Plan pages I-80, II-99), Increasing Opportunities for Involvement in the Arts, and securing sustainable funding for arts and cultural activities.

8. THE DEVELOPED LANDSCAPE

Albuquerque residents, through the City Charter, are committed to “promote and maintain an aesthetic and humane Urban environment.” The developed landscape is the physical expression of that environment.

A particular challenge in meeting this high standard is the limited heritage of past urban expressions of excellence found in the City. For example, the “City Beautiful” theme in city planning and architecture had no opportunity to be expressed in the small Territorial city that was Albuquerque.

The developed landscape is comprised of the natural and built features of the city in its setting. These features express the aesthetic qualities of the area. They form the overall impression an observer receives of the area’s landscape character. Visual qualities are associated with the city’s livability.

Visually Sensitive Features

Areas in and around the city, generally recognized for their aesthetic qualities, are susceptible to visual impact of development. Highly sensitive areas include the National Monument, Historic Districts, parks and buildings of architectural merit, and other features noted for their aesthetic qualities.

Assessing Visual Impact

Visual impacts on these areas by development is measurable by the level of visual sensitivity: the degree of public interest in a visual resource and concern about adverse changes to appreciating its aesthetic qualities. A significant impact can generally be defined as an action that would substantially alter a sensitive visual setting.

Public Projects

Building and street design, landscaping, and street furniture should be complementary and create places with character. Public building and spaces reflect the image and character of their community. Each public project should protect and enhance this character by incorporating high standards for design quality.

Sustainability

Acknowledging natural features in planning for any addition to the built environment is a sign of respect. Such planning can create a distinctive whole that improves the overall appearance and function of the city.

Attention to the developed landscape extends beyond aesthetic considerations to sustainability. Wind erosion and soil instability, for example, result when natural features in the developed landscape are not respected.

The natural features of the city’s setting are strongly acknowledged by the Plan. Its policies recommend actions for their enhancement through the development process. For example, concentrations of native vegetation could be integrated into new development through careful site planning rather than removed.

Several opportunities exist to improve the attractiveness of the built environment. These opportunities can make a substantial positive difference in Albuquerque’s developed landscape.

9. COMMUNITY IDENTITY

As Albuquerque has grown into a city and its environs of over a half-million people, it has differentiated into a number of distinct areas based on history, cultural traditions, physical setting and the technology of development at various points in time. Neighborhoods are the “building blocks” of these areas. People distinguish the area of the city they live in from the city as a whole. These unique areas, or “communities,” are familiar and meaningful to the people who live or work there; each community takes on its own individual image and sense of place because of its special combination of natural environment, social life, history, architecture and demographic composition.

Identifying Albuquerque/Bernalillo County communities and their strengths provides one cornerstone of preserving their identity. Other factors noted by the City Council in its adopting resolution (Enactment No. 102-1995) that support the maintenance and enhancement of unique community identity might be expressed in the form of goals:

Promote neighborhood vitality, public safety, affordable housing, customer service, balanced infrastructure spending, sustainability and infill, economic vitality and cultural development;

Reinforce and expand interest in and sense of community as evidenced by the growth of neighborhood organizations and other special purpose community organizations;

Strengthen community spirit and pride;

Effectively integrate and coordinate sub-area planning with community involvement to extend planning services to all parts of Albuquerque.

Thirteen community identity areas, focusing on their individual character, are illustrated on Figure 21. Boundaries are not a precise line where one community gives way to another. The important thing is to respect their differences, and to protect and build upon their unique attributes and attractions. The Activity Centers and linking transportation corridors in each offer a significant and visible public realm for this focus, through both formal and informal mechanisms such as capital spending and regulatory policy.

COMMUNITY AREAS

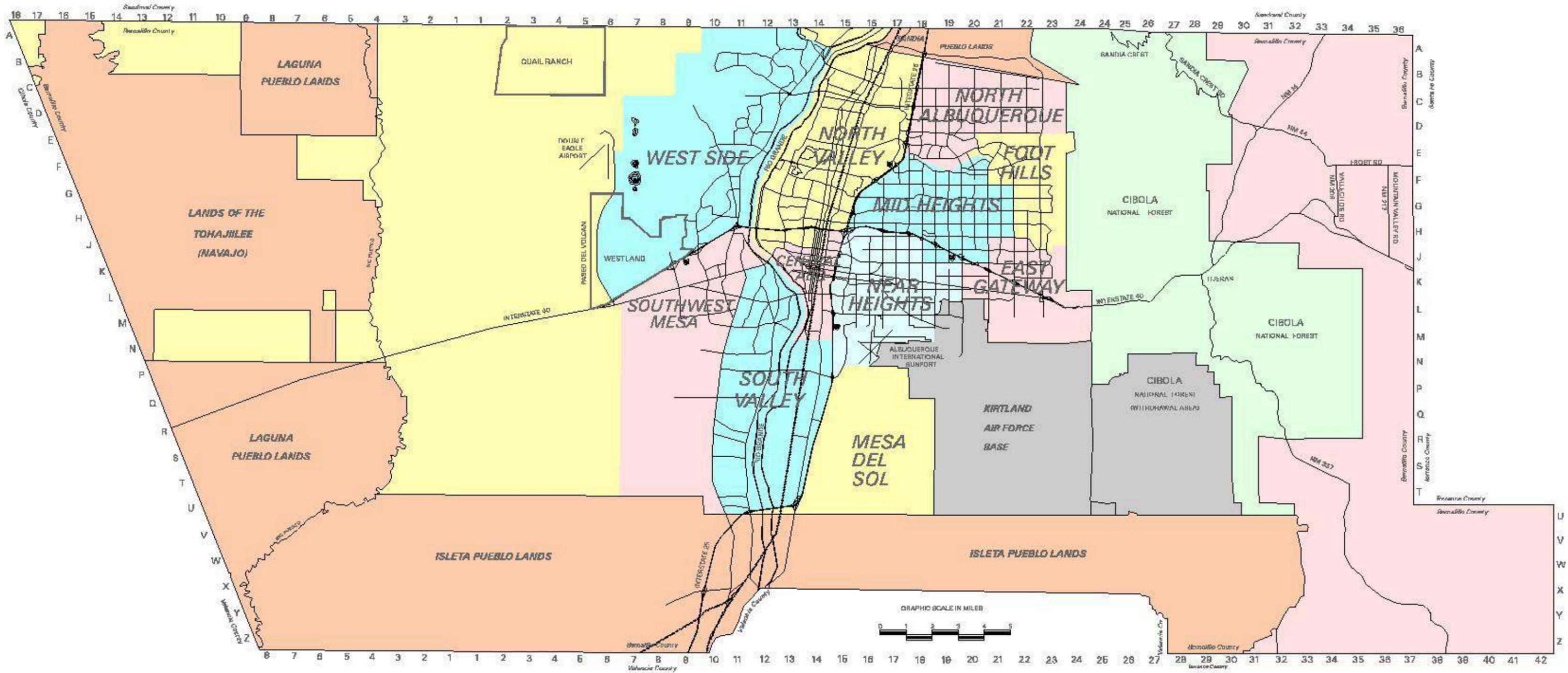


FIGURE 21

D. COMMUNITY RESOURCE MANAGEMENT

1. SERVICE PROVISION

Long-range regional planning for the major urban facility systems - water, sanitary sewer, drainage, and transportation - is essential to identify appropriate service levels and to prudently manage fiscal resources.

Capital Planning

A high level of capital investment is necessary to build and maintain major systems of facilities. Long range financial planning is represented by the City's Decade Plan for capital investment. Short range infrastructure planning, such as the six-year Capital Improvements Program and the Transportation Improvements Program, more closely reflect the City's growth strategy, fiscal position, and land use priorities at any given point in time. Service provision timing and costs are determined through these funding programs.

Water and Sanitary Sewer Service Areas

The City's water system and its sanitary sewer system each have an ultimate service area. Within these service areas, the City currently (1987) provides water and sanitary sewer service to a population that exceeds 400,000 persons. Approximately 40,000 persons located outside the City limits in the unincorporated North and South Valley areas are served by joint-powers agreements with Bernalillo County. The City also provides sanitary sewer service to Paradise Hills, a portion of Sandia Heights, City of Rio Rancho, the University of New Mexico, and Kirtland Air Force Base under separate contractual arrangements.

The City sewage treatment plant capacity was expanded in 1988 to treat 60 million gallons/day. The increased capacity will accommodate approximately 550,000 people, the projected City population between 1990 and 1995. The average daily volume of water treated by the plant and released into the Rio Grande in 1990 was 51.1 million gallons; annual treatment was 18.6 billion gallons.

Balancing Rehabilitation and Facility Extensions

A large portion of the existing water and sanitary sewer system was built in the 1950s and 1960s. Almost all of the Capital Improvements Program related expenditures were allocated for new development at mid-century. Currently (1988) replacement of inadequate and deteriorated water and sanitary sewer lines are needed in several areas; approximately 50 percent of water utilities capital improvement monies are now used for maintenance or replacement.

The capacities of the water and sanitary sewer systems can sustain forecasted demand. However, the cost and the desirability of extending service to a particular area may vary depending on existing policies and proximity to existing systems. Service priorities may be needed in the future to ensure a balance between new growth and rehabilitation. Present service levels should not be permitted to deteriorate to serve new growth. City water and sanitary sewer line extension policies support service priorities which begin with the existing service area, followed by contiguous and then by non-contiguous growth areas.

Costs allocated to developers and new home owners outside the present water and sanitary sewer service area should reflect the fiscal impact of growth. A graduated system expansion charge, increasing with the distance from each system's existing service area, may be one method of balancing new service costs.

Streets

New street construction requires planning and preliminary engineering years before actual construction. The Metropolitan Transportation Plan, adopted by local elected officials, anticipates future demand and transportation service needs. Actual street construction proposed by that Plan is determined by factors such as State and Federal funding availability. New street construction must also be balanced with existing maintenance and rehabilitation needs.

Some facilities and services historically provided directly by the City or County government might be more efficiently provided by private organizations. It can be useful to periodically evaluate the privatizing of various functions.

2. WATER MANAGEMENT

A reliable supply of water is necessary to sustain the city's population. Water, a natural resource that is unconstrained by jurisdictional boundaries, requires regional planning for the city's development.

Water Supply

Albuquerque draws its public water supply from an aquifer west of the mountain ranges, drawing water from several well fields throughout the County. Sole reliance on the aquifer will shift, about 2007, to supplemental renewable supplies of surface water.

New water rights acquisition is fundamental to future development and growth. The City's present water rights holding exceeds 18,800 acre-feet, and reserves should accommodate demand beyond 2030. Approximately one-half of the water pumped by City wells now returns to the Rio Grande through the wastewater treatment plant, a return-flow credit which is important in water rights holdings calculations.

Surface water from beyond the region will begin to supplement the traditional groundwater supply around 2007. This is the result of the acquisition of water rights in 1962, a major long range planning accomplishment to assure Albuquerque's sustainability in its semi-arid grassland setting. These acquired water rights, 48,200 acre feet per year, are part of New Mexico's share of the Colorado River. The water must be put to beneficial use in New Mexico under the terms of Interstate Compacts and Federal statutes.

Since 1962, City water system customers have invested more than \$50 million in the San Juan Chama Water Reclamation Project. This project consists of diversion structures in the Colorado River Basin of southern Colorado and channeling the diverted water through twenty-six miles of tunnels under the Continental Divide, and storing the water in Heron Reservoir on the Chama River before it flows into the Rio Grande.

Water System

The City's water system is supplied by 90 wells and 45 reservoirs. The system is structured by sixteen water pressure zones based on elevation points along the Rio Grande. Twelve pressure zones are east of the Rio Grande, four lie to the west.

The City's water supply system requires several major modifications to the aquifer based system. These are necessary to use the surface water from the San Juan-Chama project for drinking purposes. These modifications include construction of a water diversion facility on the Rio Grande in the vicinity of Alameda, a state-of-the-art water purification plant, and a network of large water distribution pipelines.

The water system is an important element in fire suppression, directly related to public safety. System reliability for fire suppression requires water facilities be kept in a state of good repair.

Water Production

Water production for all municipal purposes is related to the City’s growth. Population has greatly increased, rising faster than population growth.

Table 11: Population Growth Relative to Water Production

Year	Population Served			Annual Water Production (Billion Gallons)
	City	Non-City	Total	
1950	96,815			5,364,000,000
1960	201,189			13,650,390,000
1970	243,751			19,282,203,000
1980	332,920	21,858	355,087	30,058,000,000
1990	389,487	34,446	423,371	38,554,000,000
2000	448,607	41,065	476,285	37,470,000,000

Water production from ground water and surface water must increase to meet the demand created by 50,000 additional persons in the City per decade.

Water Demand

Even though Albuquerque draws its public water supply from an apparently abundant underground aquifer, it is never wise to waste such an important resource. Demand for water, based on quantity billed is residential, 56%; commercial, 31%; institutional, 11%; and industrial, 2%. Demand (the daily average consumption per person) steadily increased to 1990, then decreased, reflecting conservation measures. Projected population growth, however, will increase total water demand, and perhaps affect per capita consumption.

Table 12: Population Growth Relative to Water Consumed

Year	Population Served			Water Consumed Gallons Per Capita Per Day
	City	Non-City	Total	
1980	332,920	21,858	355,087	232
1990	389,487	34,446	423,371	249
2000	448,607	41,065	476,285	216

Land Subject to Flooding

The lower lying valley has been subject to flooding from two sources: the Rio Grande, and from storm water run-off on the higher mesas flanking the valley.

The bed of the Rio Grande has aggraded (risen) over many decades. Today, the river bed is higher than much of the adjacent land, including Downtown. The Rio Grande's last severe flood event occurred in 1940. Since then, the levees containing the river in its banks have been strengthened and the United States Army Corps. of Engineers has constructed (1962) a flood control dam at Cochiti Pueblo north of the city.

The valley has also been subject to sheet flows and widespread flooding in its lowest lying areas from water carried by arroyos. The spread of urbanization across the east mesa created extensive impermeable surfaces. Storm water run-off from localized weather events would often exceed the capacity of arroyos to carry the water from the Sandia Mountain foothills across the mesa to the valley. Entering the valley the arroyos diffused into broad alluvial fans on the valley floor where water ponded. The construction of the North and South Diversion Channels, networked with the arroyos, assures that storm run-off is conveyed to the Rio Grande in an efficient manner.

3. ENERGY

Every metropolitan area requires a large reliable supply of energy in the forms of power and natural gas to meet a variety of demands.

Conventional Energy Sources

Power supply primarily comes from gas and coal-fired power plants in the Four Corners region owned by Public Service Company of New Mexico. Power produced at generating plants is transmitted long distances high voltage transmission lines and stepped down several times for ultimate use. These lines are prominent features in the cityscape. The transmission of power within the city is addressed by the adopted Facility Plan for Public Service Company of New Mexico's transmission line network. Two natural gas fired plants in Albuquerque (Reeves Generating Station in North Albuquerque Acres and the Pearson Generating Station in the South Valley) provide standby capacity.

Natural gas supplies are gathered in northwestern and southeastern New Mexico and transported by pipeline to metropolitan Albuquerque. Most distribution is provided by the Public Service Company of New Mexico. Some larger customers of natural gas such as schools, hospitals and, to a lesser extent, local governments are obtaining less expensive natural gas supplies from other suppliers.

Transportation fuels are primarily supplied by various refineries around the state and transported by truck, pipeline, and rail to distribution terminals. The terminals are located in the south valley near the Pearson Generating Station.

Alternative and Renewable Energy Sources

Alternative and renewable energy sources (e.g. solar, wind, geothermal, and possibly solid waste), may be utilized for residential, commercial, industrial and transportation-related development. Solar energy can probably more easily be used in residential development. Approximately 55 percent of the single-family dwellings in the County and the nearly 69 percent in the City have solar retrofit potential. New Additions should be laid out to orient lots to facilitate passive solar gains.

Alternative and renewable resources may also supply energy in the future to the commercial and industrial sectors where cogeneration and low temperature geothermal possibilities exist. Cogeneration may involve electrical-industrial production. Low-temperature geothermal resources underlies the west mesa's upper surface. The geothermal reservoir formation is a large sedimentary basin. It probably also contains large quantities of hotter water at depths greater than hydrostatic. The financial feasibility of converting these geothermal resources into steam to generate electricity should be assessed.

Commercial enterprises which are not utility companies may lead the way in producing power from "renewable" energy sources for sale in the open market. The economic feasibility of producing electric power from "renewable" energy sources will depend upon whether the rates to be charged to buyers are competitive with power produced from conventional sources.

Conservation

The county's total demand for energy will increase with projected population growth. Public and private planning decisions should promote energy management and efficient use of energy-related resources to ensure the community is served with a balanced mix of affordable energy supplies.

The county's per capita energy use is a measurement that should be used to gauge the effectiveness of our energy demand policies and programs. While there are indications that per capita energy use has declined in some economic sectors, a reliable projection of energy demand is needed.

Energy efficiency supports economic growth and development by freeing funds that otherwise would be spent on energy. Energy efficient development patterns also make the region less vulnerable to conventional energy supply disruptions. Furthermore, efficient energy consumption and diversity of supply can reduce the environmental costs of large scale production and distribution. However, there are no energy performance standards prescribing annual consumption levels for various types of urban development.

Conservation of electricity and natural gas used in buildings should increase by incorporating innovative and conventional energy efficient techniques into design, siting and construction development. The City and County Subdivision and Zoning ordinances, as typically applied, encourage design and layout uniformity which does not maximize energy efficient site design; however, the City's Zoning and Subdivision Ordinance contain provisions to preserve solar access. Ordinance amendments and effective compliance of new or existing energy-related ordinances will encourage energy conservation and management. A handbook, or guide, for solar access landscaping should be developed.

Conservation of automobile fuel can be achieved in the short-term by strengthening use of travel alternatives (e.g. bicycle lanes and ride sharing programs), and disincentives to private, single-occupancy automobile use. Long term conservation may be achieved by policies which decrease the population's auto dependency, by focusing policies and investment decisions on transportation systems designed to move people rather than automobiles.

4. TRANSPORTATION AND TRANSIT

The national air, rail, and highway systems are necessary for a functioning economy in the city. They connect the Albuquerque region to the state, nation, and other countries. They enable regional specialization, and link spatially separated activities into an economic system. The major facilities of these systems are also important in providing the structure for the city's physical development pattern. Albuquerque is the state's transportation center; it is the only community in the state in which all the modes converge locally. The bus transit system is a significant potential alternative to drive - alone automobile trips.

The Interstate Highway System

Albuquerque is served by two interstate highways: Interstate Highway 25 and Interstate Highway 40. Both carry large volumes of traffic locally and regionally, and are being upgraded through 2010. The State's highway upgrade program is an opportunity to enhance the I-25 and I-40 Corridors.

Albuquerque and Bernalillo County, in cooperation with the NMSHTD, the Middle Rio Grande Council of Governments (MRGCOG), community groups, business, and professionals, has prepared the Interstate Corridor Enhancement Plan - A Conceptual Framework (ICEPlan) for I-25 and I-40.

In addition to a great deal of local commuter travel, these facilities are used by two modes of transport. These are trucking and motor coach carriers.

Trucking is the dominant freight transport mode in New Mexico relative to the dollar value of goods destined to or originating in the state. Albuquerque is New Mexico's motor freight hub for truck firms, terminals, and warehousing.

Trucking and warehousing has three distinctive business groups. Each serves the economy differently and has different requirements for development, access, and circulation within the city.

Truckload/intercity firms are national or multi-regional in scope and specialize in truckloads of freight from an origination terminal in one major city to a destination terminal in another major city. Scheduled service is provided over fixed routes. Rail transport is increasingly used to carry trailers or containers in distances of 600 or more miles between major cities.

Figure 22: Sunport and KAFB runways north of the Tijeras Arroyo.



Regional truckload and regional less-than-truckload firms are generally regional in scope, moving freight from the origin customer to a terminal (origin-terminal movements) or moving freight from a terminal to a final destination (terminal-destination movements).

Local distribution trucking generally operates only within the city and delivers products to outlets.

Trucking terminals in the city are presently concentrated in three geographic locations. The largest concentration of terminals is within a 3/4 mile radius of Edith Boulevard and Montaño Road in the North valley west of Interstate Highway 25. A smaller concentration is located on the west mesa near Hanover Road and Coors Boulevard, South of Interstate Highway 40. A new concentration is developing on the west mesa along Central Avenue at Nine Mile Hill, near Interstate Highway 40.

Motor coach carriers using the Interstate Highways offer affordable passenger service to major destinations and to destinations without any other mode of scheduled passenger services. Carriers serving Albuquerque have changed service patterns since Federal deregulation. Several new companies now provide service to destinations within the state and beyond, supplementing very long distance service operated by more established carriers. Albuquerque generates about 200,000 passengers annually for scheduled motor coach carriers.

The primary purpose of the interstate highway system is to carry longer distance trips to and through urban areas; that function could be facilitated by a “managed lane” dedicated to truck movement much of the time and shared with express (local) buses, carpools, etc. at other times.

Aviation

Albuquerque is the location of a Federal Aviation Administration Air Route Traffic Control Center, a facility necessary for reliable aircraft operations across a major part of the Southwest.

Two of New Mexico’s fifty-six publicly owned airports are in Albuquerque. The largest is International Sunport, a terminal with three passenger concourses and twenty-seven gates, four active runways, a separate air cargo building, and a full range of support facilities.

Figure 23: The International Sunport, New Mexico’s major air traffic hub and one of Albuquerque’s Specialty Activity Centers



General aviation is served by two airports dedicated to that activity: Double Eagle Airport (west mesa), and privately - owned Coronado Airport (east mesa). Some general aviation operations continue to use the International Sunport. Corporate general aviation activity has been growing in Albuquerque with a trend of using larger aircraft.

Albuquerque is the focus of commercial air traffic in New Mexico: over half of the state’s population is within 100 miles of the city’s principal airport. It is a medium hub air passenger market, one which annually enplanes between .25 and 1.00 percent of all certified domestic activity. About 95% of New Mexico’s airline passenger activity occurs here.

Commercial aviation (scheduled airline service) has two components. Major airlines (Level 1 carriers) are responsible for the largest number of operations and passenger enplanements. Commuter airlines (Level II carriers) represent a much smaller share of total commercial aviation operations in Albuquerque. Five all-cargo carriers serve the city.

Commercial aviation exclusively uses the City’s International Sunport, a facility shared with Kirtland Air Force Base. The National Plan of Integrated Airport Systems classifies it as a medium haul commercial service airport. Such airports accommodate non-stop commercial airline service to destinations of 500 to 1500 miles. The City’s Airport Master Plan (1993) (focusing on landside issues) constitutes a development plan to assure this facility will meet projected demand.

The feasibility of direct flights to international destinations and more non-stop flights to domestic destinations has recently been analyzed and found to be a potential need.

The following table describes projections of annual passenger enplanements.

Table 13: Projected passenger enplanements, 2000-2015

Year	Major Airlines	Commuter Airlines	Total Enplanements
2000	4,047,000	213,000	4,260,000
2005	4,826,000	254,000	5,050,000
2015	5,610,000	290,000	5,900,000

Source: 1996 Forecast, Landside Master Plan (1998)

Rail

The national railroad network provides both freight and passenger service to Albuquerque. Railroad right-of-way is also important for advanced telecommunications: it is used as a fiber optics cable route.

The freight railroad companies consist of three business groups based on their operating revenue (Class I), or on other characteristics (Class II, Regional and Class III, Local). Class I carriers, similar to intercity truck load firms, are wholesalers of transportation services. In 1991 there were 196,081 miles of Class I track, nationally, 1,910 of which are in New Mexico.

Figure 24: The Alvarado Transportation Center on the east side of Downtown



Rail freight service is provided by the Burlington Northern and Santa Fe Railway (BNSF), a Class I carrier. Between 10-12 million tons of freight annually pass through or are shipped to/from Albuquerque by rail, depending on national and regional economic conditions. Albuquerque contains the only trailer and container “straddle lift” (crane) for intermodal car loading in the state.

Rail passenger service is provided by the National Railroad Passenger Corporation (Amtrak). Albuquerque has the main rail passenger station in the region. It generates about 52,000 passengers annually for the single schedule through the city. Several new service possibilities has been recently analyzed including Albuquerque-Santa Fe and El Paso-Albuquerque-Denver and found to be potentially feasible.

The crossing of railroad lines with streets at grade is a safety issue. There are 28 railroad/highway crossings in Bernalillo County, only 10 of which are grade separated. The remaining 18 are protected by lights and gates but increasing traffic (motor vehicle and rail) increase the risk of collisions.

The preservation of the two inactive rail corridors in the city is an economic development issue. One corridor extends east toward the airport terminal. The other (further south) extends along the north bank of the Tijeras Arroyo to Kirtland Air Force Base. Federal Funds are available for preservation, possibly allowing future re-use options.

Other concepts to expand rail service and improve safety are contained in the New Mexico Transportation Plan's Railroad Plan (1996). Perhaps the most important change for Albuquerque's rail corridor is completion of the new Alvarado Transportation Center along First Street south of Central Avenue. It will serve as Albuquerque's ground transportation hub, where passengers may switch from one mode to another or simply transfer from one local bus to another.

Transit

All transit service in the Albuquerque area today consists of publicly-provided buses. The Transit Development Program is important in the area's transportation network. Transit is not only a vital transportation link for people without private automobiles; increased usage can generate substantial savings in public and private expenditures. Transit use, walking and biking are likely to increase as traffic congestion and fuel prices increase in the future, and logically, more people should opt to live close to activity centers in order to reduce trip distances.

Between 1960 and 1985, increased automobile use and declining transit ridership occurred simultaneously and attest to the auto centered development patterns characterizing metropolitan Albuquerque. Before 1960, about 30% of trips in Albuquerque were made by transit. In 1995, less than 1% of all trips were made on transit. Carpooling accounts for around 12% of work trips, and drive - alone trips to work account for more than 80%.

Future population growth, environmental concerns and transportation network saturation at peak periods will likely stimulate greater mass transit use. Land use decisions can encourage transit use by concentrating major activities in easily served locations. In addition to providing cost effective service, transit riders do not have to contend with congested traffic and parking problems associated with private travel. In areas where high intensity land uses currently exist, such as Downtown, transit and ridepooling are viable alternatives to additional parking facility construction. Transit can also be used in downtown revitalization and within other activity centers by promoting pedestrian activity and reducing the need for parking. Greater transit use could also generate savings on street maintenance, improve air quality, and relieve traffic congestion.

Figure 25: How a Major Transit Corridor could change over time.

Looking West on Central Avenue at Locust Street, Today



Tomorrow?



To reduce dependency on travel by auto, the metropolitan area must provide more travel options to residents. A major step toward providing travel options is improving the public transit system. With a good transit system, access is improved for people with limited mobility - whether it be to their jobs, getting home at night or going to the many cultural and special events offered in the evenings and on weekends. A good transit system also provides an additional choice of travel mode for many trips within the area. To provide this system, transit must be able to provide convenient local and express bus service, including service for the mobility impaired. New types of service like over-the-road coach service, circulation within Activity Centers, and deviated fixed route service within neighborhoods may be feasible to replace or supplement the standard route service. Transportation Demand Management (TDM)* strategies can also be promoted by implementing subsidized vanpools, carpools, bikes, and high capacity transit (light rail, busways, bus priority facilities).

Transportation Demand Management (TDM) Programs include strategies for working with employers and developers to plan and promote use of transit, ridesharing, bicycle and pedestrian commuting. Efforts are concentrated in areas which generate a significant number of trips.

*NOTE: A TDM program should include:

- Developing proposals and guidelines for the establishment of Transportation Management Associations (TMAs).
- Developing commute management programs for major employers.
- Promoting development conditions at the Environmental Planning Commission for the implementation of TDM programs that provide: Onsite assistance to employees seeking alternative transportation; subsidized transit passes; carpool and vanpool matching; subsidized vanpool programs; preferential parking for ridesharers; facilities for bicycle commuters (lockers, showers); transit marketing programs; workday schedule alternatives; financial and other incentives.

Street Network

The Long Range Roadway System Plan identifies the location and the functional classifications of the street network. Automobile usage dominates the means of transportation in Albuquerque. Vehicle miles traveled (VMT) per person per day has increased from 12.2 in 1970 to about 22 in 2000. Overall VMT for Albuquerque was 9.4 million in 1987, and now approaches 13 million. Lane miles increased from 2078 in 1995 to 2267 in 2000, averaging to about 38 additional lane miles per year.

Vehicle-carrying capacity is being approached during peak periods on a number of major travel corridors and intersections such as Coors and Montañó Boulevards. Some ten links citywide have peak hour traffic volumes that exceed the capacity those links were designed for: Alameda from the west side to 4th Street NW; Golf Course Road north of Paradise Hills; Coors Boulevard at Paseo del Norte, Montañó, I-40, and South of Coors; Paseo del Norte at several points between the west side and Wyoming Boulevard; Montañó from Coors to 4th Street; Academy at points between San Mateo and Wyoming; Central Avenue over the Rio Grande; Bridge Boulevard over the Rio Grande; Rio Bravo between Isleta and Broadway; Gibson between Yale and Carlisle.

Extensive residential development west of the Rio Grande has generated more river crossing trips in an area where existing street deterioration is already outpacing maintenance. Street efficiency can be improved by increasing emphasis upon compatible land use and street design measures. New land uses along major roadways should not, for example, impede traffic flow through the inappropriate placement of driveway entrances and exits.

Some 300 lane miles are rated as congested, and despite the addition of lane miles at the pace noted above, there would be an estimated 1100 lane miles congested in 2020, with an erosion in drive time of 35%. And as evidenced by the number of comparatively new street links with traffic volumes exceeding their design capacity, new roads and network expansion are both short-term and finite solutions to the area's ultimate transportation needs and demands. Continued air quality degradation, and network and fiscal constraints are some factors making alternative travel options more feasible, particularly as land development aggravates existing difficulties. The development and continued improvement of transit and TDM provide feasible transportation alternatives to building new or wider roads. Albuquerque and its surrounding area have a growing network of bicycle paths whose expansion and linkage will improve prospects for both recreational and work related bike travel.

Corridors Connecting Activity Centers

The Corridors identified in Figure 20 delineate a framework for the growth of Albuquerque and Bernalillo County which will protect the area's environmental, economic, social and fiscal resources. Widely supported by the public in a 2001 series of community gatherings, focus groups and stakeholder meetings, the concept seeks to change the patterns of growth and transportation service in a manner that allows transit, bicycle, and pedestrian travel to provide an increasing percentage of the transportation needs and create centers of community and regional activity. The auto has been the primary form of transportation in the area, and auto service levels affect the economic vitality of the city. The Plan's Activity Centers and Corridors policy concept would balance auto needs with increasing efforts to shift to other modes, reduce trip lengths, and reduce auto trip making. Specific to this vision is encouraging more compact mixed-use development along transportation corridors and in specified Activity Centers. An additional objective is to promote transit by increasing transit

service in a pattern of Activity Centers and Transportation Corridors which gives transit the maximum potential to shift trips from the automobile. Finally, the vision seeks to increase the mode share of bicyclist and pedestrian trips by improving pedestrian environments and bicycle connections within/to centers and corridors.

The Plan's Activity Centers and Transportation Corridors policy concept makes the best use of the arterial street network to move people. The concept guides not only street infrastructure and transit service investments, but land use development. The corridor designations are applied in addition to the arterials' destinations according to the Functional Street Classification System. These designations are depicted on the Long Range Roadway System Map (Appendix E). The Plan's Activity Centers and Corridors policies are also consistent with the Middle Rio Grande Connections Study (April, 2001).

Types of Corridors

This policy concept intends to change transportation characteristics and service as well as land use forms. The existing transportation characteristics and land uses within the corridors/centers are not generally described in the following designations. The Plan promotes the change of transportation and land development characteristics over time.

- **Express Corridors:** A network of roadways that would be dedicated to developing higher speeds with fewer interruptions to travel for the car and public transit vehicles. These corridors are typically limited access, higher speed with pedestrian and bicycle trails separate and protected, and would provide efficient express bus service to the major activity centers where the largest share of the region's jobs are located. These corridors would be the site of some future infill and redevelopment that could create a larger number of people living close enough to have good access to public transportation at selected locations.
- **Major Transit Corridor:** Roadways designed to optimize public transit and move large numbers of people in a very timely and efficient manner. These roadways could have dedicated bus lanes, wide sidewalks, bike lanes, and longer term possibility of light rail service. These corridors would focus on the movement of many people in a pedestrian friendly environment, would emphasize short trips and convenience and would be prime candidates for significant mixed use infill and redevelopment.
- **Enhanced Transit Corridor:** Roadways designed or redesigned to improve transit and pedestrian opportunities for residents, businesses and other users nearby. These roadways could have similar features to the major transit corridor. Their goal is to provide transit service competitive with the car, and develop adjacent land uses and intensities that promote the use of transit.

Roadway Design

Environmental features and adverse effect should be considered in planning roadway facilities. The all weather circulation system for rural areas which ensures access to existing and planned development is one example of the environmental and network conditions that must be considered when designing roadways. Natural features (escarpments, arroyos, volcanic cinder cones, basalt rock, soils and topography) will continue to be a strong alignment choice determinant. Man-made features like diversion channels also require consideration in designing new facilities which traverse them. Air quality, noise pollution and visual effect on existing neighborhoods are important environmental and aesthetic questions which must be weighed when designing new roadways. New

facilities should protect neighborhoods from negative roadway design while providing amenities such as safe road crossings and parallel paths which facilitate non-motorized travel.

Bicyclists and Pedestrians

Bicycling and walking have become increasingly important transportation modes because trips can be made with no environmental degradation and the modes are supported by generally smaller investments. The choice to bicycle or walk is influenced by travel distance, traffic safety, weather, topography, convenience, costs, valuation of time and exercise, physical condition, family circumstances, habits, attitudes/values, and peer group acceptance. Other factors which influence a person’s decision to bicycle or walk and for which the city has control are the presence of bicycle facilities, traffic conditions, and access and linkage to destinations. The most common reasons given why an individual does not bicycle or walk is the lack of safe, direct, and interconnected facilities. The interconnection of bicycle and pedestrian facilities to transit service expands the opportunity to travel further distances for bicyclists and pedestrians.

Figure 26: Long Range Bikeway System



Figure 27: How moderate intensity mixed land uses can transform an area.



In 1998, the bikeway system identified 200 miles of existing (unmarked, on-street) bike routes and 45 miles of existing (marked, on-street) bike lanes. The Comprehensive Bike Plan proposes reducing bike routes on arterials in favor of safer facilities. In most cases, existing routes are upgraded to bike lanes when adequate right-of-way or curb-to-curb width is available. Other bike lanes are lanes placed on minor arterials and collectors which typically have lower traffic volumes and speeds. Bike routes will primarily be located on local, residential streets (low volume) when other streets are less safe and attractive.

Of critical importance to the Bike Plan is elimination of travel barriers. To this end, the Plan maintains all river crossings and seeks to obtain crossings of the two interstates. River crossings are few (9) and the distant spacing between them does not allow any one river crossing to be a substitute route for another. An even more challenging barrier occurs for east/west travel across I-25. The width of the highway includes frontage roads which limits options for overcrossing the Interstate, and opportunities to cross under the Interstate are limited by congested intersections. In contrast, north/south travel across I-40 east of the Big “I” is facilitated with five overcrossings, and crossing west of the Big “I” can be incorporated into the existing at-grade intersections.

Figure 28: Marked bike lanes are safer and therefore more attractive to riders.



A comprehensive and integrated pedestrian plan, providing regional guidance on pedestrian facilities, is yet to be completed for the Albuquerque/Bernalillo County area. At the city level, policy on pedestrians is stated in many planning documents. Some of the critical elements are pedestrianism within and to centers, pedestrian connections between adjacent parcels, neighborhoods, and the arterial streets, and compliance with ADA

(Americans with Disabilities Act) Standards for sidewalk design and pedestrian access.

Land Use

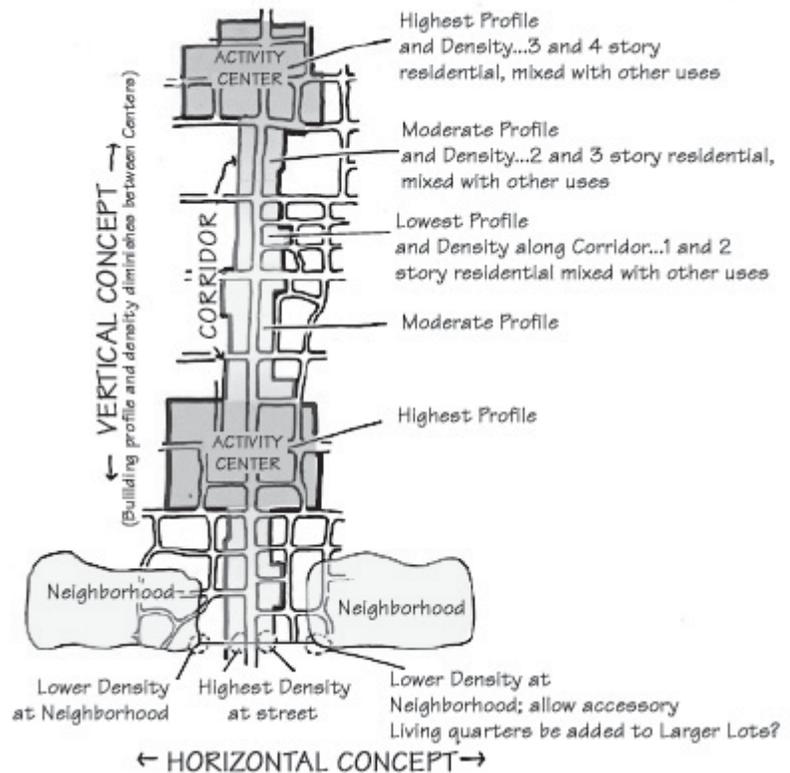
Internal circulation is closely associated with the location and design of land uses that generate the need for movement. Reducing the need to travel by automobile and reducing trip lengths are as important as providing transportation facilities that meet area needs. Altering the placement and mix of land uses can make alternatives to private automobile travel feasible. Mixed land use, for example, congregates several different activities at one location, facilitating work, leisure, and shopping functions without driving. Not everyone will live close to where they work, or shop close to where they live, but the option should be available.

Density of housing and intensity of non-residential development should be highest where corridors coincide with designated activity centers. Between seven and twelve dwelling units per net acre is necessary to support frequent bus service. Density and intensity should, generally speaking, also be highest at or near the street/corridor, and diminish as the adjacent residential neighborhoods are encountered. Successfully developed Activity Centers and linking corridors with mixed residential and non-residential uses offer an alternative to sprawl, creating more life - style choices and a more sustainable city in the process. With cooperation among local government, the private sector, and consumers, 15,000 to 20,000 housing units could be added by 2025 within the Activity Centers and the transit corridors shown on Figure 20.

Planning Coordination

The Middle Rio Grande Council of Governments’ (MRGCOG) Urban Transportation Policy Board (UTPPB), composed of elected officials from the City, the County and other local governments and agencies in the region, is responsible for setting regional transportation policy. By contrast, land use planning and zoning decisions fall under the jurisdiction of the respective local government, be it the City of Albuquerque, Bernalillo County, Corrales or Tijeras. The current urban form has evolved based upon the desires and policies of the past. The Activity Centers and transportation corridors policy concept seeks to promote a more compact built environment with areas of greater population and mix of uses, that increases opportunities for transit, bicycle, and walking. Early coordination is essential to properly planning multi-modal transportation systems for this changed pattern of growth. These coordinating efforts also need to incorporate such concepts as carpooling/vanpooling, Intelligent Transportation Systems (ITS), and Transportation Demand Management (TDM).

Figure 29: A general concept for distribution of land use intensity in a transit corridor linking two activity centers.



5. HOUSING

The city’s livability is reflected by the quantity, quality, variety, and accessibility of its housing stock.

Market

The Metropolitan Statistical Area’s three counties comprise the Albuquerque Housing Market. The center of this market is Bernalillo County; the City is it’s core.

Inventory

The quality of housing, of course, is directly related to the size of the city’s population. As the size of the city’s population greatly increased since 1950, so did the quantity of housing.

Housing inventory growth has been greater than population growth. The housing unit increase between 1970 and 1980 was almost double the City and County population growth. Smaller household size accounted for most change, declining from 3.17 persons per household in 1970 to 2.65 persons per household in 1980.

Between 1970 and 1980 Albuquerque’s housing inventory grew from 78,825 dwelling units to 132,788 dwelling units, a 69 percent increase. The area’s relatively new housing stock exceeded population growth by 4 percent. The 1980 Census indicated 41 percent of the City’s housing structures had been built in the previous ten years.

The supply of Albuquerque’s housing stock is a good measure of how well the population lives today.

Demand

Table 14 Housing Supply, Density, and Tenure, 2000

	Housing Units	Density Housing Sq. Mi.	Total Occupied Housing Units	Owner Occupied	Renter Occupied
New Mexico	780,579	6.42	677,971	474,445	203,526
Bernalillo County	239,074	204.57	220,936	140,634	80,302
Albuquerque	198,465	1094.80	183,236	110,606	72,630
Corrales - Bernalillo County	273	155.58	267	229	38
Los Ranchos de Albuquerque	2,107	516.12	1,997	1,649	348
Tijeras	210	247.90	191	145	46

Source: Bureau of the Census, 2000 Census of Population and Housing

While the general extent of housing demand is also shaped by the population’s size and composition, housing demand is shaped by the is the relationship between income (family or household) and housing cost (rental or purchase). Albuquerque has a long standing difference between family income levels and housing costs.

Table 15: Projected Housing Demand, Bernalillo County, 2000/2025

Year	Single Family	Multi-Family Units	Percent Multi-Family	Total Units
2000	173,990	65,084	27.22	239,074
2005	189,300	67,573	26.31	256,873
2010	204,679	71,999	26.02	276,678
2015	216,883	77,607	26.35	294,490
2020	227,228	84,617	27.13	311,905
2025	235,894	92,873	28.25	328,767

Source: 2025 Socioeconomic Forecasts for the Mid-Region of New Mexico, 5-03-01.
MRCOG, 2003

The City coordinates Federal assistance for housing: rehabilitation, public housing, and rent subsidies. The City also owns and manages over 1,000 public housing units and it supports another 2,000 units through the Federal rent subsidy program. The number of families eligible for rental assistance far exceeds current resources. Regardless of demand, Federal housing assistance continues to decline, challenging local government to devise innovative solutions. Rental or sale incentives to developers willing to provide low cost housing is an example of a potential solution to the affordable housing question. Adequate housing for the entire population is an outcome of maintaining a balanced housing market to accommodate the population’s varied wants and needs.

6. ECONOMIC DEVELOPMENT

Albuquerque’s dynamic post World War Two expansion would not have been possible without a strong economy capable of providing economic opportunity for its citizens. Today, the urban economy extends into two adjacent counties comprising the metropolitan statistical area. Opportunity, as a quality of the city, is directly related to many features of the city’s economy.

Economic Structure

The City’s economy is structured by broad types of economic activities (sectors) defined as Basic and Non-Basic economic activities. Basic economic activities are Agriculture; Construction and Mining; Manufacturing; Transportation, Communications, and Utilities; Wholesale Trade; and Military. Non-Basic economic sectors (local population serving) are Retail Trade; Finance, Insurance, and Real Estate Services; and Government.

The composition of Albuquerque’s economy historically has been weighted toward the Non-basic sectors, softening the local adverse effects of national economic downturns. The relative position between the Basic and Non-Basic groups of sectors in 2000 is unchanged since the 1988 adoption of this Plan which used 1980 as a base year. Some individual sectors, though, are more (or less) significant than they were in 1980, measured by employment in them.

Table 16: Percentage of Non-Agricultural Wage and Salary Employment, Bernalillo County

Year	Manufacturing	Mining	Construction	Transportation; Public Utility	Wholesale Trade	Retail Trade	F.I.R.E.	Services	Government
1980	9.4%	0.1%	6.9%	6.3%	NA	NA	5.8%	23.2%	
1990	8.6%	NA	5.2%	5.0%	5.7%	19.0%	5.7%	30.6%	20.0%
2000	6.6%	0.0%	6.7%	5.5%	5.3%	19.1%	5.5%	33.9%	17.3%

A major dimension of the city’s economy is current employment.

Table 17: Bernalillo County Employment, 2000

Armed Forces	Agricultural Jobs	Non-Agricultural Jobs	Non-Agricultural Self Employment	Non-Agricultural Unpaid Workers	Total Employment
6,937	1,229	317,943	18,117	685	344,911

Economic Development

The City’s current economic development policy (1987) proposes creation of a Favorable Business Climate.

By assessing the difficult growth-related choices that face a rapidly developing community, Albuquerque can fortify and strengthen its local economy.

Industrial development is encouraged in areas with existing City facilities. However, lower land costs on the City’s fringe attracts industrial development even though it absorbs infrastructure costs. Peripheral industrial development which is not consistent with the Comprehensive Plan suggests the need for improved locational standards for new industrial businesses.

A crucial quality growth ingredient is the conservation and revitalization of developed areas and the infill of vacant developable land in addition to new development on the City’s fringe. Market expansion and diversification is promoted by coordinating the location of new development. This requires analyzing each site’s respective benefits whether its for preservation, redevelopment, infill development, suburban or rural development. Although each responds to a separate market, they must be beneficial in the context of the Plan. This ensures variety and choice in both urban form and the local economy.

Aside from the growing employment base, and the convergence of all intercity modes of transport, Albuquerque’s assets include a desirable climate, a clean environment, an attractive setting, a distinct cultural mix, and a citizenry committed to preserving the city’s heritage and assets. Just as a private corporation protects its assets, local government as a municipal corporation has the responsibility to protect the asset base which makes the area a desirable place to live. Planning will provide the “shareholding” taxpayers a means to ensure a satisfactory return on the public’s investment.

Projected increases in employment is associated with economic expansion; the distribution of employment by economic sector identifies the direction of the economy’s development.

Table 18: Projected Bernalillo County Employment by Sector, 2000/2025

Sector	2000	2005	2010	2015	2020	2025
Agriculture	3,305	2,997	2,826	2,743	2,658	2,573
Construction	22,427	22,737	22,789	22,176	25,045	22,212
Manufacturing	21,436	22,308	21,963	22,460	23,630	24,553
T.C.U.	18,691	20,251	21,565	21,941	22,077	22,011
Wholesale Trade	16,483	16,528	16,323	16,415	16,322	15,977
Retail Trade	61,964	67,163	71,258	73,455	75,451	77,444
F.I.R.E.	22,192	24,656	26,308	27,220	27,919	28,550
Services	111,734	124,538	140,506	153,527	166,475	179,401
Government	59,664	64,134	71,586	77,145	81,376	85,349
Military	7,015	6,804	7,439	7,840	8,168	8,510
Total	344,911	371,846	402,563	425,102	446,121	466,580

Source: 2025 Socioeconomic Forecasts for the Mid-Region of New Mexico, 5-03-01. MRGCOG, 2003

7. EDUCATION

The availability of educational opportunities and the location of the facilities which provide them are major contributors to building a good city. Opportunity to lead a good life depends on access to education, educational opportunity, in turn, is the foundation for life-long learning.

Educational Attainment of the Population

Formal educational attainment has steadily increased, a measure of general well-being and an asset for economic development. The percentage of Bernalillo County's total population over 25 years old with a high school education has steadily increased; it is somewhat higher in the City. (Appendix D)

Table 19: Projected Percent of High School Graduates, 25 Years and Older

	1970	1980	1990	2000
County total	66.2	76.5	82.1	84.4
City	71	79	84	86

The Public School District

The Albuquerque Public Schools district was formed in 1949, the consolidation of separate City and County districts. It is one of the largest in the United States, serving Albuquerque, unincorporated Bernalillo County, Corrales, Tijeras, Los Ranchos de Albuquerque, and Kirtland Air Force Base*.

The number of "school age" (6-18) persons in the total population is the primary factor in the organization and provision of educational opportunities. The District has been greatly affected by Bernalillo County's post World War Two population growth.

Table 20: School District Enrollment relative to County Population

	1950	1960	1970	1980	1990	2000
County Population	145,673	262,199	314,774	420,262	480,577	556,768
District Enrollment	21,235	56,161	84,362	78,660	88,112	85,039

The District's planning concept organizes its 74 elementary and 23 middle schools in clusters around its 11 comprehensive high schools. Six special schools also offer alternative educational programs to students with special needs. Two additional high schools will be opened by 2010 west of the Rio Grande to relieve over crowding of the two high schools there.

*A separate district was established in 1994 to serve the City of Rio Rancho.

Capital investment in educational facilities best occurs when there is sustained consensus between the School District and local governments about the growth and form of the city. Population growth is the source of increased student enrollment. The city’s population requires suitable housing in locations accessible to schools to accommodate households with school-aged children. The spatial distribution of the population across the city may (and has) exceed design capacity of schools on the city’s edge while schools are closed in the more mature parts of the city.

Education in the arts is highly valued by the city’s residents. A plan for the arts was developed for the city (1992-1994) proposing to increase arts and cultural activities through the school district’s classrooms. The City’s Cultural Plan is intended to support the School District’s Fine Arts Plan.

In 1995 the City adopted the Cultural Plan, containing specific policies for art education. The plan was not incorporated into the Comprehensive Plan at that time.

In 2002 the City adopted an updated Cultural Plan and two assorted Comprehensive Plan amendments. The Cultural Plan (2002) contains specific policies for art education throughout Albuquerque. This Plan references the Cultural Plan (2002) in this Section (I) and incorporates two additional policies in Section (II), Cultural Traditions and the Arts and Education. The Cultural Plan is also used as a stand alone document of goals and policies regarding cultural and art education involvement and funding.

Post Secondary Education

Albuquerque is the state’s center for post-secondary education.

Vocational education and skill development are provided by the Albuquerque Technical-Vocational Institute (T-VI), Southwestern Indian Polytechnical Institute (SIPI). The Technical Vocational Institute, established in 1965, serves about 20,000 in three campus sites.

Several colleges and universities offer classes and degrees in the city as extensions from their home campuses. The Technical Vocational Institute’s Community College Division also offers Associate Degrees. These programs compliment the University of New Mexico, the states largest and most diversified university with eight undergraduate schools and colleges, the graduate school, law school, and medical school. It’s growth has been independent of that of the city.

The University is a major physical feature in the city. The campus, two miles east of Downtown, and twelve miles west of the mountains, extends over 769 acres in three large tracts. It identifies them as the north, main, and south campus areas; the latter (275 acres) is close but not contiguous to the other two which total 494 acres.

This Plan (1988 as subsequently amended) designates the University Campus a Major Activity Center; it is adjacent to several Transportation Corridors. The University’s 1996 Campus Development Plan is based on a projected enrollment of 35,000 students by 2040 requiring an additional 4.9 million square feet of building space. Much of this will probably be developed on a fourth campus area, between I-25, University Boulevard, Lomas Boulevard, and Indian School Road.

Table 21: University of New Mexico Growth

	1960	1994
Enrollment	5,000	25,000
Gross Sq. Ft. (millions)	2.1	6.8

Source: University Campus Development Plan, 1996

The primary planning opportunity associated with University’s expansion is strengthening the positive interactions between it and the surrounding area.

8. HUMAN SERVICES

The City Department of Family and Community Services provides support to the high priority human service needs for disadvantaged. The City also coordinates private and non-profit efforts to supply human services to qualifying residents and as liaison with outside organizations.

Three neighborhood multi-service centers provide residents a broad range of community services. Other City supported programs include employment and youth training, senior citizen services, human rights assistance, public and subsidized housing, and community development assistance.

The City periodically assesses human service needs, developing effective approaches to serve area-wide necessities.

The County also provides a variety of health and social services needs to both City and County residents. The County Health Department operates clinics for immunization, chest, blood pressure check, venereal disease and well child programs. That Department also administers birth and death certificates.

The County Housing Department operates two housing projects on El Centro Familiar SW, (a 21-unit handicap facility) and a 40-unit housing complex for the elderly. In addition the County administers 22 vouchers and 454 certificates for Section 8 housing program participants.

The County also operates the Juvenile Detention Facility on Edith Boulevard NE.

9. PUBLIC SAFETY

The City's livability is partially reflected in safety from hazards and in a sense of security for persons and property.

Fire Protection

The Albuquerque Fire Department has 500 fire fighters based at eighteen fire stations, a maintenance facility, a training academy, and an arson laboratory. The City's 1984 per capita fire loss was \$16.32, a figure below both the national (\$30.50) and western regional (\$25.70) averages. Each of the nine fire stations have an emergency rescue unit composed of three paramedics. The Albuquerque Ambulance Service provides emergency medical services to accident victims. The department has maintained a four minute emergency response time for the Fire Suppression and Paramedic Divisions since 1983.

Fire suppression responses are directly related to successful fire prevention techniques.

The Bernalillo County Fire Department has 11 independent fire districts, each with a volunteer chief. Each volunteer chief reports to the permanent chief who serves at the discretion of the Bernalillo County Commission. The Department operates two paramedic units in the north and south valley which are staffed 24 hours a day. The County Fire Department responded to 5173 rescue calls and 2426 fires last year. The south valley made up 60% of the call load.

The County Fire Department has a largely unpaid staff. Volunteers comprise over 85% of the force. This has raised issues regarding training of volunteers, which varies by district; fire insurance rates, which are determined in part by personnel; and staffing of districts in rapidly growing areas where too few people volunteer.

Police Protection

Crime has become a concern of Albuquerque residents. A steady increase in crime occurred from 1978 to 1984 including home burglary, auto burglary, auto theft, and robbery.

The Albuquerque Police Department had 683 sworn police officers, 375 civilian employees, and 38 cadets in 1986. Three substations supplement the central police station. New technology and more human resources will enable the City to provide more efficient service.

The Bernalillo County Sheriff's Department has about 200 sworn officers and 200 civilian employees. The Department has a substation in the East Mountain area, and on Broadway SE. The Department also has a contract with the Village of Los Ranchos for provision of police services and operates a station at the Village Hall on Rio Grande Boulevard NW.

Prevention

Public safety is a shared community responsibility. Educational programs directed at school age children and the general public will increase awareness of crime and fire prevention. Neighborhood Crime Watch programs is an example of a successful crime prevention measure. The design of new structures can also take fire safety and crime prevention into account, by incorporating "defensible space" into site and building plans.

II. GOALS & POLICIES

A. SUMMARY AND INTENT

Section one describes the evolution of Albuquerque and Bernalillo County. The metropolitan area is one of the fastest growing cities in the southwest as a consequence of its climatic, environmental, economic and cultural assets. The rapid growth and development has instituted many changes in the community which was once a small, sleepy, cluster of agricultural villages. The many advantages which growth and development have brought also carries some liabilities discussed in the previous section.

Section two contains the goals and policies. The Goals and Policies are based in the lessons of the past while looking to the future so that the citizens and their representatives in local government can build a better and brighter future for City and County residents. They rationalize the complex relationship between seemingly diverse issues. They relate issues to the community's long-term preservation and development strategy. They provide the framework by which diverse efforts can be synthesized to achieve complimentary development. The goals and policies are the yardstick for evaluating all significant public and private development proposals. They are the means by which individuals and local government officials will guide the pace, intensity, and direction of the metropolitan area's growth. The goals and policies are the citizens stated aspirations for a better community which they can use to direct Albuquerque and Bernalillo County's conservation and growth.

The Plan's Land Use objectives aim at integrating areas of different character, inter-mixed with the open space network. A Plan map (Figures 30 & 31) delineates areas most suitable for urban development, and those which should remain more rural in character. Land use policies should be applied interactively with those of environmental protection/heritage conservation and community resource management. As land use decisions are made, air and water quality, noise, waste handling, cultural and visual resources and effects of change must be evaluated. Likewise, it is important to minimize the costs of new growth to public services, transportation and energy use, and to maximize its benefits in terms of housing opportunity, human services, education, public safety, and economic development.

The Plan's Open Space network embraces major natural features-mesas, mountains, volcanoes, and the river-and ties them together though a trail system following drainage easements. The network includes many areas unsuited for urban development because of natural constraints such as unstable soils or excessive slope. The network's developable portions should limit land use intensities, densities and carefully be integrated into the open space system.

Reserve Area lands, formerly Private Grazing Areas in the 1975 Plan, are generally located far beyond existing developed areas. They include much of the land area west of the volcanoes and that of the southeast and southwest mesas. The vast mesa tracts will serve as a "reserve" for long range future development. If the lands are permitted to develop, they should become Reserve Area planned communities with public service costs negotiated between the City and the developer. Similar to other Plan areas, Reserve Area development will respect natural features while preserving resources. Each new community should provide employment, shopping, and recreation opportunities which preclude sprawl development and traffic congestion problems.

Rural Areas are appropriate for low intensity land use along with the possibility of a limited number of high quality planned communities. The Plan seeks to enhance rural character and maintain large tracts for agricultural or scenic open space use. These areas (with the Reserve Areas) shape the metropolitan area by marking the end of continuous urbanization. New commercial or industrial development should be limited to either small neighborhood-scale shopping centers or local “cottage” industries, except where part of sensitively designed planned communities compatible with the rural character of the surrounding area and capacities of the environment and infrastructure.

Semi-Urban Areas include portions of the north and south valley and North Albuquerque Acres. These areas contain important natural and cultural features that should be considered in development plans. The soil, topography and drainage conditions affect development in Semi-Urban Areas and portions have strong ties to agriculture. Development should reflect the distinct geographic, economic, and cultural setting of the Semi-Urban Areas.

Urban Area development includes growth and redevelopment in the Central Urban, Established Urban, and Developing Urban Areas. The Central Urban Area, formerly Redeveloping Urban in the 1975 Plan, contains older neighborhoods that have the highest revitalization priority. These areas are the focus of efforts to enhance their unique position at Albuquerque’s historic center. Infill development in the Established Urban Area is encouraged to be sensitive to existing neighborhoods. Developing Area growth is to be programmed through sector plans that provide for orderly growth in these fringe areas.

As growth and physical change occurs throughout the metropolitan area, and as trends and policy objectives change with time, analysis developed through Plan monitoring and implementation or through lower rank plans may justify recommending boundary modifications to any of the Plan’s development areas; such justification would have to be clear and strong, meeting requisite standards specified in this Plan and its adopting resolutions.

Environmental Protection and Heritage Conservation outlines issues, solutions and strategies for preserving environmental, cultural, and archaeological and historical assets in the area and represents the community’s growing concern for preservation and enhancement of unique cultural features.

Air quality policies support standards which measure air quality. Emphasis in air quality improvement is placed on reducing automobile generated pollutants through provision of travel alternatives; thoughtful placement of employment and services; and traffic engineering techniques to minimize unnecessary traffic delays. The Transportation and Transit and the Energy policies also addresses the importance of reducing automobile use.

Water quality addresses hazardous wastes, septic systems, and solid waste problems. The Plan proposes a coordinated water management program and a “total systems” approach to water management. Solid waste policies stress techniques for landfill design and management, waste recycling, and management of unregulated wastes that may be hazardous to public health.

Policies concerning noise are part of this 1988 Plan, addressing concerns for the impact of noise on nearby land uses. The mitigation measures will help avoid future noise/landuse conflicts.

Historic and archaeological resources, and Cultural Traditions and the Arts are also part of this section of the 1988 Plan. These policies underscore the importance of our cultural heritage. Policies stress identification, awareness, and resource protection for the area's historic, archaeological, and cultural traditions. The developed landscape addresses design and placement of buildings, roadways and landscaping and the importance of these in the visual environment.

The Plan's Goals and Policies Section third part is Community Resource Management. This part addresses a range of areawide concerns including the placement and rehabilitation of City water, sewer, storm drainage, and transportation services. Policies address the need to balance new public service extension with existing system maintenance and rehabilitation. Long range regional planning will be necessary to effectively manage the above resources and systems.

Water management examines water conservation measures, water rights, and acknowledgment of its finite nature. Energy management covers efficient use of alternative energy sources such as solar, wind, solid waste, and geothermal power. Transportation system efficiency and alternative travel methods fall under this section.

Transportation and transit policies address the need for a balanced travel system. Transportation affects energy management and air quality problems and are addressed by those policies as well. Transportation constraints, planning and design, and mitigation measures should be incorporated into subsequent roadway plans.

Housing policies propose quality housing for all income groups. Employment and business recruitment are addressed in Economic Development, which advocates policies supporting local industry and business development, promotion of tourism, and maintenance of sound local government fiscal position. Education issues, public service facility location, police and fire services, are addressed in the Education, Human Service, and Public Safety parts of Section two.

Section two (goals and policies section) with its several topics outlines the policies, programs, and possible techniques by which the community can reach its objectives. It is designed not only to resolve conflicts and guide development and preservation, but also to encourage neighborhoods to determine their priorities and plan their future within the context of overall community goals and policies. The framework is flexible, designed to accommodate future changes and needs for the area's population, environment, economy, culture and social composition.

Section three, Monitoring and Implementation, recognizes that future conditions will undoubtedly necessitate Comprehensive Plan amendments. To meet changing conditions and new priorities, the goals and policies will be subject to a biennial review.* It will help both the community and local government officials determine if the course they have set for building a better community is being realized. The construction, implementation and maintenance of the community's goals and policies is our legacy of the future.

*The Biennial Review proposed in this Plan (1988, as subsequently amended) has been replaced by the Progress Indicators Report.

B. LAND USE

1. OPEN SPACE NETWORK

The **Goal** is to provide visual relief from urbanization and to offer opportunities for education, recreation, cultural activities, and conservation of natural resources by setting aside Major Public Open Space, parks, trail corridors, and open areas throughout the **Comprehensive Plan** area.

Policy a

Open space lands and waters shall be acquired or regulated as appropriate to serve one or more of the following specific purposes:

- **Conservation of natural resources and environmental features**
- **Provision of opportunities for outdoor education and recreation**
- **Shaping of the urban form**
- **Conservation of archaeological resources**
- **Provision of trail corridors**
- **Protection of the public from natural hazards**

Possible Techniques

- 1) Prepare a rank two open space and outdoor recreation management plan which identifies appropriate strategies for protection and appropriate use of open space.
- 2) Establish a Major Public Open Space register within the open space plan which will:
 - List all lands and waters which are proposed as Major Public Open Space.
 - Record the purposes to be served by each Major Public Open Space area to guide acquisition and management.
 - Establish strategies, requirements, and guidelines for acquisition, preservation, development, use, and management of each area.
- 3) Investigate use of an open space dedication ordinance or new revenue sources for open space acquisition such as real estate transfer tax or building permit fees.
- 4) Consider use of density bonuses or other incentives for easements or dedication of open space.
- 5) Continue public acquisition of unpurchased lands surrounding the volcanic cinder cones and contiguous, critical portions of the basalt flow presently in private ownership.

- 6) Pursue agreements between City, County, State, and possibly Federal agencies to preserve State-owned sections of the basalt flow for public use.
- 7) Incorporate critical site acquisition into major public facilities plans.
- 8) Investigate the possibility of undertaking a joint City and County Open Space effort.

Policy b

Access to the Rio Grande, bosque, and surrounding river lands should be carefully designed to provide entry to those portions suitable for recreational, scientific and educational purposes, while controlling access in other more sensitive areas to preserve the natural wildlife habitat and maintain essential watershed management and drainage functions.

Possible Techniques

- 1) Use the Rio Grande Valley State Park Management Plan.
- 2) Integrate irrigation, water conservation, drainage and flood control functions with ecological preservation and recreational purposes.
- 3) Ensure that the design and construction of future river crossings are sensitive to the bosque's natural environment, river functions, and valley land uses.
- 4) Protect lands adjacent to the river by assuring compatible land uses; acquire adjacent lands suitable for recreation uses and provide links to the river and bosque.
- 5) Plan and develop a water related recreation area which integrates the Zoo, Tingley Lagoon, San Gabriel Park, and a botanical garden with links to Old Town.

Policy c

Development in or adjacent to the proposed Open Space network shall be compatible with open space purposes.

Possible Techniques

- 1) Modify ordinances to require the conduct slope, soil condition, and/or other appropriate surveys to determine open space property lines and site management.
- 2) Utilize special zoning standards to guide development of lands within or adjacent to the Open Space network.

- 3) Require adequate setbacks to protect sensitive areas.
- 4) Use scenic easements to protect critical open space views.

Policy d

The City and County shall preserve the volcanoes, key portions of the basalt flow, and the escarpment as part of the Open Space network.

Possible Techniques

- 1) Continue public acquisition of unpurchased sites.
- 2) Negotiate for scenic and/or recreational easements along the escarpment.
- 3) Arrange agreements between City, County, and State to preserve the area.
- 4) Incorporate mitigation into plans for any major public facility.
- 5) Implement development standards in the Escarpment Plan.

Policy e

The Sandia foothills, where ever slopes exceed 10 percent, shall be acquired or regulated as appropriate to protect such areas from detrimental and incompatible public and private activities.

Possible Techniques

- 1) Continue to acquire land above the slope demarcation line in the Sandia Foothills Area Plan.
- 2) Enforce development standards in the Sandia Foothills Area Plan.

Policy f

A multi-purpose network of open areas and trail corridors along arroyos and appropriate ditches shall be created. Trail corridors shall be acquired, regulated, or appropriately managed to protect natural features, views, drainage and other functions or to link other areas within the Open Space network.

Possible Techniques

- 1) Incorporate a multiple use concept for suitable arroyos and irrigation ditches into corridor, sector, and site development plans.
- 2) Control development that would inhibit drainage or open space purposes of arroyos.
- 3) Obtain adequate right-of-way for multiple use of designated arroyos in developing areas and coordinate design between the public and private sectors through subdivision and site development plan processes.
- 4) Require planning and construction of pedestrian, equestrian, and bicycle crossings where designated arroyos and ditches intersect major streets and highways as a component of transportation projects.
- 5) Identify trail corridors through rank three corridor and sector development plans to be dedicated by the Subdivision Ordinance. Fund trails and associated public amenities through Capital Implementation Program bond issues, and other financing methods.
- 6) Investigate use of ditch/acequia easements or rights-of-way for open space purposes. Coordinate planning efforts with property owners adjacent to irrigation ditch system and the Middle Rio Grande Conservancy District.
- 7) Work with all public agencies and the State legislature to ensure that vacated irrigation ditch rights-of-way or easements are retained as part of the Open Space network.
- 8) Institute safety measures along irrigation ditches before inclusion in any multi-purpose network.
- 9) Work with the private sector to establish motorized recreational vehicle areas separate from the pedestrian, equestrian, and bicycle-oriented trail corridors and Open Space network.

Policy g

Planning and implementation of a system of neighborhood parks and community open areas shall be undertaken to meet a range of needs at different scales.

Possible Techniques

- 1) Prepare Park Planning and Development Guidelines.
- 2) Amend Park Dedication Policy to be consistent with the Park Planning and Development Guidelines.
- 3) Establish administrative procedures for joint school/park site planning; give Capital Improvements Program priority to developing existing park/school sites.
- 4) Continue to require dedication of parkland in proportion to population density.
- 5) Encourage developers to design, develop, and maintain dedicated parks.
- 6) Update park development fees periodically to facilitate park development.
- 7) Acquire, develop, and maintain conveniently located major regional parks suitable for large scale events.
- 8) Use Capital Improvements Program and general fund allocations for parks and park maintenance and examine alternative methods of financing parks and park maintenance.

Policy h

Developing areas shall have neighborhood parks and open areas located to serve the population of the area.

Possible Techniques

- 1) Encourage planned area developments which reserve larger areas of shared open space through clustering of houses and other innovative design techniques.
- 2) Encourage private recreational, educational, or resource production in designated open areas (e.g. riding stables, golf courses, crop raising, grazing, and neighborhood maintained open areas).
- 3) Develop strategies for managing open areas.

Policy i

The design of parks and other open areas shall incorporate the following criteria:

- **Multi-functional use of resources and compatible facilities.**
- **Maintenance and landscaping appropriate to the location, function, public expectations and intensity of use.**
- **Integration into residential design for easy accessibility and orientation to encourage use.**
- **Lighting, site design, or other methods to minimize vandalism.**
- **Connections between other Open Space network areas and public facilities.**

Possible Techniques

- 1) Continue to develop joint facilities such as park/school sites.
- 2) Include a wide variety of recreational resources in park design.
- 3) Experiment with various types of native vegetation.
- 4) Use natural drainage and infiltration facilities to irrigate parks, golf courses, and open areas.
- 5) Continue to utilize durable drought tolerant lawn grass in high use areas.
- 6) Orient new subdivisions adjacent to the Open Space network toward the open area as a focal point for pedestrian and recreational activity.
- 7) Integrate pedestrian, equestrian, and bicycle circulation with open areas and park areas.
- 8) Encourage clustered housing development which sets aside shared open areas.

Policy j

Design of neighborhood open areas should tie into other open spaces, where appropriate, to create an Open Space network.

Possible Techniques

- 1) Achieve through planning and subdivision procedures.

2. RESERVE AREA

The **Goal** is to allow opportunity for future development of high quality, mixed-use, largely self-sufficient planned communities, bounded by permanent open-space, in appropriate outlying areas, and to protect the non-urban development areas as Rural unless such planned communities are developed.

Policy a

A proportion of new growth may be accommodated in new planned communities in Reserve Areas. Such communities should meet the following guidelines.

- **Political unification with the central urban government.**
- **Substantial self-sufficiency in provision of employment, goods, and public services, with at least one community center; normally, there shall be adequate jobs and housing in the planned community to support the concept of self-sufficiency; within the planned community, housing should correspond to employment opportunities as to its quantity, type and price, and location.**
- **Negotiated sharing of service costs by the developer and the local government, with water, sewer and street systems installed to meet City requirements: planned communities shall not be a net expense to local governments.**
- **Transit/paratransit capability to provide service within the planned community and to connect with other urban areas.**
- **Designate portions of the Open Space network to distinguish the new community from ultimate Developing Urban Area development; dedication of open space adequate to a clear sense of separation from the Plan's contiguous Urban Area.**
- **Variety in economic levels and types of housing within carefully planned areas to ensure capability.**
- **Contiguous acreage sufficient to meet the above guidelines.**

Possible Techniques

- 1) Establish land use mix, quantity, and location of each planned community through master planning.
- 2) Preserve planned community open areas by land acquisition.
- 3) Prepare environmental, fiscal and economic analyses that demonstrate development

feasibility and plan phasing. Establish boundaries by submitting a plan for each planned community project.

- 4) Phase planned communities with respect to the City's Capital Improvements Programs, Utility Extension policy, and regional economic justification and impacts.
- 5) If balanced employment was not available within the planned community at the end of a phase, it would create a rebuttable presumption that no more residences should be approved until the level of employment was achieved.

Policy b

Overall gross density shall not exceed three dwelling units per acre, and density transfer (clustering) shall be used to accomplish appropriate urban densities in planned communities while ensuring an open space network within and around them. Within this overall density policy, housing densities and land use mix, open space, infrastructure size and location, and other public services and facilities are to be prescribed through rank two plans or rank three plans.

- **Transfer of development rights to local government shall ensure the permanency of the pattern.**
- **Land which is already in public ownership (whether fee or easement), including Indian lands, is not considered in calculating density, but all other land is counted.**
- **A carrying capacity analysis of each planned community area will identify constraints and opportunities presented by environmental, historical, cultural, archaeological and infrastructure factors.**
 - 1) Develop master plans with land owners; implement through zoning, and other local land use regulations and utility policies.
 - 2) Negotiate schedules within each master plan or as part of pre-annexation agreements between the City and planned community developers for sharing infrastructure costs.

Policy c

Development within Reserve Areas shall take place either in accordance with an approved planned community master plan (up to three dwelling units per acre), or in accordance with the standards applicable to Rural Areas.

Possible Techniques

- 1) Zone County Reserve Area land from one to twenty acres per dwelling unit based on environmental characteristics.
- 2) When annexing Reserve Areas without a planned community master plan, establish a low intensity holding zone (e.g. 5 acres/d.u.).
- 3) Annex and establish City zoning to allow more intensive development only upon acceptance of a planned community master plan; implement land use, design requirements, and other stipulations.
- 4) Include performance clauses in the City Subdivision Ordinance and the site development plan development regulations of the Zoning Code which invalidates plans if construction has not begun within a specified period of time.

Policy d

A planned community master plan approved in accordance with this section and more specific development criteria shall serve to implement the Comprehensive Plan. A planned community master plan shall not be approved if it fails to demonstrate its own sense of place, self-sufficiency, environmental sensitivity, separation from the contiguous Albuquerque urban area by permanent open space and the provision of infrastructure which is not a net expense to the local government(s).

3. RURAL AREA

The **Goal** is to maintain the separate identity of Rural Areas as alternatives to urbanization by guiding development compatible with their open character, natural resources, and traditional settlement patterns.

Policy a

Rural Areas as shown by a **Plan** map shall generally retain their rural character with development consisting primarily of ranches, farms and single-family homes on large lots; higher density development may occur at appropriate locations - within rural villages or planned communities. Overall gross densities shall not exceed one dwelling unit per acre.

- Rural Area density patterns shall be more specifically defined through lower rank plans.
- Higher density development must provide local government with property rights ensuring appropriate overall-area gross density.
- Each higher density area is to be controlled by site development plan and is to be located well away from other such higher density areas.
- Small “rural villages” should contain compact housing areas - usually no more than 100 dwellings - with very few stores to serve the village.
- Planned communities will follow the Reserve Area policies concerning such communities, except:

Lower gross density requirements;

The automatic requirement for unified urban government; and

In the East Mountain area, the average net density of permanent residential areas will be urban, the exact density to be determined by lower ranking plans, not this **Plan**.

- New rural villages and planned communities will be approved only if all public infrastructure needed primarily to serve the proposed areas is provided at the cost of the developers.

Possible Techniques

- 1) Map agricultural zone districts on land qualifying for greenbelt tax status.
- 2) Prepare and adopt area plans specifying appropriate density patterns; implement through the Zoning and Subdivision Ordinances.

- 3) Use county zones which limit development densities to between 1 to 20 acres per dwelling unit based on land carrying capacity.
- 4) Provide incentives for development of cluster housing sensitive to natural constraints and adjacent development.
- 5) Consider extensions of City public services and facilities to Rural Areas only where:

Public health and safety are threatened and there is no safe alternative; or

A planned community is approved and being developed, for which extension of certain services and facilities is economically feasible and environmentally sound; or

The extension is part of an adopted policy of metropolitan area service.
- 6) Monitor development through a comprehensive data base.
- 7) Determine, through the rank two planning process, where Rural Area boundaries may be altered to reflect existing and planned conditions.
- 8) Include performance clauses in the Subdivision and the Zoning Ordinances which invalidates plans if construction has not begun within a specified period of time.

Policy b

Development in Rural Areas shall be compatible with natural resource capacities, including water availability and soil capacity, community and regional goals, and shall include trail corridors where appropriate.

Possible Techniques

- 1) Develop design criteria for use in development review to minimize adverse environmental effects of development (e.g. require terracing and roads parallel to contours on steep slopes).
- 2) Develop and adopt area and sector plans specifying guidelines based on resource characteristics and unique community concerns and opportunities; implement through Zoning and Subdivision Ordinances.
- 3) Ensure compatible development and density through review and possible revision of the county Zoning and Subdivision ordinances.
- 4) Encourage and support development of community water and waste systems consistent with protecting the resource base and water quality.
- 5) Amend the Subdivision Ordinances to require dedication of designated trail corridors.

Policy c

Development shall be carefully controlled in floodplains and valley areas where flood danger, high water table, soils and air inversions inhibit extensive urbanization.

Possible Techniques

- 1) Apply flood hazard ordinance.
- 2) Map low density zoning districts in environmentally sensitive areas.
- 3) Use agricultural and greenbelt easements, land banks, land trusts, and voluntary agricultural districts.

Policy d

Land which is suitable for agriculture shall be maintained to the extent feasible in agricultural production and discouraged from non-agricultural development.

Possible Techniques

- 1) Apply flood hazard ordinance.
- 2) Use Greenbelt Law where applicable.
- 3) Support cooperative type farmers market at which growers can sell produce.
- 4) Investigate the voluntary preservation of agricultural land and associated uses.

Policy e

The following policies shall guide development of inhabited rural settlements of a distinctive historic and cultural character:

- **Existing buildings and spaces determined to be of significant local, State, and/or National interest should be maintained and integrated as viable elements of the community.**
- **New rural development shall be sensitive to existing historic, cultural and economic patterns.**

Possible Techniques

- 1) Encourage programs to develop building skills and use local materials as part of economic revitalization of historic villages in mountain and valley areas.
- 2) Investigate methods of funding revitalization of rural settlements.
- 3) Identify areas having a distinctive historic character for potential historic district designation.

Policy f

Development shall be carefully controlled in the East Mountain Area to prevent environmental deterioration, and be compatible with the resource base and natural recreational and scenic assets.

Possible Techniques

- 1) Use the East Mountain area plan; implement through zoning and subdivision processes.
- 2) Coordinate with the U.S. Forest Service and other governmental agencies in planning compatible development.
- 3) Consider extensions of public services/facilities to the East Mountain Area only where public health and safety are threatened.

Policy g

The following policies shall guide industrial and commercial development in Rural Areas:

- **Small-scale, local industries which employ few people and may sell products on the same premises are the most desirable industrial use.**
- **Mineral extraction should be discouraged in highly scenic or prime recreational, agricultural or residential areas.**
- **Where mineral extraction and industrial development occurs, noise and pollution levels should be regulated and restoration of the land should be required.**
- **Neighborhood and/or community-scale rather than regional-scale commercial centers are appropriate for rural areas. Strip commercial development should be discouraged and, instead, commercial development should be clustered at major intersections and within designated mountain and valley villages.**

Possible Techniques

- 1) Map appropriate zones to control location of commercial and industrial uses.
- 2) Coordinate compliance between the County Zoning Ordinance and its environmental health department regulations.
- 3) Use City and County Zoning Ordinances to require buffering of residences and other sensitive uses in Rural Areas from environmental impacts of commercial and industrial activities.

4. SEMI-URBAN AREA

The **Goal** is to maintain the character and identity of the Semi-Urban areas which have environmental, social or cultural conditions limiting urban land uses.

Policy a

Development within the Semi-Urban area shown by a Plan map shall be consistent with development limitations imposed by topography, soil conditions, groundwater quality, agricultural potential, flood potential, scenic qualities, recreation potential and existing development; overall gross density shall be up to 3 dwelling units per acre.

Possible Techniques

- 1) Adopt performance standards to minimize impacts of development on soil stability, air and water quality, and on agricultural land.
- 2) Develop and adopt area and sector development plans to protect local resources and community values.
- 3) Ensure compatible development and density requirements through a comprehensive land development code and/or the City and the County Zoning Codes.
- 4) Implement City and County Floodplain Ordinances.
- 5) Develop a recreational trail system with efficient public access along appropriate arroyos and irrigation ditches.
- 6) Provide incentives for clustered housing development.
- 7) Use the Capital Implementation Program to implement development objectives.
- 8) Investigate use of fees on new development to help maintain a City/County major open space acquisition fund.
- 9) Monitor development through a comprehensive data base.
- 10) Amend the Subdivision Ordinance to include performance clauses which invalidates plans if construction has not begun within a specified period of time.

Policy b

Development in Semi-Urban areas shall include trail corridors, where appropriate, and shall be compatible with economic policies and historical and socio-cultural values, and shall maintain and integrate existing and new buildings and spaces of local significance into the community.

Possible Techniques

- 1) Investigate use of development criteria for Semi-Urban areas which incorporate historic and cultural community values.
- 2) Identify areas having a distinct historic or cultural character for potential historic district designation.
- 3) Guide development through area and sector development plans, facilities plans, and the Subdivision and Zoning Ordinances.

Policy c

The following policies shall govern industrial and commercial development in Semi-Urban areas:

- **Neighborhood-scale rather than regional-scale commercial centers are appropriate.**
 - **Strip commercial development is discouraged in favor of clustered commercial development.**
 - **Mixed-use areas should protect residential uses in the area, while offering a variety of local employment opportunities.**
 - **Mineral extraction should be discouraged in highly scenic or prime recreational, agricultural, or residential areas.**
- 1) Require detailed performance standards through a comprehensive land development code or City and County Zoning Ordinances.
 - 2) Guide location through area plans and control intensity of uses through the Zoning Ordinance.
 - 3) Protect existing vegetation and otherwise promote sensitive transition/integration with landscaping requirements of residential and recreational uses.

5. DEVELOPING AND ESTABLISHED URBAN AREAS

The Goal is to create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.

Policy a

The Developing Urban and Established Urban Areas as shown by the Plan map shall allow a full range of urban land uses, resulting in an overall gross density up to 5 dwelling units per acre.

Possible Techniques

- 1) Develop and adopt area and sector development plans stating density patterns.
- 2) Control through Zoning Ordinance performance standards or possibly through a Land Development Code.
- 3) Control through zoning and subdivision review processes.
- 4) Achieve by annexation and utility provision (see also Goal section C-1 Service Provision)
- 5) Achieve by public/private cooperation in preparing area and/or sector development plans.
- 6) Assess fees on new development to help maintain a major open space acquisition fund.
- 7) Include performance clauses in the Subdivision and the Zoning Ordinance which invalidates plans if construction has not begun within a specified period of time.
- 8) Monitor zone map amendment requests by sub-areas; prepare annual review of development trends.

Policy b

Developing Urban Areas shall be subject to special requirements for low-density holding zones to allow for sector planning, special design treatments, and phasing of infrastructure in keeping with capital improvements priorities.

Possible Techniques

- 1) Use land development regulations including annexation, zoning, and sector planning to achieve appropriate density patterns and design.
- 2) Condition extension of services upon satisfactory compliance with land development regulations.

Policy c

Where needed to guide more detailed planning, major portions of the Established Urban Area and Developing Urban Area and adjacent Plan map areas shall be formed into districts for rank two area planning which should use the following process:

- **Determine boundaries for each area plan based upon design character, social and cultural identity, and visual and environmental features.**
- **Determine content of each area plan based upon needs analysis, including but not limited to characteristics, conditions, trends and opportunities in land use, the built and visual environment, and social and economic environment.**
- **Determine development potential of each plan area in keeping with density objectives of the Comprehensive Plan.**
- **Determine activity center appropriateness and character for each area in coordination with the areawide Activity Centers implementation planning program.**

Possible Techniques

- 1) Calculate potential number of dwelling units per area based upon vacant land and absorption rates, zoning, and applicable Comprehensive Plan policies.
- 2) Calculate volume of non-residential activity per area based upon vacant land and absorption rates, zoning, and applicable Comprehensive Plan policies.

Policy d

The location, intensity, and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, recreational concern.

Possible Techniques

- 1) Use environmental impact analysis and design criteria in the development review process for infrastructure development and for building siting and design.
- 2) Specify development guidelines based on local environmental characteristics and community values in sector and area plans; implement through Comprehensive Land Development Code or traditional zoning, subdivision, and development review process.
- 3) Assist area property owners, neighborhood groups, and developers, (by negotiation and public education) in achieving, with coordination and harmony of development plans.
- 4) Assist appropriate development through public or public/private efforts when private development is not feasible (title problems, old platting).
- 5) Use special assessment districts, issuance of public revenue bonds, tax increment financing, and/or tax incentives for improvements where public funds are unavailable for optimum protection of resources or provision of amenities.
- 6) Shape and manage development by:
 - low density zoning districts
 - controlling water rights
 - subdivision and re-subdivision
 - cluster development
 - Greenbelt Law
- 7) Monitor development through a comprehensive data base.
- 8) Consider a Zoning Ordinance amendment to specify that carrying capacity studies should accompany development applications in environmentally sensitive areas of the city and county designated Developing Urban or Established Urban.

Policy e

New growth shall be accommodated through development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured.

Possible Techniques

- 1) Identify and remove unnecessary obstacles to appropriate infill development.
- 2) Identify incentives for inducing infill in appropriate areas through sub-area analysis and more efficient administration.
- 3) Consistently appraise vacant land at current market value.
- 4) Consider use of differential taxation of land and improvements.
- 5) Investigate means to encourage public/private cooperation to promote infill development.

Policy f

Clustering of homes to provide larger shared open areas and houses oriented towards pedestrian or bikeways shall be encouraged.

Possible Techniques

- 1) Guide through sector plans.
- 2) Implement through zoning and subdivision processes.
- 3) Identify incentives (e.g. density bonuses) potentially sponsored by local government.

Policy g

Development shall be carefully designed to conform to topographical features and include trail corridors in the development where appropriate.

Possible Techniques

- 1) Guide through sector and area plans.
- 2) Implement through Zoning and Subdivision Ordinances.
- 3) Implement the Bikeways Master Plan.

Policy h

Higher density housing is most appropriate in the following situations:

- **In designated Activity Centers.**
- **In areas with excellent access to the major street network.**
- **In areas where a mixed density pattern is already established by zoning or use, where it is compatible with existing area land uses and where adequate infrastructure is or will be available.**
- **In areas now predominantly zoned single-family only where it comprises a complete block face and faces onto similar or higher density development; up to 10 dwelling units per net acre.**
- **In areas where a transition is needed between single-family homes and much more intensive development: densities will vary up to 30 dwelling units per net acre according to the intensity of development in adjacent areas.**

(See also Activity Center Policy 7.b page II-39.)

Possible Techniques

- 1) Control through the Zoning and Subdivision Ordinances.
- 2) Explore direct (e.g. public investment) and indirect (e.g. zoning regulations) approaches to promoting higher density development in appropriate areas.

Policy i

Employment and service uses shall be located to complement residential areas and shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

Possible Techniques

- 1) Achieve by Zoning and Subdivision Ordinances.
- 2) Consider use of performance zoning.
- 3) Prepare an Activity Center Implementation Plan.
- 4) Include industrial site location as a component of the Comprehensive Plan is economic development element.
- 5) Provide opportunity for neighborhood review and comment on site plans by notifying recognized neighborhood associations of site plan proposals in accordance with the City Neighborhood Recognition Ordinance 92.

Policy j

Where new commercial development occurs, it should generally be located in existing commercially zoned areas as follows:

- **In small neighborhood-oriented centers provided with pedestrian and bicycle access within reasonable distance of residential areas for walking or bicycling.**
- **In larger area-wide shopping centers located at intersections of arterial streets and provided with access via mass transit; more than one shopping center should be allowed at an intersection only when transportation problems do not result.**
- **In free-standing retailing and contiguous storefronts along streets in older neighborhoods.**

Possible Techniques

- 1) Limit extension of strip zoning.
- 2) Control through sector plans, zoning and platting process.
- 3) Coordinate with transportation and transit planning.
- 4) Monitor zoning and zone change requests by sub-area; prepare annual review of commercial development trends.

Policy k

Land adjacent to arterial streets shall be planned to minimize harmful effects of traffic; livability and safety of established residential neighborhoods shall be protected in transportation planning and operation.

Possible Techniques

- 1) Amend City Zoning Ordinance to improve lot configuration requirements for sites adjacent to arterial streets to prevent conflicts between private driveways and arterial traffic.
- 2) Employ street tree planting, barriers, buffering, and other landscaping methods to minimize effect of traffic on adjacent uses; achieve by Zoning Ordinance site development plan review.
- 3) Use noise impact analysis for noise-sensitive uses proposed adjacent to arterial streets; analyze projected traffic and noise impacts of proposed street widening and similar projects upon adjacent neighborhoods and mitigate accordingly.

Policy l

Quality and innovation in design shall be encouraged in all new development; design shall be encouraged which is appropriate to the Plan area.

Possible Techniques

- 1) Achieve through sector plans, and Zoning Ordinance.
- 2) Establish design awards.
- 3) Review development regulations to identify and minimize those which may restrict design innovation and quality.
- 4) Consider incentives (e.g. density bonuses) to encourage good design/amenities.

Policy m

Urban and site design which maintains and enhances unique vistas and improves the quality of the visual environment shall be encouraged.

Possible Techniques

- 1) Improve Zoning Ordinance and Subdivision Ordinance design standards, and apply design through their site design review processes.
- 2) Design public facilities (including buildings, parks, plazas, utilities, bridges, streets, stadiums, and airports) with respect for environmental and visual qualities.

Policy n

Areas prematurely subdivided and having problems with multiple ownership, platting, inadequate right-of-way, or drainage should be reassembled or sector planned before annexation and service extension is assured.

Possible Techniques

- 1) Bring land holders and private developers together to replan and re-subdivide problem areas.
- 2) Provide public reassembly assistance.
- 3) Resolve platting problems before extending urban public facilities.
- 4) Re-zone for low density until acceptable re-subdivision is proposed.

Policy o

Redevelopment and rehabilitation of older neighborhoods in the Established Urban Area shall be continued and strengthened.

Possible Techniques

- 1) Relate redevelopment planning to the Comprehensive Plan's economic development strategy.
- 2) Prioritize redevelopment efforts consistent with the Comprehensive Plan.
- 3) Prepare neighborhood improvement plans emphasizing active implementation programs.
- 4) Address all facets of neighborhood economic development including business development, job creation, historic preservation, and commercial revitalization within a neighborhood context with a strong emphasis on citizen participation.
- 5) Initiate three-way partnerships between private interests, the City, and neighborhood residents to achieve neighborhood redevelopment objectives.
- 6) Develop local funding methods, such as tax increment and public improvement districts, to replace declining Federal revenues.
- 7) Introduce mixed-use concepts as a means of strengthening residential markets.
- 8) Initiate and provide assistance to neighborhood based private non-profit organizations as a means of implementing redevelopment objectives.

Policy p

Cost-effective redevelopment techniques shall be developed and utilized.

Possible Techniques

- 1) Provide practicable redevelopment assistance not requiring direct City financial participation.
- 2) Emphasize private investment as a primary means to achieve redevelopment objectives.
- 3) Organize and prioritize redevelopment efforts on the basis of need and redevelopment opportunities.
- 4) Support redevelopment projects which will stimulate additional private investment.
- 5) Establish coordinated public-private investment strategies.
- 6) Provide project assistance at a level appropriate to need.
- 7) Strengthen capacities for negotiating the City's interest in public-private ventures.
- 8) Develop methods for the City to share in development benefits resulting from direct City participation in redevelopment projects.

6. CENTRAL URBAN AREA*

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

Policy a

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

Possible Techniques

- 1) Design an analytical method to address boundary modification and sites.
- 2) Encourage public/private partnerships and cooperative efforts; initially target redevelopment tools and strategies to this area.
- 3) Support efforts to promote a cultural corridor along which cultural activities are located.

Policy b

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

Possible Techniques

- 1) Address area-wide opportunities and issues by the Capital Implementation Program.
- 2) Target Capital Implementation Program funds and special expenditures (i.e. Urban Enhancement Trust Funds) toward added amenities.
- 3) Program the construction of area-specific pedestrian, bike, and transit amenities.

*NOTE: The Central Urban Area is a portion of the Established Urban Area and as such is subject to policies of section II.B.5. as well as to those listed here. Development intensities in the Central Urban Area should generally be higher than in other portions of Established Urban.

7. ACTIVITY CENTERS

The Goal is to expand and strengthen concentrations of moderate and high-density mixed land use and social/economic activities which reduce urban sprawl, auto travel needs, and service costs, and which enhance the identity of Albuquerque and its communities.

Policy a

Existing and proposed Activity Centers are designated by a Comprehensive Plan map* where appropriate to help shape the built environment in a sustainable development pattern, create mixed use concentrations of interrelated activities that promote transit and pedestrian access both to and within the Activity Center, and maximize cost-effectiveness of City services. Each Activity Center will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation. The following table specifies policy objectives for each type.

Possible Techniques for Implementing Activity Centers

- 1) Review Zoning and other ordinances for revisions necessary to facilitate private development and redevelopment of mixed-use concentrations of housing and employment that supports transit and pedestrian activity.
- 2) Develop prototype plans that integrate and illustrate details of ideal land use, site design, neighborhood interface, public right-of-way features for the Plan's Major and Community Activity Centers.
- 3) Form an inter-agency team to devise ways of evaluating land use intensity changes in designated Activity Centers which must occur for the City to rebuild streets with Major Transit or Enhanced Transit characteristics.
- 4) Develop (with the private sector) a balanced program of regulations and incentives designed to put more jobs near housing concentrations, to target growth to Activity Centers and corridors by priority, and to encourage and support Business Improvement Districts in those most committed to achieving the characteristics identified in the above Activity Centers policies.
- 5) Review all development standards and ordinances and identify obstacles to achieving the pedestrian and transit orientation necessary in Activity Centers and in transit corridors; develop modifications which facilitate walking and transit use in areas of suitable land use.
- 6) Identify all funding mechanisms — e.g. Capital Improvement Programs, Metropolitan Transportation Program, Metropolitan Redevelopment Area Funds, a development impact fee system — and their potential as implementation tools and incentives for development of Activity Centers, by priority.

*** Boundaries of Activity Centers shown on Figure 30 are not official, but merely indicate where non-residential use and/or Zoning meet the edge of residential use and/or Zoning, and where interrelated activities exist within walking distance of one another.**

Table 22: Policy a: TYPES OF ACTIVITY CENTERS

	Neighborhood Activity Center	Community Activity Center	Major Activity Center	Specialty Activity Center	Rural Village Center
Purpose:	Provides for the daily service of convenience goods & personal services for the surrounding neighborhoods. It serves as the social and recreational focal point for the surrounding neighborhoods and is accessible from all surrounding residential developments.	Provides the primary focus for the entire community sub-area with a higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, civic land uses, employment, and the most intense land uses within the community sub-area.	Provides the most highly concentrated locations of commercial, service and employment uses in conjunction with area-wide needs.	Provides locations for unique attractions serving local, regional and statewide needs.	Provides a location for the daily goods and service needs of surrounding rural communities. It should include pedestrian and non-motorized travel amenities such as sidewalks or trails, depending on area character and respecting its history.
Service/Market Area:	- ideally up to .5 mile walking distance - serves 15,000 population - in a larger driving service area	- up to 3 miles - serves population of 30,000+	- serves the entire metropolitan population and beyond	- serves the entire population of the metro area; draws some users from around New Mexico and nationally	- surrounding rural communities
Access: - street designation - modes of travel	- located on local or collector streets - least auto dependent - active pedestrian and bicycle connections should be provided to all adjacent neighborhoods, schools, and parks - convenient transit services should be connected with community-wide and regional transit development	- very accessible by automobile - located on minor & major arterial streets - should provide main hub connecting to regional transit system - community-wide trail network should provide access to center - the interior of the center should be very accommodating to the pedestrian, even within the predominantly off-street parking areas	- accessible by all modes of travel, including pedestrians and bikes - located at major roadways and/or major transit stops/transfer points - served by on street and off-street parking; structures encouraged - major street intersections designed to facilitate pedestrian - transit connections	- accessible by all modes of travel, depending on nature of uses - located on or easily accessible to major roadways - served mainly by off-street parking	- accessible by vehicle, located on an arterial street - should afford opportunity to walk safely from one use to another, proximate use on same side of roadway - pedestrian and non-motorized travel amenities
Land Uses:	Core Area: 5-15 acres - minimum noxious impacts to sensitive adjacent uses EXAMPLE OF TYPICAL USES: - convenience grocery, dry cleaners, gift shop, deli - public and quasi-public uses (branch library, post office, police, fire, etc.) - garden offices - Neighborhood Service Area - daycare center - apartments, townhouses, patio homes and shop houses - elementary school	Core Area: 15-60 acres + adjacent contributing uses EXAMPLE OF TYPICAL USES: - low-rise office - public & quasi-public uses (e.g. post office, library) - entertainment (restaurants, theaters, etc.) - hotel/motel - shelter care - medical facilities - education facilities - large religious institutions - medium density residential - middle/high school - senior housing - community or senior center - park-and-ride facility under certain conditions	Area: 300 acres or more - land uses typical in modern commercial, office, and technology centers, including medium to high density residential in sensitive relationship to employment - transition from intense core to surrounding residential neighborhoods EXAMPLE OF USES: - mid & high rise office - hotels - major cultural, entertainment uses - regional & corporate offices - retail; service - technology/light manufacturing - higher education facilities - public & quasi-public uses - medium to high density residential	Area: Up to several hundred acres, depending on nature of uses EXAMPLES OF USES: - unique, large-scale recreational attractions - major air transportation hub - supporting retail and service uses (e.g. restaurants gift shops, administrative offices)	Area: several acres, depending on use/mix EXAMPLES OF USES: - grocery - service station - post office or other civic use - restaurant - office - retail and service uses - residential
Scale: a. platting b. buildings (size, massing, height, intensity, setbacks) c. parking d. pedestrian amenities	a. walkable from one side to another; fine grain/small parcels b. 1-2 story; small buildings close or touching each other, is transparent; windows toward street buildings oriented to street c. on-street parking is encouraged; "teaser" parking; park once; bicycle parking is required d. intimate outdoor seating should be provided by individual businesses for informal gathering (depends on business) at or near pedestrian paths/sidewalks	a. Some larger parcels, but heavily punctuated with fine grain, smaller parcels; very walkable b. 2-3 story; moderate floor area ratios (.3 to 1.0); connections between buildings and to sidewalks; more than one façade; buildings separate off-street parking from the street c. predominantly off-street parking; site circulation plan is important to avoid conflict between pedestrian and auto; parking in lots or structures; pedestrian paths between parking & bldg.; bicycle parking is encouraged d. public plaza/open space should be provided	a. mixed small and large parcels b. 3 story and higher; floor area ratios of 1.0 and larger; connections between buildings and to sidewalks; buildings close or touching in more urban of centers c. on-street and off-street parking; opportunity for park-and-ride; structured parking encouraged d. larger scale plazas and paths; greater opportunity for public-private partnership in creating public spaces	a. typically one large parcel, but may be broken up by multiple buildings b. buildings and related facilities may be of any height, appropriate to use and size c. predominantly off-street surface parking; site circulation plan should avert conflict between pedestrian movement and vehicles d. interior of center should be very accommodating to the pedestrian, even within off-street parking areas	a. platting varies with use b. 1-2 story buildings in scale with surrounding rural character & market c. off-street parking per use; might be shared d. should afford opportunity for pedestrians to walk from one use to another, especially when on same side of highway

Policy b

Net densities above 30 dwelling units per acre should generally be within Major Activity Centers; lower net densities in areas surrounding all types of Activity Centers will serve as a transition to residential neighborhoods.

Policy c

Structures whose height, mass or volume would be significantly larger than any others in their surroundings shall be located only in Major Activity Centers to provide for visual variety and functional diversity in the metropolitan area while preserving pleasing vistas and solar access.

Policy d

Size, functional diversity, and supporting market area are the primary determinants for designation as an Activity Center. Smaller Activity Centers serving surrounding neighborhoods may be developed, but are not designated or mapped.

Policy e

New Activity Centers may be designated and added to the Comprehensive Plan through local government review and approval based upon the following criteria:

- **The proposed Activity Center’s potential for shaping the built environment, consistent with policies of the Comprehensive Plan.**
- **Market potential for concentrating activities to higher than average intensities, and potential for promoting infill of vacant land inside the existing urban services boundary.**
- **Appropriateness of the proposed Activity Center, including location relative to the market area and access/connections including transit service potential.**
- **Fiscal impact of the proposed Activity Center on City government and the private sector.**
- **Compatibility of the proposed Activity Center with surrounding neighborhoods.**
- **Capacity and availability of public services such as transportation, water, and sewer systems to support the Activity Center as proposed.**
- **Environmental impact of the proposed Activity Center.**

Policy f

The most intense uses in Activity Centers shall be located away from nearby low-density residential development and shall be buffered from those residential uses by a transition area of less intensive development.

Policy g

Activity Center locations shown on a Comprehensive Plan map, and their predominate uses in accordance with their unique roles and expected needs of the community, shall be developed in accordance with more specific sub-area planning efforts.

Policy h

Changing zoning to commercial, industrial or office uses for areas outside the designated Activity Centers is discouraged.

Policy i

Multi-unit housing is an appropriate use in Neighborhood, Community and Major Activity Centers.

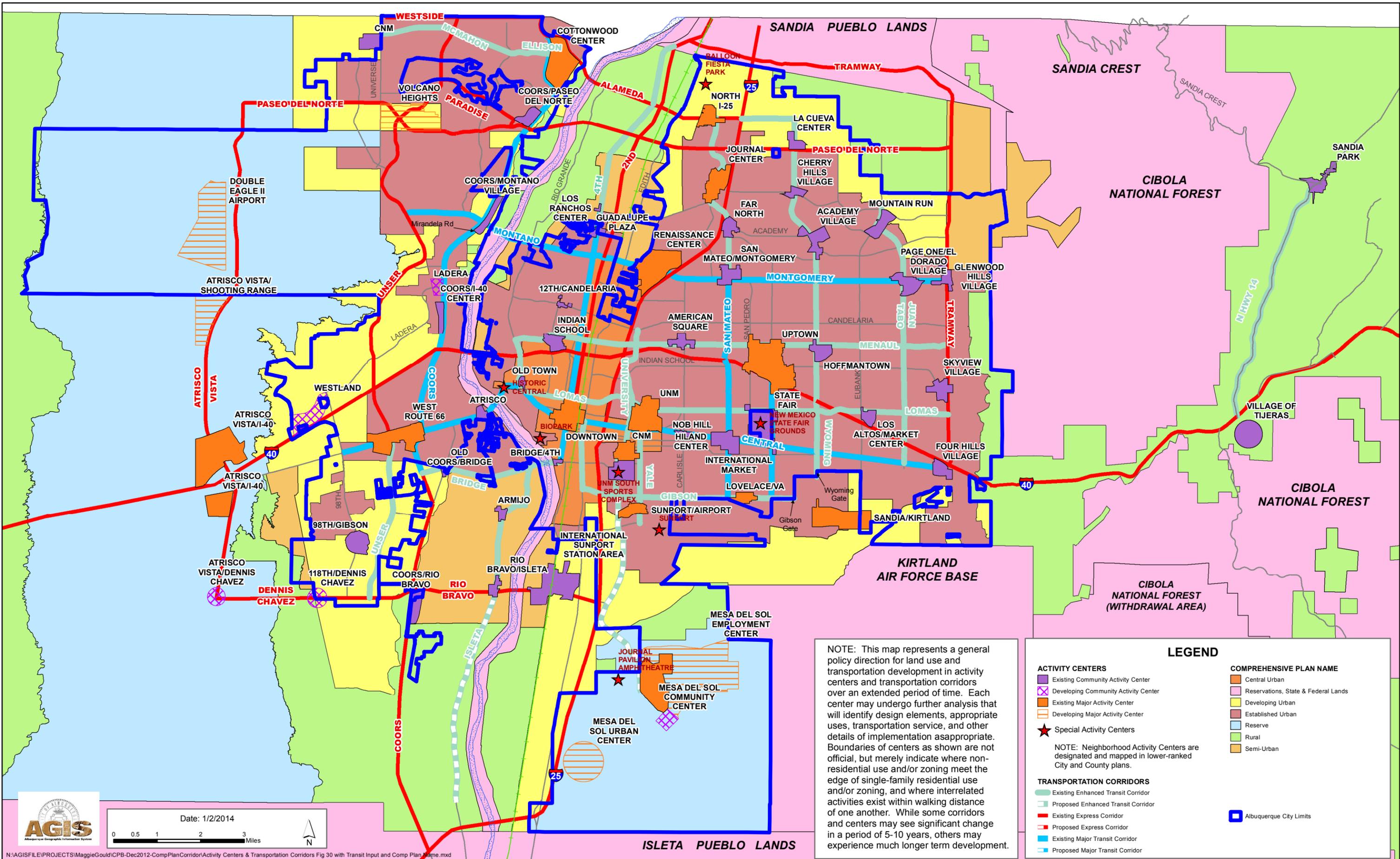
Policy j

The City will structure capital expenditures and land use regulations in support of creating multi-use Activity Centers, and will promote ongoing public/private cooperation necessary for private market conditions that support the development and functioning of Activity Centers.

Figure 30

DEVELOPMENT AREAS WITH ACTIVITY CENTERS & TRANSPORTATION CORRIDORS

Ref. CABQ R-13-172; BernCo 2013-70



LEGEND

<p>ACTIVITY CENTERS</p> <ul style="list-style-type: none"> Existing Community Activity Center Developing Community Activity Center Existing Major Activity Center Developing Major Activity Center Special Activity Centers <p>TRANSPORTATION CORRIDORS</p> <ul style="list-style-type: none"> Existing Enhanced Transit Corridor Proposed Enhanced Transit Corridor Existing Express Corridor Proposed Express Corridor Existing Major Transit Corridor Proposed Major Transit Corridor 	<p>COMPREHENSIVE PLAN NAME</p> <ul style="list-style-type: none"> Central Urban Reservations, State & Federal Lands Developing Urban Established Urban Reserve Rural Semi-Urban <p> Albuquerque City Limits</p>
--	--

NOTE: Neighborhood Activity Centers are designated and mapped in lower-ranked City and County plans.

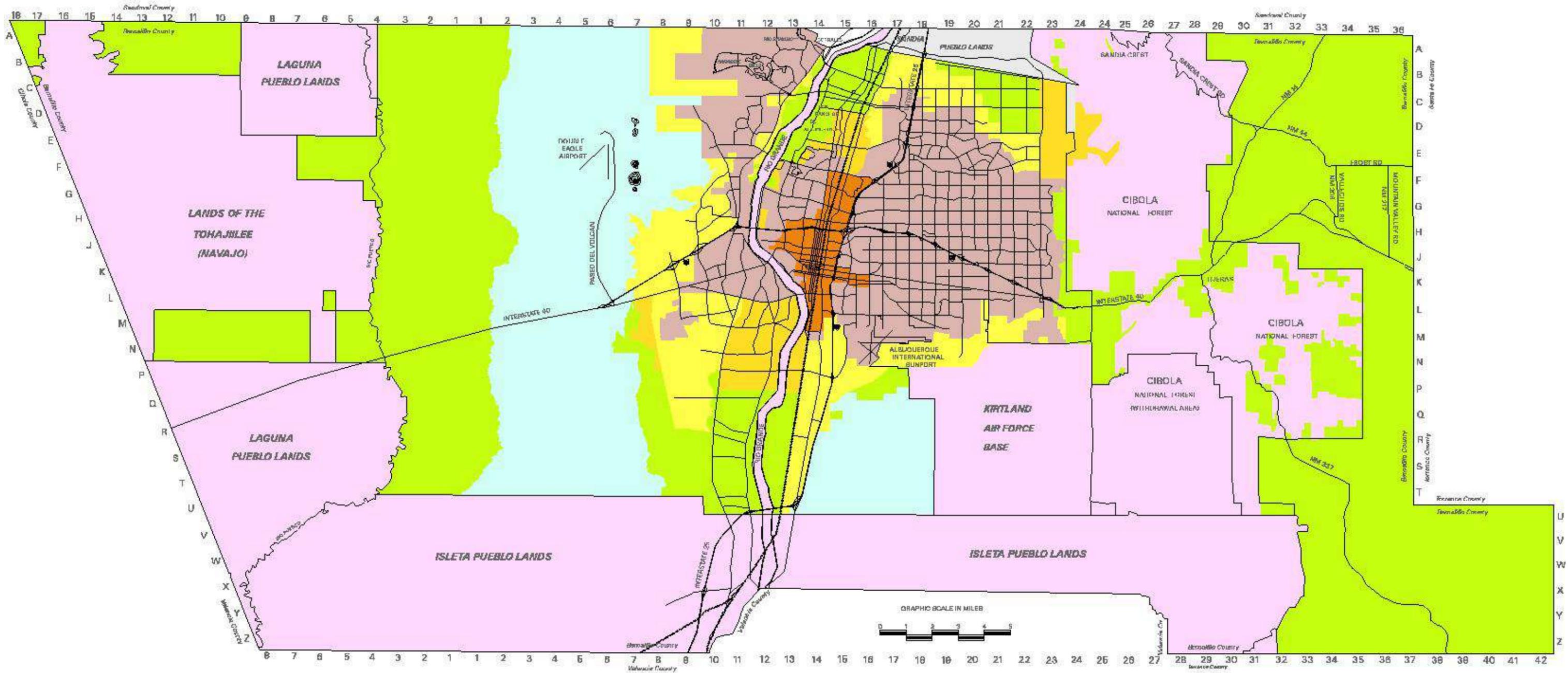
Date: 1/2/2014

0 0.5 1 2 3 Miles

N

FIGURE 31

DEVELOPMENT AREAS



- | | | | |
|---|--|---|--|
|  Central Urban |  Semi-Urban |  Rural |  Reservations, State, & Federal Lands |
|  Established Urban |  Developing Urban |  Reserve | |

C. ENVIRONMENTAL PROTECTION AND HERITAGE CONSERVATION

1. AIR QUALITY

The **Goal** is to improve air quality to safeguard public health and enhance the quality of life.

Policy a

Air quality shall be improved through the enforcement of air quality standards to safeguard public health and welfare.

Possible Techniques

- 1) Request the Air Pollution Control Division and the Albuquerque/Bernalillo County Air Quality Control Board to review and revise emissions standards where necessary.
- 2) Continue developing a comprehensive air quality monitoring network to determine if standards are being attained and to assess growth impacts on air quality.

Policy b

Automobile travel's adverse effects on air quality shall be reduced through a balanced land use/transportation system that promotes the efficient placement of housing, employment and services.

Possible Techniques

- 1) Improve coordination between transportation, land use and facility planning.
- 2) Encourage mixed use and infill development, where appropriate, which integrates residential, commercial and industrial uses for a better employment-housing balance.
- 3) Develop performance standards using local air quality criteria and modeling, to minimize development's adverse effects upon air quality.
- 4) Include air quality as a consideration in site development review.
- 5) Require traffic and air quality analyses for rank three and large development site plans to identify potential air quality problems and mitigation measures.
- 6) Stage development to match the road network and transit system capacity.
- 7) Develop guidelines to identify plans and projects requiring air quality impact analyses.
- 8) Reduce traffic generation by minimizing travel distance to work and maximizing public transit or industry sponsored transportation.

Policy c

Traffic engineering techniques shall be improved to permit achievement and maintenance of smooth traffic flow at steady, moderate speeds.

Possible Techniques

- 1) Expand the City's synchronized, computer controlled traffic signal system.
- 2) Post speed limits for smooth traffic flow in areas having computer synchronized lights.
- 3) Undertake special traffic circulation improvement programs in areas of heavy traffic concentration.
- 4) Continue to coordinate traffic flow improvement programs through the urban transportation planning process.
- 5) Require analysis for traffic effects upon streets and major intersections.
- 6) Reduce off-street parking requirements in Activity Centers and in other areas adequately served by transit.

Policy d

Air quality shall be protected by providing a balanced circulation system that encourages mass transit use and alternative means of transportation while providing sufficient roadway capacity to meet mobility and access needs.

Possible Techniques

- 1) Continue to encourage use of park and ride facilities, car/vanpools and other paratransit alternatives through employee and employer education, media publicity, higher parking rates, and reduced parking requirements.
- 2) Encourage public and private employers to adopt staggered work hours and/or compressed work weeks where feasible.
- 3) Develop a transportation systems management plan requiring all major development to mitigate adverse traffic and air quality effects by incorporating trip reduction measures into all development plans.
- 4) Encourage bicycle use for commuter and shopping trips as well as for recreation.

Policy e

Motor vehicle emissions and their adverse effects shall be minimized.

Possible Techniques

- 1) Establish appropriate emission standards by model year groupings for gasoline powered vehicles of 10,000 lbs. or less gross vehicle weight and require these vehicles to pass an emissions test every other year.
- 2) Enforce the vehicle idling ordinance and regulate, through the Zoning Ordinance, drive through uses that encourage vehicle idling.
- 3) Sample and monitor the lead content in unleaded gasoline distributed in Bernalillo County until leaded gasoline is phased out.

Policy f

Hydrocarbon emissions from gasoline handling processes shall be minimized.

Possible Techniques

- 1) Require installation of vapor recovery systems on all gasoline facilities in Bernalillo County when pollution levels, as determined by ambient air monitoring, warrant additional regulation.

Policy g

Pollution from particulates shall be minimized.

Possible Techniques

- 1) Request the Air Pollution Control Division and the Albuquerque/Bernalillo County Air Quality Control Board review and revise, where necessary, the local standards for airborne particulate matter.
- 2) Establish special districts to treat or pave existing unpaved roads. Finance special districts through community development block grants, tax increment financing, general revenue sharing or other funding mechanisms.
- 3) Use vegetation, landscaping and other erosion control techniques to minimize dust emissions especially from construction sites.
- 4) Modify the Development Process Manual to expand requirements for top soil disturbance permits and dust control plans for excavations greater than 3/4 acre; monitor and strictly enforce the existing regulations regarding airborne particulates.

- 5) Develop a smoking vehicle ordinance to address both diesel and gasoline powered vehicles.
- 6) Request the Air Pollution Control Division and the Albuquerque/Bernalillo County Air Quality Control Board develop and adopt certification standards for new low emission wood stoves and regulations to control the sale and installation of non-conforming woodburning devices.
- 7) Develop a residential wood burning strategy to regulate construction or installation of new woodburning devices.
- 8) Encourage installation of catalytic retrofits for existing woodburning devices and investigate incentives to encourage new construction or remodeling without fireplaces or wood stoves.
- 9) Intensify enforcement efforts to prevent open burning of trash and use of incinerators.

Policy h

During air stagnation episodes, activities which contribute to air pollution shall be reduced to the lowest level possible.

Possible Techniques

- 1) Use visual displays and media announcements to elicit public cooperation in reducing use of vehicles and woodburning devices.
- 2) Develop guidelines to issue air pollution alerts which request limited use of residential fireplace and wood stove burning during air stagnation episodes.
- 3) Update the Emergency Action Plan.

Policy i

Air quality considerations shall be integrated into zoning and land use decisions to prevent new air quality/land use conflicts.

Possible Techniques

- 1) Prevent land use/air quality conflicts by using industrial revenue bonds, annexation, utility extension, industrial zoning, and manpower recruitment and training programs to assist locating industry to appropriate areas.
- 2) Develop a location policy to minimize air quality impacts of traffic and industrial sources on sensitive land uses such as residences; achieve through the Zoning Code.

Policy j

Levels of indoor pollution shall be reduced.

Possible Techniques

- 1) Inform the public about indoor pollutants, assist in monitoring them.

Policy k

Citizens shall be protected from toxic air emissions.

Possible Techniques

- 1) Develop an air toxics program to inventory existing sources of toxic emissions and assess the air quality effects of existing and future industries.

2. WATER QUALITY*

The **Goal** is to maintain a dependable, quality supply of water for the urbanized area's needs.

Policy a

Minimize the potential for contaminants to enter the community water supply.

Possible Techniques

- 1) Investigate the need for treatment and adopt any appropriate treatment techniques to remove hazardous substances from drinking water; increase the cost of water, if necessary, to install treatment capabilities.
- 2) Systematically monitor and analyze groundwater for contaminants at various locations and depths in the aquifer.
- 3) Develop and implement a leak detection monitoring and installation program for underground storage tanks, in cooperation with the State Environmental Improvement Division.
- 4) Develop and implement a program for preventing hazardous substances from entering the aquifer and the water supply system.

Policy b

Water quality degradation resulting from on-site liquid waste disposal systems shall be minimized.

Possible Techniques

- 1) Extend municipal (or community) water and sanitary sewer systems to outlying areas in accordance with other local government policies to minimize potential adverse effects upon shallow groundwater.
- 2) Ensure the installation of adequate waste treatment facilities where the municipal system is not available. Monitor installation or expansion by:
 - improving coordination among agencies which issue permits for private wells and individual liquid waste disposal systems.
 - continuing to permit installation of on-site waste disposal systems only in areas which meet or exceed minimum requirements as defined in the State Environmental Improvement Board's regulations and relevant local ordinances.

***See Appendix E**

- discouraging new residential and industrial development using private wells and on site liquid waste disposal systems in areas of poor water quality and poor liquid waste disposal capacity; require centralized secondary sewage treatment facilities for development in such areas.
- 4) Site any private liquid waste disposal facilities close to master plan lines where feasible, enabling connection to City sanitary sewer lines when they are extended.
- 5) Systematically monitor groundwater at various locations and depths for relevant parameters to identify problem areas.

Policy c

Water quality contamination resulting from solid waste disposal shall be minimized.

Possible Techniques

- 1) Select landfill sites with appropriate geologic and soil characteristics and sufficient clearance to groundwater which will prevent groundwater contamination.
- 2) Use impermeable liners with leachate collection and treatment system in landfills which lack adequate natural groundwater protection.
- 3) Establish a groundwater monitoring program at landfills to permit the early detection of any groundwater degradation which may occur.
- 4) Minimize storm water runoff into and out of landfill sites.
- 5) Inspect sanitary landfill sites for proper management.
- 6) Prevent illegal dumping.
- 7) Develop alternatives to land disposal of solid waste.
- 8) Site future landfills away from drainage channels and natural water courses.
- 9) Prevent the disposal of hazardous waste in municipal or County solid waste landfills.

Policy d

Water quality management plans shall be coordinated to assure Bernalillo County's citizens receive adequate water quantity and quality that meets essential needs.

Possible Techniques

- 1) Establish and maintain mechanisms for coordination.

Policy e

Provide greater emphasis on a total systems approach to water as a valuable resource.

Possible Techniques

- 1) Continue development of the Comprehensive Groundwater Resource Management Program.
- 2) Investigate a regional approach to water supply and treatment.

3. SOLID WASTE

The **Goal** is an economical and environmentally sound method of solid waste disposal which utilizes the energy content and material value of municipal solid waste.

Policy a

Planning and implementation of more efficient and economical methods of solid waste collection shall be continued.

Possible Techniques

- 1) Continue investigating and using up-to-date equipment and collection methods.
- 2) Encourage designs utilizing advanced waste collection technology (e.g. hydraulic or collection tube systems).
- 3) Investigate possible privatization of refuse collection.

Policy b

Encourage solid waste recycling systems which reduce the volume of waste while converting portions of the waste stream to useful products and/or energy.

Possible Techniques

- 1) Encourage marketing of containers which are biodegradable or recyclable; support legislation which prohibits distribution and sale of beverages in non-recyclable cans or non-returnable bottles.
- 2) Undertake educational programs promoting voluntary collection of recyclable items (e.g. bottles, cans and paper); educate consumers to accept products made from reclaimed material.
- 3) Continue efforts towards joint public/private ventures for the collection of recyclable items such as bottles, cans and paper.
- 4) Encourage business to take a more active role in recycling and cogeneration techniques (e.g. seeking means of useful disposal or conversion of dairy and feedlot wastes and automobile hulks).
- 5) Periodically evaluate the feasibility of a recovery plant to reutilize valuable materials from municipal solid waste and to generate energy for local use or sale.

Policy c

Illegal dumping shall be minimized.

Possible Techniques

- 1) Continue efforts to educate the public concerning their responsibility for correct solid waste disposal and publicize the locations of legal landfill sites.
- 2) Locate and document significant illegal dumping sites; clean up and close the areas through owner notification, posting of “no dumping” signs, and berming or fencing to deny access.
- 3) Increase surveillance and enforcement; continue option of municipal clean-up as a penalty.
- 4) Continue patrol public open space to prevent illegal dumping.
- 5) Investigate the use of residential solid waste transfer stations between areas of population and landfills.
- 6) Enforce controls against poorly secured waste or construction materials during transportation and encourage stronger offender penalties.

Policy d

The potential for water and air pollution from regional landfills shall be minimized.

Possible Techniques

- 1) Select any additional sites which will not contaminate groundwater. Sites will have geologic and soil characteristics and adequate depth to groundwater which will minimize development or percolation of leachate. Where existing landfill sites do not have adequate natural protection against groundwater contamination, use impermeable liners, leachate collection and treatment systems, and groundwater monitoring well networks.
- 2) Continue to prevent surface water runoff into landfill sites.
- 3) Pave roads to landfill sites.
- 4) Establish a groundwater monitoring program at all landfills which includes the installation of monitoring wells.

Policy e

Landfills shall be designed and engineered in accordance with their ultimate use, improving the land's open space or reuse potential where needed and appropriate.

Possible Techniques

- 1) Improve coordination between landfill site selection and city-wide land use planning.
- 2) Use compaction techniques compatible with future planned land use.

Policy f

Continue development of a program for managing hazardous waste generated by households and conditionally exempt small quantity generators.

Possible Techniques

- 1) Develop a comprehensive, long-range waste management plan for collecting, transporting, storing, disposing, and recycling household hazardous wastes in an environmentally sound and fiscally responsible manner.

4. NOISE

The Goal is to protect the public health and welfare and enhance the quality of life by reducing noise and by preventing new land use/noise conflicts.

Policy a

Noise considerations shall be integrated into the planning process so that future noise/land use conflicts are prevented.

Possible Techniques

- 1) Develop zoning standards to regulate the distance between of noise producing activities and noise sensitive land uses.
- 2) Where feasible, include noise mitigation measures in the construction of new and/or reconstructed roadways when noise sensitive land uses will be affected.
- 3) Utilize non-noise sensitive land uses to separate sensitive uses.
- 4) Adopt land use compatibility guidelines that establish standards for all types of noise producing and noise sensitive developments.
- 5) Require noise impact analyses for all new development with noise-sensitive land uses.
- 6) Include noise mitigation measures for all noise-sensitive and residential uses adjacent to current or proposed arterial streets.
- 7) Consider noise/land use conflicts in redevelopment processes.

Policy b

Construction of noise sensitive land uses near existing noise sources shall include strategies to minimize adverse noise effects.

Possible Techniques

- 1) Use zoning to guide compatible land uses within aircraft noise zones.
- 2) Where commercial development is located adjacent to residential land uses, effectively locate, shield, or design mechanical equipment to ensure that sound levels do not exceed those allowed by the Noise Control Ordinance.
- 3) Employ open space buffers, berms and barriers.
- 4) Guide new building construction and orientation so as to minimize the effects from noise producing sources.
- 5) Include noise mitigation measures in all new noise sensitive development located adjacent to existing or planned arterial roadways.
- 6) Include airport noise contours described in the Airport Systems Plan in the zone atlas.
- 7) Make information available to apprise potential buyers and tenants of affected properties as to the presence of aircraft noise and its meaning with regard to existing or proposed land uses.

5. HISTORIC RESOURCES

The **Goal** is to protect, reuse, or enhance significant historic districts and buildings .

Policy a

Efforts to provide incentives for the protection of significant districts and buildings shall be continued and expanded.

Possible Techniques

- 1) Develop technical and financial assistance to preserve designated historic districts and buildings.
- 2) Examine legal and financial incentives to facilitate designation and protection of historic districts, structures, and sites.
- 3) Amend City and County ordinances to preserve designated structures.
- 4) Direct public improvements to areas where the rehabilitation of historic districts and structures is proposed.

Policy b

Research, evaluation, and protection of historical and cultural properties in the City and County shall be continued.

Possible Techniques

- 1) Conduct a comprehensive survey to identify additional historically significant districts and structures.
- 2) Nominate additional qualifying historic districts and properties to State and Federal Registers.
- 3) Enact a County ordinance to protect significant historic properties outside the City limits, including possible creation of a County Landmarks Preservation Commission.
- 4) Map the Historic Overlay Zone in qualifying historic districts.

Policy c

Increase public and inter-agency awareness of historic resources and preservation concerns.

Possible Techniques

- 1) Support activities which increase the public's awareness of preservation efforts and historic resources.
- 2) Record officially designated City Landmarks and historic areas on maps and records.
- 3) Assess effects of local government programs and projects on historic properties.
- 4) Consider acquiring historic sites as educational facilities.

6. ARCHAEOLOGICAL RESOURCES

The **Goal** is to identify and manage or acquire significant archaeological and paleontological sites for research, education, economic, and/or recreation use.

Policy a

A proactive program for identifying and evaluating archaeological and paleontological sites and items in the metropolitan area shall be undertaken.

Possible Techniques

- 1) Conduct a comprehensive survey to identify archaeological and paleontological sites in advance of development.
- 2) Initiate under an appropriate local government agency, a site management program with adequate staff and management capacity.
- 3) Form an advisory committee to advise staff and policy makers.
- 4) Require archaeological clearance surveys in identified areas proposed for development.
- 5) Develop and periodically review guidelines for determining archaeological and paleontological site significance.

Policy b

Appropriate treatment of significant sites and remedies for those that cannot be preserved shall be determined.

Possible Techniques

- 1) Develop special archaeological overlay zoning or use Historic Overlay zoning for significant sites.
- 2) Pursue inter-governmental cooperation at the City, County, State, Tribal and Federal levels.
- 3) Establish a local repository for survey, testing, and excavation records for artifacts removed from sites in the City/County area.
- 4) Acquire significant sites and items through public and private efforts to prevent loss.
- 5) Request the advisory committee to review proposed site acquisitions and make recommendations to the City and County.
- 6) Develop incentives for private owners to preserve sites and encourage site donation to the City and County.

Policy c

Public understanding of and appreciation for the area's archaeological and paleontological past shall be promoted.

Possible Techniques

- 1) Develop deeper support for the Albuquerque Museum and other local and regional museums and educational institutions to facilitate student utilization of archaeological and paleontological interpretive sites.
- 2) Encourage public involvement in the site management program.
- 3) Develop a publication program oriented toward the general public.
- 4) Acquire sites as parks, research preserves, and historic interest areas.

7. CULTURAL TRADITIONS AND THE ARTS

The **Goal** is to emphasize and support unique cultural traditions and arts as viable components of the community's well-being.

Policy a

Programs which contribute to the greater understanding of area history and ethnic traditions shall be encouraged.

Possible Techniques

- 1) Promote museum exhibits in local community centers.
- 2) Promote ethnohistorical site acquisition and development of interpretive facilities.
- 3) Improve identification of historic districts and sites.
- 4) Support the organization of tours in historic districts.

Policy b

Participation and attendance at traditional community observances and activities shall be encouraged as appropriate.

Policy c

Coordination and promotion of the arts in the metropolitan area shall be supported.

Possible Techniques

- 1) Coordinate and promote cultural resources and arts activities.
- 2) Form a commission to develop a comprehensive cultural activities program.
- 3) Develop multi-use performing arts facilities.
- 4) Determine the needs and criteria for portable, performing arts staging that can be used throughout the community.
- 5) Develop an "arts-in-schools" program.
- 6) Explore the formation of a coalition to support the visual and performing arts.
- 7) Support small neighborhood cultural events throughout the City and the County.
- 8) Request the Albuquerque Museum sponsor more local art shows and exhibits, culminating in an annual juried contemporary craft show.

Policy d

A cultural Plan for the City of Albuquerque with topic specific goals, policies, and action strategies shall serve to implement the Comprehensive Plan. The Cultural Plan for the City shall be updated in the same fashion as all other Comprehensive Plan elements.*

*The Cultural Plan is available separately

8. DEVELOPED LANDSCAPE

The **Goal** is to maintain and improve the natural and the developed landscapes' quality.

Policy a

The natural and visual environment, particularly features unique to Albuquerque, shall be respected as a significant determinant in development decisions.

Possible Techniques

- 1) Conduct an inventory of important visual, environmental, and climatic resources affecting design considerations.
- 2) Adopt environmentally-based development standards for use in the subdivision, zoning, and site plan approval processes which encourage solutions which are not limited to engineering effectiveness.
- 3) Review development applications for the references to project design qualities.
- 4) Design public facilities (including buildings, parks, plazas, utilities, bridges, streets, stadiums, and airports) with respect for environmental and visual factors.
- 5) Certify compliance with the Sidewalk Ordinance prohibiting placement of incidental structures which block sidewalks in existing and new development.

Policy b

Public facilities (including buildings, parks, plazas, utilities, bridges, streets, stadiums, and airports) shall be designed to realize opportunities for City/County beautification.

Possible Techniques

- 1) Utilize an inventory of visual, environmental, and climatic resources in determining area and sector plan policies.
- 2) Adopt qualitative standards for development and design of public facilities.
- 3) Investigate interagency and intergovernmental arrangements to initiate a design review process and qualitative standards for the planning, design, and construction of public buildings and spaces.
- 4) Adopt landscape standards for street medians, rights-of-way, and other public use/open areas.

Policy c

Incidental structures such as signs, guywires, poles, fireplugs, street furniture and overhead utility wires shall be designed for minimal visual intrusion and mobility impediment to pedestrians.

Possible Techniques

- 1) Amend of the City and County Zoning and Subdivision Ordinances to improve pedestrian mobility.
- 2) Work with utility companies and other responsible agencies to develop improvement districts (or other workable means) for burying existing overhead electrical distribution lines.
- 3) Revise Zoning Ordinance sign regulations to equitably reduce number and visual intrusion of signs along major streets.
- 4) Develop and enforce specifications to coordinate the placement of visually pleasing street furniture, utility poles, and fire hydrants, within the public right-of-way in locations which do not conflict with pedestrian mobility.

Policy d

Landscaping shall be encouraged within public and private rights-of-way to control water erosion and dust, and create a pleasing visual environment; native vegetation should be used where appropriate.

Possible Techniques

- 1) Specify vegetation within right-of-way development in design of new streets.
- 2) Investigate street design that naturally irrigates vegetation.
- 3) Review and update relevant City legislation to promote high-quality street landscaping.
- 4) Plant native trees along the recreational trail and open space system, utilizing natural irrigation along arroyos and irrigation ditches.
- 5) Provide incentives for developers to landscape and maintain medians adjacent to new development.
- 6) Use plants with low water requirements and which cause minimal allergic response.

Policy e

In highly scenic areas, development design and materials shall be in harmony with the landscape. Building siting shall minimize alteration of existing vegetation and topography and minimize visibility of structures in scenic vista areas.

Possible Techniques

- 1) Identify and designate scenic areas.
- 2) Map an overlay zone to establish specific design and siting criteria for scenic areas.
- 3) Review site plans within scenic areas for consistency with design criteria.
- 4) Encourage developer use of private covenants.

9. COMMUNITY IDENTITY AND URBAN DESIGN

The **Goal** is to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.

Policy a

The City and County differentiate into thirteen sub-areas as shown on the Community Areas map; the unique character and constituent neighborhoods of each area identified on the Community Areas map shall be respected in all planning and development actions.

Policy b

In each Community Area, strategic planning, neighborhood planning, development and redevelopment shall be evaluated in light of its relationship to and effect upon the following:

- 1) **The natural environment**
 - Indigenous vegetation and other materials appropriate to landscapes.
 - Topography and landscape features such as arroyos, the Rio Grande and bosque, the foothills, and escarpments
 - Soils and erosion potential
 - Colors and textures of the natural environment
 - Views

- 2) **Built environment**
 - Height and massing of buildings
 - Setbacks from the street
 - Placement of entrances and windows
 - Walls and fences
 - Parking areas design and relationship to buildings
 - Road widths, sidewalks, curb cuts, medians
 - Grain of streets/size of parcels
 - Patterns of movement (e.g. pedestrian connections, access to transportation/transit)
 - Street furniture (e.g. bus stops, street lights, signs)
 - Landscaping materials, both planting and hardscape
 - Public infrastructure (e.g. drainage facilities, bridges)
 - Social interaction opportunities
 - Relationship between built and natural environment

- 3) **Local history**
 - Architectural styles and traditions
 - Current and historic significance to Albuquerque
 - Historic plazas and other Activity Centers

- 4) **Culture and traditions**
- Cultural characteristics of residents
 - Community celebrations and events

Policy c

The identity and cohesiveness of each community shall be strengthened through identification and enhancement of community Activity Centers that have a scale, mix of uses, design character, and location appropriate to the unique character of the community. (See also policies under “Activity Centers”)

Policy d

Development projects within Community Activity Centers should contribute the following:

1. Related land uses that effectively encourage walking trips from one destination to another within the center, including shopping, schools, parks or plazas, employment, entertainment, and civic uses such as public libraries, recreation or senior centers, post office or fire station.
2. Pedestrian linkages among uses in the Activity Center and connecting to surrounding neighborhoods.
3. Buildings designed and arranged to reflect local architectural traditions, scale, height, massing and setbacks appropriate to the community served by the Activity Center and that support public transit and pedestrian activity.
4. Landscaping, street furniture, public art, colored or textured paving and other improvements to the public realm that reinforce the cultural, social and design traditions of the community served by the Activity Center.

Policy e

Roadway corridors (collectors, arterials, Enhanced Transit and Major Transit) within each community and that connect the community’s Activity Centers shall be designed and developed to reinforce the community’s unique identity; streetscape improvements to these roadways shall be designed to:

- minimize water use
- screen parking areas
- create useful and attractive signage and building facades
- facilitate walking safety and convenience

D. COMMUNITY RESOURCE MANAGEMENT

1. SERVICE PROVISION

The **Goal** is to develop and manage use of public services/facilities in an efficient and equitable manner and in accordance with other land use planning policies.

Policy a

Rank two facilities plans for water, sewer, transportation, and drainage shall reflect the regional nature of these systems and the need for long range analysis.

Policy b

Capital spending priorities for the City and County shall be consistent with the land use goals and policies of the Comprehensive Plan.

Policy c

The existing public service area should be highest priority for service, capacity, use, maintenance, and rehabilitation.

Possible Techniques

- 1) Provide public services to adjacent jurisdictions only where approved by the Mayor and the City Council.
- 2) Review utility extensions and expansions for compliance with Plan policies.
- 3) Provide public services to encourage and reinforce development location policies.

Policy d

Public service expansion costs, benefits, and effects should be evaluated and balanced between new service recipients, existing users and the community at large.

Possible Techniques

- 1) Review zone map amendment requests to ensure consistency with plans and service level performance standards.
- 2) Evaluate public service provision costs for proposed development within the non-contiguous portions of the Developing Urban and the Reserve areas relative to costs in the Established Urban area.
- 3) Examine use of incentives for development within the existing public services areas, such as modifying utility connection fees and graduated system expansion charges.
- 4) Conduct annual monitoring/evaluation of public services levels and impacts of growth on service levels.
- 5) Require compliance with an approved performance schedule for development requests as a condition of approval.

2. WATER MANAGEMENT

The **Goal** is efficient water management and use.

Policy a

Measures shall be adopted to discourage wasteful water use, such as extensive landscape-water runoff to uncultivated areas.

Possible Techniques

- 1) Enforce landscaping and irrigation requirements of the City and County.
- 2) Design parks over 20 acres to include vegetation with low water requirements.
- 3) Study the costs, benefits, and impacts of adjusting water rates to encourage conservation.
- 4) Revise City and County development regulations to encourage or require recycling and conservation devices in new development.
- 5) Require water conservation devices in new construction.

Policy b

Maximum absorption of precipitation shall be encouraged through retention of natural arroyos and other means of runoff conservation within the context of overall water resource management.

Possible Techniques

- 1) Utilize on-site water detention and infiltration facilities in new development where feasible.
- 2) Certify compliance with detailed storm run off plans for new development.
- 3) Require regular maintenance and removal of sediment and debris from surface water retention and infiltration facilities.
- 4) Certify compliance with seeding, planting, and/or rip-rap drainage ordinance guidelines.
- 5) Ensure easements and rights-of-way follow drainage ordinance guidelines.
- 6) Minimize impervious cover in new development.

Policy c

Existing water rights shall be protected and new rights acquired if necessary to accommodate increasing population needs.

Possible Techniques

- 1) Examine use of agreements to transfer vested water rights to the City when agriculture lands are retired to a different use.
- 2) Coordinate water management efforts within the state.
- 3) Oppose inter-basin transfers of water and water rights which reduce water availability to Bernalillo County.
- 4) Investigate City acquisition of water rights associated with annexed properties.

3. ENERGY MANAGEMENT

The Goal is to maintain an adequate, economical supply of energy through energy management techniques and use of alternative and renewable energy sources.

Policy a

Use of energy management techniques shall be encouraged.

Possible Techniques

- 1) Increase public awareness about the importance of energy conservation and demonstrate cost-effective and efficient applications of energy management techniques in local government operations and buildings.
- 2) Offer financial or regulatory incentives to developers for meeting building energy performance standards in new construction.
- 3) Apply energy planning techniques and develop an annual energy budget report which would forecast local demand for, and supply of, conventional energy commodities, and which would recommend actions if supply and demand are not balanced. Coordinate with local utilities.
- 4) Encourage energy audits and energy disclosure reports or ratings for residential buildings at the time of sale.
- 5) Investigate financing sources for a low income family home weatherization program.
- 6) Advocate adoption of appliance efficiency standards.
- 7) Encourage lower winter and higher summer building temperatures and adopt lower maximum lighting levels for signs and stores.
- 8) Promote the use of variable electric rates that reflect periods of peak demand; encourage peak-limiting devices and scheduling of major energy-consuming equipment to coincide with off-peak periods.
- 9) Promote the use of single metering for apartments in an equitable manner.
- 10) Promote public awards programs for energy management efforts.
- 11) Certify compliance with the Life Cycle Cost Analysis Ordinance which applies to all municipal structures built which consume energy.
- 12) Convert street lights to the most efficient lighting method.

Policy b

Efficient and economic use of alternative and renewable energy sources such as solar, wind, solid and liquid waste, and geothermal supplies shall be encouraged.

Possible Techniques

- 1) Advocate a low-cost Federal, State or local program for the purchase of residential solar water heating equipment through bonds or other financial incentives.
- 2) Consider augmenting conventional energy sources for the municipal water system with alternative energy sources.
- 3) Consider development of a recovery plant to produce energy from municipal waste.
- 4) Advocate equitable utility “buy back” rates for small power producers.
- 5) Demonstrate use of alternative energy sources in local government projects and buildings.
- 6) Investigate use of “energy performance standards” which prescribe annual consumption levels of purchased energy but provide flexibility in meeting those standards.

Policy c

Land use planning that will maximize potential for efficient use of alternative and renewable energy sources shall be undertaken.

Possible Techniques

- 1) Certify compliance with the solar access provisions of the City Zoning Code and the City Subdivision Ordinance.
- 2) Consider adopting geothermal overlay zoning to encourage use of energy in known geothermal resource areas of the west mesa.
- 3) Encourage planned unit developments and clustered housing to enable replacement of individual systems with a single or coordinated community energy system.
- 4) Encourage housing design and orientation to enable each unit to take advantage of solar energy, wind shelter, and other microclimatic characteristics.
- 5) Encourage use of vegetation to maximize natural shading and cooling in summer and allow penetration of sun for solar heating in winter.

Policy d

A transportation system that is more energy efficient shall be developed. In particular, promote:

- **a variety of transportation modes including expansion of transit, paratransit, and railway systems; and**
- **fuel efficiency standards for automobiles.**

Possible Techniques

- 1) Continue to support programs promoting ridesharing concepts such as carpooling, vanpooling, and other efficient transportation, by means such as exclusive lanes, preferential parking, park-and-ride lots, and auto-restricted zones.
- 2) Continue traffic engineering improvements for fuel conservation such as coordinated signals and flashing signal operation, where appropriate.
- 3) Advocate the continuation of Federal legislation setting automobile performance standards for fuel efficiency.
- 4) Continue to promote the development and expansion of mass transit, a bicycle network, and pedestrian improvements. Evaluate alternative transit service options to determine the most cost effective transit solution(s) for Bernalillo County.
- 5) Improve the functional location of employment and services.
- 6) Support use of alternative energy sources for transportation.

Policy e

An emergency energy curtailment plan shall be developed through cooperation between governmental agencies and private utilities.

Possible Techniques

- 1) Develop, with agencies and local energy suppliers, emergency contingency plans for energy shortfall episodes to assure essential energy supplies and quickly reduce energy consumption.
- 2) Consider forming an energy consumers coalition, comprised of major commercial and industrial users of conventional energy, to be served a local means for providing information on energy reduction techniques in times of emergency.
- 3) Update the City's administrative instruction on emergency fuel allocation planning.

4. TRANSPORTATION AND TRANSIT

The **Goal** is to develop corridors, both streets and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.

Policy a

The following Table presents ideal policy objectives for street design, transit service, and development form consistent with Transportation Corridors and Activity Centers as shown on the Comprehensive Plan's Activity Centers and Transportation Corridors map in the Activity Centers section. Each corridor will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation.

Possible Techniques

- 1) Provide adequate right-of-way and street capacity to meet mobility and access needs.
- 2) Balance the street system by encouraging bicycling, walking, and use of mass transit in and between the Activity Centers.
- 3) Provide high occupancy vehicle lanes on freeways and along heavily travelled arterial streets.

Possible Techniques for Implementing Corridors

- 4) Review the Zoning and other Ordinances for revisions necessary to facilitate private land use development and redevelopment of mixed-use concentrations of housing and employment that supports transit and pedestrian activity.
- 5) Develop prototype plans and integrating mechanisms that illustrate details of ideal land use, site design, neighborhood interface, public right-of-way features, etc. for each type of corridor as defined by Comprehensive Plan policy.
- 6) Form an inter-agency team to devise ways of evaluating private land use intensity change corridor by corridor, which must occur for the City to rebuild arterial streets with Major Transit or Enhanced Transit characteristics.
- 7) In cooperation with the private sector, develop a balanced program of regulations and incentives designed to attract more jobs near housing concentrations, to target growth to corridors by priority, and to encourage and support Business Improvement Districts in those most committed to achieving the characteristics identified in the above corridors policies.

Table 11 Policy a. CORRIDOR POLICIES

Street Design				
Policy Objective	Express	Major Transit	Enhanced Transit	Arterial
Access Control	limited access	full access	some access control	some access control
Peak Hour/LOS/Auto	LOS D or better	LOS D or better. The City may permit a lower LOS at an intersection by substituting transit improvements for auto improvements. A developer may be allowed to substitute transit improvements, employee travel demand strategies, and mixed use developments which lower overall trip generation, in place of auto based improvements in order to mitigate traffic impacts of a development.	LOS D or better. The City may permit a lower LOS at an intersection by substituting transit improvements which facilitate transit vehicles bypassing congestion at the intersection for auto improvements. A developer may be allowed to substitute transit improvements, employee travel demand strategies, and mixed use developments which lower overall trip generation, in place of auto based improvements in order to mitigate traffic impacts of a development.	LOS D or better
Travel Speed	45-55 mph	30-35 mph	35-45 mph	35-45 mph
Signalized Intersections	decel lanes;right turn lanes	transit/emergency vehicle signal preemption; selected lanes for transit; selected right turn lanes	transit/emergency vehicle signal preemption; selected lanes for transit; some right turn lanes	some decel lanes;some right turn lanes
Transit in Outside Lane	shared with auto	dedication of lane concurrent with transit level of service requirement	generally shared with auto, but with exceptions to facilitate transit movement through intersections	shared with auto
On-Street Parking	no	Permissible on case-by-case basis	Permissible on case-by-case basis	Permissible on case-by-case basis
Pedestrian Circulation	pedestrian connections required from development to transit stops and between adjacent developments	maximize pedestrian connections to transit stops, between adjacent developments, and across the street	maximize pedestrian connections to transit stops and between adjacent developments	pedestrian connections required from development to transit stops and between adjacent developments
Sidewalk	trail or sidewalk, minimum 6 feet wide	12 foot wide sidewalk; as little as 6 feet where there are unalterable constraints	6-8 foot wide sidewalk	6 foot wide sidewalk
Sidewalk Setback	8 feet minimum unless right-of-way constrained	4 feet minimum, may be reduced if wider sidewalk is desirable or should be increased with sufficient right-of-way	4 feet minimum, may be reduced if wider sidewalk is desirable or should be increased with sufficient right-of-way	4 feet minimum, should be increased with sufficient right-of-way
Bicycle Circulation	trail preferred; bike lanes possible	alternate routing or bikes, if possible	based on bike plan	based on bike plan

Transit Service				
Policy Objective	Express	Major Transit	Enhanced Transit	Arterial
Bus Service Type	Express rush hour service	Local; some express	Some local; mostly express	Local; some express
Frequencies:Peak Hour	20-30 minutes	5-10 minutes	5-15 minutes local; 15-30 minutes express	15-30 minutes
Frequencies:Off Peak Hour	Express service	10 minutes maximum, except late evening hours	15-30 minutes local; 60 minutes express	20-45 minutes
Target Service Hours	Approximately 6 am to 9 pm	Approximately 5 am to midnight	Approximately 5 am to midnight	Approximately 6 am to 9 pm
Route & Service Commitment	Long term capital commitment	Long term capital commitment	Long term capital commitment	Flexible
Stations/Stops (Capital Commitment)	Enhanced bus stops at activity nodes; park-n-ride with enhanced stops; bus bays	Varies; amenity based on adjacent uses	Weather-protected bus stops	Weather-protected bus stops at select locations
High Capacity Service (community-wide high capacity study)	Not anticipated	Future service possible	Future service possible	Not anticipated

Development Form				
Policy Objective	Express	Major Transit	Enhanced Transit	Arterial
Building Access from Street	Flexible	Provide major entrance from street	Provide an entrance from street	Flexible
Building Setback	Based on zoning ordinance	Minimum setback; setback to provide landscaping or pedestrian activity areas only	Minimum setback; setback to provide landscaping or pedestrian activity areas only	Based on zoning ordinance
Parking Location	Flexible	Separated from the street by the building	Separated from the street by the building or to the side of the building	Flexible
Parking Reductions	10% allowed if transit stop available; shared parking allowed	10% mandatory and up to 25% encouraged; shared parking encouraged	10-20% encouraged; shared parking encouraged	10% encouraged if transit stop available; shared parking allowed
Employment Density Targets for New Development	Flexible	Floor area ratio of 1.0 - 2.0	Floor area ratio of 0.5-1.5	Flexible
Housing Density Targets for New Development	5-12 du/acres (net)	10-35 du/acre (net)	7-30 du/acre (net)	5-20 du/acre (net)
Modal Hierarchy	Autos Transit Bikes Pedestrians	Transit Pedestrians Autos Bikes	Transit & Autos Pedestrians Bikes	Various accommodations of modal needs

NOTE: Not all the above objectives will be implemented throughout the system due to such constraints as right-of-way width, costs of acquisition etc.

- 8) Review all development standards and ordinances and identify obstacles to achieving the pedestrian and transit orientation necessary in transit corridors; develop modifications which facilitate walking and transit use in areas of suitable land use.
- 9) Identify all funding mechanisms — e.g. Capital Improvement Programs, Metropolitan Transportation Program, Metropolitan Redevelopment Area funds, a development impact fee system — and their potential as implementation tools and incentives for development of corridors, by priority.

Policy b

The City will structure capital expenditures and land use regulations in support of creating additional housing and jobs within Major Transit and Enhanced Transit Corridors, and will promote ongoing public/private cooperation necessary to create private market conditions that support intensified development of jobs and housing in these corridors.

Policy c

In order to add to transit ridership, and where it will not destabilize adjacent neighborhoods, additional dwelling units are encouraged close to Major Transit and Enhanced Transit streets.

Policy d

The frequency of driveways along principal and minor arterial streets will be reduced when possible, toward a spacing frequency of one or two drives per 300 feet of frontage on principal arterials, and one or two drives per 200 feet on minor arterials.

Policy e

The architecture of bridge structures, landscaping, planting and public art shall be incorporated into interstate highway engineering designs in cooperation with the State of New Mexico.

Policy f

Transit planning and implementation shall be coordinated among agencies and area jurisdictions, including identification of high capacity corridors for high occupancy vehicles.

Possible Techniques

- 1) Monitoring and update the Transit Development Program at regular intervals.
- 2) Promote public support of additional taxing sources to be used for public transit.
- 3) Continue to examine the application of various multi-modal transportation technologies.
- 4) Maintain transit public awareness program.
- 6) Solicit cooperation from businesses to support employee use of alternative modes.
- 7) Establish the following land use standards to promote transit use in potential high capacity transit corridors:
 - Reserve land for park and ride lots, transit centers, and transit lanes as necessary upon subdivision or site development plan approval;
 - Encourage high density development in Activity Centers and in other high employment areas;
 - Minimize requirements for commercial and office use off-street parking where effective transportation alternatives exist or can be implemented;
 - Revise the City Subdivision Ordinance to provide for dedication of land for park and ride lots and transit (transfer) centers.
- 8) Coordinate efforts by the City and County to promote alternative modes.
- 9) Coordinate transit and paratransit services from outlying communities.
- 10) Implement City and County ridesharing programs as models for businesses.

Policy g

Pedestrian opportunities shall be promoted and integrated into development to create safe and pleasant non-motorized travel conditions.

Possible Techniques

- 1) Develop a pedestrian improvement plan to include, but not limited to, the identification of candidate auto-free and auto-restricted areas in appropriate parts of Major Activity Centers (Downtown, possibly Uptown) and Community Activity Centers (Old Town, University neighborhoods).
- 2) Conduct pedestrian studies in areas of heavy pedestrian activity to identify improvements needed for safety, efficiency, capacity, and amenity.
- 3) Construct pedestrian improvements identified in the pedestrian plan. Finance through assessment districts, Tax Increment Financing, and Community Development Block Grants.
- 4) Achieve by subdivision review and by acquisition of rights-of-way.
- 5) Certify compliance with the setback provision of the Sidewalk Ordinance in subdivisions with traditional design orientation.
- 6) Coordinate with City/County Public Works and Parks and Recreation planning.
- 7) Establish fringe parking around pedestrian-oriented areas.
- 8) Encourage home delivery service.
- 9) Improve design provisions and other requirements for barrier-free construction design for the elderly and handicapped.

Policy h

A metropolitan area-wide recreational and commuter bicycle and trail network which emphasizes connections among Activity Centers shall be constructed and promoted.

Possible Techniques

- 1) Implement Bikeway Network with Bikeway Advisory Committee and the annual Transportation Improvement Program
- 2) Coordinate bikeway construction and street improvements; finance through Capital Implementation Program, Federal funding and other available resources.
- 3) Require new subdivision and planned unit developments to dedicate rights-of-way for bikeways, separate from streets where appropriate.
- 4) Require commercial and service centers to make provisions for bicycle access and parking and encourage businesses to support employee use of the bicycle network.
- 5) Incorporate bikeways into the arroyo trail system.
- 6) Provide separation for bikeways and pedestrianways where feasible.
- 7) Provide permanent bike lanes on any new river crossings.
- 8) Assess the feasibility and possible location of an equestrian trail system with an analysis of adjacent land use that will accommodate the boarding of horses.
- 9) Form a City/County trails task force to advise with trail network planning.

Policy i

Street and highway projects shall include paralleling paths and safe crossings for bicycles, pedestrians, and equestrians where appropriate.

Possible Techniques

- 1) Coordinate policy with the Annual Transportation Improvement Program and the Long Range Roadway System Plan, through the urban transportation planning process.
- 2) Certify project consistency with trail plans.

Policy j

For each mode, potential transportation/emergency response hazards such as grade crossings, obsolete street geometry, and inadequate street lighting shall be minimized.

Possible Techniques

- 1) Plan the street system to provide emergency vehicles with direct routes to all parts of the city.
- 2) Plan bicycle and pedestrian paths for accessible law enforcement and for surveillance by area residents.
- 3) Continue emergency response training for hazardous waste transportation accidents.
- 4) Identify and map those streets serving as primary routes for emergency vehicles.
- 5) Design major streets as all-weather facilities, functional during 100-year flood events.

Policy k

In currently developed areas, efficiency of existing arterial streets shall be increased in preference to addition of new freeways.

Possible Techniques

- 1) Improve signalization, median control; consolidate and/or limit access, improve pavement quality, intersection capacity, striping, and channelization of existing arterials and other Transportation System Management (TSM) programs determined effective.
- 2) Coordinate policy with the Transportation Improvement Program and the Long Range Roadway System Plan through the Urban Transportation Planning Process.
- 3) Include Plan goals and policies in street location and improvement studies.
- 4) Maximize potential of all forms of ridesharing (buses, carpools, vanpools, etc.) by providing priority treatment (park and ride lots, special lanes and/or freeway ramps, and priority signalization) and other effective transportation system management actions.
- 5) Apply regional travel demand forecasting techniques in developing a generalized understanding of the benefit/cost values of implementing or expanding ridesharing and other TSM programs.

Policy l

In the newly developing areas, a portion of the street system should focus on arterial roads upon which vehicles encounter few stops.

Possible Techniques

- 1) Coordinate policy with the Transportation Improvement Program and the Long Range Roadway System Plan through the urban transportation planning process.
- 2) Involve all pertinent agencies in roadway location studies to specify routes and design.
- 3) Limit access along arterials where appropriate, consider landscaping, buffering and limiting the speed and type of vehicles allowed.

Policy m

In rural areas, an all-weather circulation system allowing year-round access to existing and planned development shall be established, with construction standards based on a hierarchy of use. Roads should fit the topography of the area traversed as well as the scale of travel needs.

Possible Techniques

- 1) Use Federal road classification system for Rural Areas.
- 2) Discourage widening of rural roads carrying primarily local traffic.
- 3) Investigate alternate width and shoulder requirements for rural roads.

Policy n

Important environmental and cultural resources should continue to be considered in roadway planning, design, and construction to minimize harmful effects and engineering costs of facilities.

Possible Techniques

- 1) Conduct an environmental analysis and prepare environmental documentation including appropriate mitigation techniques for each major transportation project. These techniques may include public acquisition of additional land.

Policy o

Peak hour demands on the circulation system should be decreased.

Possible Techniques

- 1) Develop and implement an areawide transportation demand management program.
- 2) Encourage private business to provide incentives to alternatives to private automobile commuting.
- 3) Promote carpooling, vanpooling, and other transportation alternatives.
- 4) Promote staggered work time and compressed work week in government and private business.
- 5) Improve public transit service, (including express bus commuter service) to major employment centers, to improve effectiveness in terms of travel time and convenience.
- 6) Improve the transit system to facilitate connections among such travel modes as train, inter-city bus, Activity Center circulators, and other paratransit (e.g. van pools).
- 7) Locate higher density development to balance bi-directional peak hours traffic flows on major streets.

Policy p

Efficient, safe access and transfer capability shall be provided between all modes of transportation.

Possible Techniques

- 1) Provide efficient accessibility to multi-modal transfer terminals (e.g. Albuquerque International Airport, University of New Mexico) via interstate and arterial highway system connections with inter-city and intra-city buses, taxis future rail transit and other services.
- 2) Initiate a bus-bike system which transports bicyclists and bicycles.
- 3) Provide bicycle parking facilities such as high security racks or lockers at Activity Centers, selected bus stops or in park-and-ride locations.
- 4) Provide park-and-ride facilities in areas of heavy travel demand.

- 5) Apply regional travel demand forecasting techniques to assess the effectiveness of inducing greater use of existing transportation system capacity through multi-modal usage.
- 6) Establish mode share objectives; monitor mode effectiveness.
- 7) Develop service performance standards for evaluating the need, type and location of connecting transfer facilities.
- 8) Identify multi-modal needs and opportunities for passengers and freight transportation, and design transportation facilities for multi-modal access.
- 9) Continue development of the transit system to facilitate connections among such travel modes as train, inter-city bus, taxis, and para-transit (e.g. van pools).
- 10) Develop a multi-modal transportation center Downtown.

Policy q

Transportation investments should emphasize overall mobility needs and choice among modes in the regional and intra-city movement of people and goods.

Possible Techniques

- 1) Provide adequate street capacity and right-of-way to meet mobility and access needs.
- 2) Improve the effectiveness of the existing street system by encouraging bicycling, walking, and use of mass transit in and between the Activity Centers.
- 3) Consider providing high occupancy vehicle lanes on the Interstate Highways.

5. HOUSING

The Goal is to increase the supply of affordable housing; conserve and improve the quality of housing; ameliorate the problems of homelessness, overcrowding, and displacement of low income residents; and assure against discrimination in the provision of housing.

Policy a

The supply of affordable housing, shall be preserved and increased and the opportunity to obtain standard housing for a reasonable proportion of income assured.

Possible Techniques

- 1) Assess the City's housing inventory to determine the amount and distribution of rental and owner-occupied units affordable to lower income groups, including the homeless; update the study every three years.
- 2) Form a working group composed of representatives from public and private sectors and staffed by the City Department of Family and Community Services to evaluate affordability of housing to all income groups.
- 3) Institute strategies to minimize the displacement of low income people from affordable housing.
- 4) Secure public and private resources, and create a range of incentives to encourage production and wide distribution of all types of affordable housing.
- 5) Investigate innovative financing methods to maintain an adequate supply of low and moderate income housing.
- 6) Monitor the percentage of housing developed with public resources in each census tract and construct assisted housing in those tracts with low percentages (less than 15%).
- 7) Periodically review of the effects of development controls on housing costs.

Policy b

Quality and innovation in new housing design and construction shall be promoted and quality of existing housing improved through concentrated renovation programs in deteriorating neighborhoods.

Possible Techniques

- 1) Monitor the number of substandard housing units. Target housing rehabilitation programs to improve substandard dwellings.
- 2) Use public and private financing and other means to increase the number of rehabilitated substandard housing units.
- 3) Integrate housing rehabilitation programs with neighborhood revitalization programs.
- 4) Improve housing quality by compliance with the Zoning Ordinance and the Housing Code throughout the City; provide adequate financial support for systematic code enforcement.
- 5) Structure an incentive program, aimed at rental and non-rental housing markets, lenders and local government officials, to stimulate renovation of deteriorated and substandard housing.
- 6) Examine amending City and County ordinances to permit zoning bonuses and tax abatement incentives for rehabilitation.
- 7) Revise any City and County ordinances that restrict innovation in new housing design and construction.

Policy c

The displacement of low income households, shall be ameliorated and the objectives of historic preservation and conservation of affordable housing balanced.

Possible Techniques

- 1) Monitor the effects of home improvement and preservation programs on nearby land costs, property values and rents, and conversion to non-residential uses.
- 2) Establish strategies to minimize displacement of low income people from affordable housing by: (1) identifying funding to assist individuals and families whose homelessness has been caused by displacement; and (2) coordinating the work of local government agencies.

Policy d

Availability of a wide distribution of decent housing for all persons regardless of race, color, religion, sex, national origin, ancestry, or handicapped status shall be assured.

Possible Techniques

- 1) Enforce the Human Rights Ordinance provisions that prohibit housing discrimination.
- 2) Provide information on fair housing practices to owners, tenants, lending institutions, and real estate associations through the Public Interest Research Group and housing and lending associations.
- 3) Complete an analysis of housing demographics and use the information to target locations for ordinance enforcement activities and to select sites for new public housing.
- 4) Integrate a fair housing system with other City and County activities aimed at preventing discrimination.

Policy e

Encourage efficiencies in the public development review process and reduce unnecessary construction costs, but balance short-term benefits of delivering less costly housing with long-term benefits of preserving investment in homes and protection of quality of life.

Possible Techniques

- 1) Review administrative rules (e.g., Development Process Manual) periodically for ways of expediting the development review process.
- 2) Disseminate ideas on quality, and efficient land use development.
- 3) Eliminate unnecessary costs or time delays caused by governmental organization or administrative process.
- 4) Keep building codes current with the state of the art; allow or require materials aimed at reducing costs without sacrificing dependability and public safety.

6. ECONOMIC DEVELOPMENT

The Goal is to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

Policy a

New employment opportunities which will accommodate a wide range of occupational skills and salary levels shall be encouraged and new jobs located convenient to areas of most need.

Possible Techniques

- 1) Provide incentives to prospective employers through use of municipal industrial revenue bonds, planning activities, utility extensions, and support of recruitment and training services.
- 2) Encourage expansion of export-based business to strengthen the economy.
- 3) Encourage prospective employers willing to hire local residents and able to diversify the employment base.

Policy b

Development of local business enterprises as well as the recruitment of outside firms shall be emphasized.

Possible Techniques

- 1) Offer incentives to local employers to expand the existing employment base.

Policy c

Opportunities for improvement in occupational skills and advancement shall be encouraged.

Possible Techniques

- 1) Support educational institutions offering adult education programs appropriate to the emerging employment base.
- 2) Encourage prospective employers to cooperate in offering training and recruitment programs.
- 3) Provide more efficient distribution of employment information on the unemployed.

Policy d

Tourism shall be promoted.

Possible Techniques

- 1) Promote recreational, athletic, and cultural programs and events of a regional nature.
- 2) Develop and support convention related facilities.
- 3) Manage development and change to retain and enhance unique features which give this area its identity.
- 4) Promote tourism and educational use of the Open Space network and archaeological sites through construction of appropriate facilities, trails, interpretive centers, and picnic areas.

Policy e

A sound fiscal position for local government shall be maintained.

Possible Techniques

- 1) Prepare and annually review an integrated strategic plan for local government.
- 2) Relate planning and development priorities to achieving fiscal solvency.

Policy f

The City and the County should remove obstacles to sound growth management and economic development throughout the community.

Possible Techniques

- 1) Prepare an area-wide economic development strategy.
- 2) Identify obstacles to private investment (obsolete platting, deteriorating building conditions, public perception, vacancies, obsolete land uses, and high crime areas) through surveys, economic base analysis, and market studies.
- 3) Target economic incentive programs to promote equitable economic development conditions throughout the community.
- 4) Develop strategies to correct problems of disinvestment.

Policy g

Concentrations of employment in Activity Centers should be promoted in an effort to balance jobs with housing and population and reduce the need to travel.

7. EDUCATION

The **Goal** is to provide a wide variety of educational and recreational opportunities available to citizens from all cultural, age and educational groups.

Policy a

A variety of opportunities for post secondary and adult education and training shall be supported.

Possible Techniques

- 1) Continue support for existing and expanded adult educational programs and institutions.
- 2) Actively support attempts to provide aid to public and private schools.

Policy b

Stronger communication and planning links with area schools and educational institutions shall be established.

Possible Techniques

- 1) Improve coordination among the Albuquerque Public Schools, the City, and the County in long range planning efforts and other relevant matters.
- 2) Cooperate on joint use of public facilities and sites.

Policy c

Library services shall be expanded and made more accessible to people at a neighborhood and community level.

Possible Techniques

- 1) Consider feasibility of opening school libraries longer hours to serve broader community needs.
- 2) Improve coordination between the School District, the City, the County and the State public libraries for cooperative use of learning materials and facilities.
- 3) Increase funding for all aspects of library system, including personnel.
- 4) Investigate regionalization of the library system.
- 5) Continue City/County library services consolidation.

Policy d

Efforts should be made to integrate educational programs with the natural and cultural environments.

Possible Techniques

- 1) Preserve areas of scientific, natural, historic and cultural interest for educational as well as recreational purposes; include environmental studies in primary, secondary, and post secondary educational programs.
- 2) Provide environmental teaching resources for the classroom.
- 3) Use selected Major Public Open Space sites as an outdoor laboratory or classroom.

Policy e

Variety and flexibility in educational and recreational resources shall be encouraged through joint use of facilities.

Possible Techniques

- 1) Continue use of the Rio Grande Zoo as a site for concerts and art exhibits.
- 2) Continue cultural activities (concerts, plays, art shows) in the park system and other private and public sites.
- 3) Continue joint use of educational/recreation facilities and the Open Space network:
 - continue planning for joint school/park sites.
 - continue to locate joint use swimming pools on high school sites.
 - locate tennis or multi-purpose play courts on all secondary school sites.
 - encourage use of Albuquerque Public School and University of New Mexico buildings for jointly sponsored recreational programs.
 - allow use of facilities by non-profit groups.
- 4) Develop and maintain a trail network, separated from motorized traffic, to serve all schools and parks, and to serve both recreation and transportation purposes to combine pleasure and exercise with daily commuting.

Policy f

A botanical garden with an educational emphasis should be established.

Possible Techniques

- 1) Develop a plan for funding and constructing a City/County botanical garden.
- 2) Develop and implement programs to perpetuate vegetation native to or found in the semi-arid grasslands, mountains, and waters of the Southwest.
- 3) Conduct and stimulate programs of education and public interest by providing demonstration gardens, historic garden types, and life-zone gardens.

Policy g

Adult literacy shall be increased.

Possible Techniques

- 1) Support educational institutions in maintaining data bases which identify client groups.
- 2) Support Graduate Equivalent Diploma and other continuing education programs.

Policy h

Public awareness of substance-abuse and resulting problems shall be promoted.

Possible Techniques

- 1) Establish inter-agency cooperative program designed to target at risk populations, and provide preventive education, counseling and referral.

Policy i

The City's Cultural Plan with specific goals, policies, and action strategies, shall serve the Comprehensive Plan. The Cultural Plan, available separately, shall be updated in the same fashion as all other Comprehensive Plan elements.

8. HUMAN SERVICES

The **Goal** is to site human service facilities in locations that provide the greatest possible access to services, and to consider human rights and human service needs in development and redevelopment throughout the **Plan** area.

Policy a

Zoning, land use, transportation and economic development strategies shall be consistent with the goal of maximizing access to human services.

Possible Techniques

- 1) Review land use and the Zoning Ordinance to ensure access to human services.
- 2) Review economic development proposals to ensure access to human services.

Policy b

Establish community-based residential care facilities equitably throughout the City and County.

Possible Techniques

- 1) Amend the City and County Zoning Ordinances to define and appropriately regulate community residential care facilities to balance the need for such facilities with neighborhood impact.

Policy c

Development's negative effects upon individuals and neighborhoods shall be minimized.

Possible Techniques

- 1) Develop objective criteria to measure social impacts of land development.

9. PUBLIC SAFETY

The **Goal** is to develop a safe and secure community in cooperation with the public and other governmental agencies.

Policy a

A strong fire prevention and suppression program to protect lives and property shall be maintained.

Possible Techniques

- 1) Provide a budget and personnel adequate to perform annual inspections of structures and the required number of code-enforcement and building plan examinations.
- 2) Provide a budget and personnel adequate for response necessary to protect lives and property and minimize insurance rates.
- 3) Review and update City and County fire code standards as necessary.
- 4) Provide an on-going fire prevention educational program in the public and private schools and the media.
- 5) Upgrade the arson investigation and training programs.
- 6) Employ modern techniques and equipment to surpress fires and manage emergency/ disaster conditions.
- 7) Ensure the best use of fire-resistant construction materials.
- 8) Maintain the water distribution system at an adequate pressure and capacity level and improve it where necessary to effectively surpress fires.

Policy b

Emergency preparedness capabilities shall be maintained.

Possible Techniques

- 1) Utilize hazard program plans based on analysis of the metropolitan area.
- 2) Maintain state-of-the-art training by participation in on-going staff training programs.

Policy c

Effective and efficient use of technological and human resources shall be maximized.

Possible Techniques

- 1) Maintain adequate personnel and records to continuously track crime trends.
- 2) Assure adequate funding of training programs and state-of-the art equipment necessary to conduct periodic needs analysis.

Policy d

Emergency and routine crime prevention efforts shall be continued and improved.

Possible Techniques

- 1) Participate with other local governments in identifying causes of police service problems, (i.e. changing demographics, urban growth patterns,) which could be addressed through planning.
- 2) Develop ability to forecast threats to public safety and respond with preventive measures, such as the Neighborhood Watch and Crimestoppers, programs.
- 3) Develop partnerships with all community elements to reduce and prevent crime.
- 4) Review development plans to ensure design which minimizes the potential for crime.
- 5) Provide an on-going safety and crime prevention education program in schools.

Policy e

Police protection, law enforcement, and optimum use of the criminal justice system shall continue to be emphasized as priority activities of City and County government.

Possible Techniques

- 1) Maintain adequate facility, equipment, and personnel resources to train for and respond to public protection needs.
- 2) Cooperate with other governmental law enforcement agencies at the local, state, and federal level to eliminate duplication of law enforcement efforts and maximize effectiveness.
- 3) Expedite the processing of offenders through the criminal justice system through intergovernmental coordination and support of adequate budgets.

Policy f

Implement a comprehensive system of emergency medicine and rescue services.

III. MONITORING & IMPLEMENTATION

MONITORING AND IMPLEMENTATION

New Mexico's municipal planning legislation expects local governments to act on implementing the Plan after its adoption. Commitments to several categories of action are necessary to achieve the Plan's purposes.

A. MONITORING

Every plan must have a means to note both its accomplishments and shortcomings, thus providing a measure by which future actions can be undertaken. This function was formerly provided by the Goals Commission.

The Plan, when adopted in 1988, proposed a biennial systematic evaluation to assess its achievements and shortcomings. The evaluations were to examine the Goals endorsed by the Commission (mainly derived from the Comprehensive Plan), assess progress toward achieving them, and recommend City and County work program priorities. One biennial evaluation occurred (1990) resulting in an amendment of the Plan in several policy categories.

- Open Space acquisition - investigate alternative funding mechanisms for open space such as stronger open space dedication ordinance provisions, general obligation bonds, or sales tax.
- Park Planning and Development Guidelines - investigate density bonuses or other incentives to promote park dedication, linkages or facilities.
- Environmental Standards - review existing City and County development regulations protecting environmental resources and devise standards to improve and maintain those resources.
- Transit Improvements - revise development regulations to promote transit capital improvements: investigate use of an impact fee to fund park-and-ride lots.
- City Zoning Code - review to include:
 - a) site plan requirements and development standards to reduce the need for SU-1 zoning;
 - b) standards which minimize environmental damage to any portion of the Open Space network permitted to develop;
 - c) development requirements and review criteria and processes which avoid needless environmental alterations and degradation;
 - d) standards to ensure protection of cultural and historic resources by the possible development and application of a model Archaeological Preservation and Management overlay zone.

- Bernalillo County Comprehensive Zoning Ordinance - review to enact:
 - a) adequate development/performance standards which protect Rural and Semi-Urban areas natural and cultural resources;
 - b) appropriate standards and zoning for Planned Communities;
 - c) requirements for the location of noise-producing and noise-sensitive land uses;
 - d) requirements regarding the definition of and the zoning for residential care facilities;
 - e) protection of cultural and historic resources by the possible development and application of a model Archaeological Preservation and Management overlay zone.

B. OTHER PROGRAMS AND PROJECTS

Many pertinent measures other than regulatory ordinances can be enacted to reinforce and insure the Comprehensive Plan's success. The following measures to provide ongoing support, development, and maintenance should be considered:

- Establish economic and environmental impact analyses guidelines for major development projects;
- Formulate a city-wide redevelopment strategy that includes public/private cooperation;
- Conduct an area-wide land use and zoning study that leads to the creation of an industrial location policy sensitive to transportation, environmental, fiscal, and economic affects;
- Implement a comprehensive program to prevent hazardous and solid wastes from entering the groundwater supply;
- Continue the archaeological survey and establish a site management program;
- Establish administrative guidelines and/or processes for land use policy integration with transportation and utility systems expansion;
- Establish a comprehensive housing program which plans low-cost residences;
- Develop a strategic planning process that maintains local government's fiscal position;
- Carry out an area-wide outdoor recreation plan;
- Review transit-related goals of the Plan in conjunction with the update of the Metropolitan Transportation Plan.

C. PRIMARY PLANNING PRIORITIES

After adopting this new Plan (1988, as subsequently amended) by Albuquerque and Bernalillo County's elected officials, there are several analyses which should be initiated. The priority analyses are:

- Density distribution- identify appropriate large subareas for analysis of whether the gross residential density of the area is consistent with the policies of this Plan. Water pressure zones, Plan development areas, and Census Tract boundaries are relevant for this purpose. (Appendix E)
- Activity Centers Implementation Plan - an areawide analysis of existing conditions, land use, zoning, environmental features, and infrastructure capacity will provide the criteria for locating and developing Activity Centers. The criteria will determine uses, activities, size, spacing, and design requirements;
- Open Space and Outdoor Recreation Management Plan - analyze resource and use limitations for portions of the Open Space network that are not publicly owned. The study will verify acquisition priority (in accordance with the existing acquisition/priority list), recommend preservation techniques for protected areas, and assess development impacts upon the remainder of the network;
- Sub-areas planning - prioritize sub area planning needs, opportunities, and Comprehensive Plan policies and goals implementation. Relate sub-area boundaries to infrastructure and drainage provisions.

Each planning project should be guided by a work program identifying tasks, personnel, requirements, and coordination needs. The work program should begin after the Plan's adoption.

D. THE ALBUQUERQUE PROGRESS REPORT

In the 1980's the Albuquerque/Bernalillo County Goals Commission worked to establish a number of community Goals, derived mainly from the Comprehensive Plan, which would become useful to the Mayor, the City Council, and to the Bernalillo County Commission in establishing annual objectives in ongoing planning and programming of resources. The Goals came to guide discussions and for preparation of annual budgets, notably the narrative description of work planned each year by each department, and how the work would cut across department functions and move toward accomplishment of the Goals.

The Plan, when adopted in 1988, proposed a periodic systematic evaluation to assess its achievements and shortcomings, to be conducted biennially. The proposed evaluation was to examine Goals, assess progress toward achieving them, and determine City and County work program priorities.

The Indicators Progress Commission, supported by the Mayor's office of Management and Operations Improvement (OMOI) replaced the Goals Commission. About every two years the OMOI publishes the Albuquerque Progress Report, an abbreviated version of which may be accessed on the City's web site. The Report contains benchmarks and measures of selected indicators that, over time, one can use to review progress being made toward the Goals as the metropolitan area grows and changes. In this same way, one may observe progress with respect to the Comprehensive Plan's goals and principles.

E. INTERJURISDICTIONAL COORDINATION

Although multi-county inter-governmental coordination, cooperation, and regional planning issues are complex, the Albuquerque/Bernalillo County planning effort must address and command attention to issues affecting the larger metropolitan area and the region. Aside from Albuquerque and communities in Bernalillo County, the Plan affects adjacent jurisdictions and the tribal governments. Common interests bind these jurisdictions together.

Jurisdictional distinctions are challenges to accomplishing the Plan's goals and policies. Neighboring jurisdictions have a vested interest in the Plan's success because of the area's interdependence. City and County actions will have many direct and indirect effects upon the jurisdictions in the region. A regional general plan would address all area jurisdictions with the aforementioned interdependence and interrelationships.

F. PLAN AMENDMENT

Agencies, boards, commissions, elected officials, public service organizations, and citizens may propose amendments to the Albuquerque/Bernalillo County Comprehensive Plan. Proposed amendments should be based upon analysis which substantiates the change.

Section 4 of this Plan's 1988 adopting resolution contains the standards for amending the Plan. It also notes the fundamental importance of the City Plans Ordinance, Art.7-4 R.O. 1974, as to Plan amendments. Procedures for amending the Plan are:

- 1) Schedule a pre-application discussion with the City Planning Department. The discussion will give the applicant an assessment of the proposed amendment.
- 2) Obtain and complete an application form from the City Planning Department. The complete application should be accompanied by the appropriate Plan amendment material (e.g. analysis justifying amendment, maps). An application fee, waived when either the City or the County apply, initiates the amendment process for other sponsors. .
- 3) Amendment scheduling occurs upon receipt of a complete application. Proposed Plan amendments are normally scheduled for public hearing by the Environmental Planning Commission and the County Planning Commission within eight weeks.
- 4) The proposed amendment is submitted to City and County departments and special districts for review and comment. An interagency review meeting is held at the beginning of the review period.
- 5) Agency comments on the proposed amendment are incorporated into the staff's report and analysis. The recommendations are conveyed to the Planning Commissions for public hearing.
- 6) Reports and recommendations of the staff and Planning Commission will be forwarded to the Mayor and the City Council and to the Bernalillo County Commission.
- 7) The City Council and Bernalillo County Commission normally hold a hearing only after receiving the staff and the Planning Commission's recommendations. Plan amendment proposals are normally scheduled for public hearing by the City Council and by the Board of County Commissioners within 10 weeks after the application is filed; if the schedule is inappropriate to either the Environmental Planning Commission or the County Planning Commission, the respective body may send a request to the City Council and to the Bernalillo County Commission asking for a time extension.
- 8) The Plan may be amended only after the City Council and the Bernalillo County Commission have held at least one public hearing at a time and place identified in a public notice in a daily newspaper of general circulation in Albuquerque. The notice shall be published at least fifteen days before the hearing date, provide a description of the proposed amendment's character, and the place where copies of the amendment may be examined.

APPENDICES

A. PLAN REVISION COMMITTEES

COMPREHENSIVE PLAN REVISION OVERSIGHT COMMITTEE, 1986-1988

Ms. Ida Pearl "Skootie" Jeffers
Past Chairman
Environmental Planning Commission

Mr. Elmer Sproul
Albuquerque Council

Mr. H. Barker
Past Chairman
Environmental Planning Commission

Ms. Aileen Gatterman
League of Women Voters
and Member, Bernalillo
County Planning Commission

Ms. Nadyne Bicknell
City Councillor
City of Albuquerque

Mr. Steve Schroeder
Coalition of Albuquerque
Neighborhoods

Ms. Judy Chreist
Member
Environmental Planning Commission

Mr. Mike Dontje
Executive Vice President
Homebuilders Association
of Central New Mexico

Mr. Joe Boehning
Westside Council and Member
Environmental Planning Commission

Mr. Robert McCabe, AIA
Chamber of Commerce
Metropolitan Affairs Committee

Ms. Mary Anne Norton
City/County Unification Committee

Mr. Robert Johns, ASLA
Albuquerque Beautification Committee

Mr. Ron Brown
Open Space Task Force and
Advisory Board, City of Albuquerque

Mr. Bob Luna, Member
Air Quality Board

Mr. Howard Mock
Past President
Chamber of Commerce

Mr. Stanley Hatch
Westside Council and
Rio Rancho City Attorney

PLAN REVISION TECHNICAL TEAM AGENCIES, 1986-1988

- Planning Department

- Advance Planning Division
- Redevelopment Division
- Capital Implementation Division
- City/County Zoning

- Public Works Department

- Hydrology and Special Planning Division
- Planning (Utilities) Division
- Transportation Planning Division

- Environmental Health Department

- Program Support Division, Planning and Development
- Environmental Services Division
- Consumer Protection Division

- Human Services Department

- Research, Planning, Evaluation and Project Management

- General Service Department

- Resource Management Division

- Parks and Recreation Department

- Open Space Division

- Transit and Parking Department

- Marketing/Planning

- Legal Department

B. SELECTED BIBLIOGRAPHY

BIBLIOGRAPHY

INTRODUCTION

Background

Alberts, Don E. Ballons to Bombers: Aviation in Albuquerque, 1882-1945. Albuquerque: Museum of Albuquerque. 1987.

Balcolm, Kenneth C. A Boy's Albuquerque: 1898-1912 Albuquerque

Bauer, Paul, Lozinsky, Richard P. Condie, Carol J., Price, Greer L. Albuquerque: A Guide to its Geology and Culture. Scenic Trip Series. Number 18. Socorro: New Mexico Institute of Mining and Technology. 2003

Biebel, Charles. Making the Most of It: Albuquerque During the Great Depression. Albuquerque: The Museum of Albuquerque. 1986.

Browne, Lina Fergusson. Trader on the Santa Fe Trail: Memoirs of Franz Huning. Albuquerque: Calvin Horn Publishers. 1978.

Casteel, Bette D. Old Town Albuquerque - The 1940's and a Little Beyond. Corrales, NM. Privately Printed. 1986.

Crane, David A. and Associates. Quality in Environment: An Urban Design Study for the City of Albuquerque, New Mexico. Albuquerque: City of Albuquerque, Community Renewal Program, 1970.

City of Albuquerque, Goals for Albuquerque Committee. Goals Committee Revision of Policies Element of Albuquerque/Bernalillo County Comprehensive Plan. Albuquerque: City of Albuquerque, 1984.

_____. Growth in the Quality of Life: Final Report of the Goals for Albuquerque Committee 1983-1984. Albuquerque: City of Albuquerque, 1984.

_____. Development Impact Assessment Models: Case Studies and Recommendations. Albuquerque: University of New Mexico, 1986.

_____. Planning Department. Albuquerque Data Book. Albuquerque: City of Albuquerque, 1986.

_____. Demographic Projections for the Albuquerque Area 1986-1992: Final Report - Methodology and Findings. Albuquerque: City of Albuquerque, 1986

Fergusson, Erna. Albuquerque. Albuquerque: Merle Armitage Editions. 1947.

Freeman, Patricia. Southeast Heights Neighborhoods of Albuquerque: A History and Civic Guide. Privately Printed. 1993

Freilich, Leitner, and Carlisle. Quality Growth Program for the Albuquerque Metropolitan Area. Albuquerque: City of Albuquerque, 1984.

Hertzog, Peter. Old Town Albuquerque. Santa Fe: Sunstone Press. 1999

Jacobs, Jane. The Death and Life of American Cities.

Jacobs, Jane. The Economy of Cities.

Johnson, Byron. Old Town Albuquerque, New Mexico: A Guide to its History and Architecture. Albuquerque: Albuquerque Museum. 1980.

Keleher, William A. Memoirs: 1921-1967, New Mexico Items. Santa Fe: Rydal Prell, 1969.

Kelly, Vincent C. Albuquerque: Its Mountain, Valley, Water, and Volcanoes. Socorro: New Mexico Institute of Mining and Technology. 1969.

Kent, T. J. The Urban General Plan. Berkeley: The University of California Press

Johnson, Susan Strand and Associates. Updating the Albuquerque/Bernalillo County Comprehensive Plan: Issues. Albuquerque: City of Albuquerque, 1981.

Middle Rio Grande Council of Governments. Middle Rio Grande Conservancy District Development Statement. Albuquerque: Middle Rio Grande Council of Governments, 1983.

_____. 1980 Socioeconomic Characteristics Data Analysis Subzones Urban Albuquerque. Albuquerque: Middle Rio Grande Council of Governments, 1985.

_____. 1985 Population and Housing Estimates for the Albuquerque Urban Area. Albuquerque: Middle Rio Grande Council of Governments, 1985.

Oppenheimer, Alan J. The Historical Background of Albuquerque, New Mexico. Albuquerque: City of Albuquerque, Planning Department. 1962.

Price, V.B. City at the Edge of the World. Albuquerque: The University of New Mexico Press.

Preston, Christine; Preston, Douglas; and Esquibel, Jose. The Royal Road: El Camino Real from Mexico City to Santa Fe. The University of New Mexico Press. 1998.

Sanchez, Joseph P. The Rio Abajo Frontier: A History of Early Colonial New Mexico, 1540-1692. Albuquerque: The Museum of Albuquerque. 1987.

Simmons, Mark. Albuquerque: A Narrative History. Albuquerque: The University of New Mexico Press. 1982.

Stanley F. The Duke City: The Story of Albuquerque, New Mexico, 1706-1956. Pampa: Pampa Press. 1963.

Treedle, T.B. New Mexico Municipal Code. Albuquerque: University of New Mexico, 1967.

Wilson, Chris. University Neighborhoods History Handbook. Albuquerque: Privately Printed. 1986

Williamson, Robert B. and McDonald, Brian M. Urban Development and Concentration in Albuquerque in the 1990's. Albuquerque: Bureau of Business and Economic Research, the University of New Mexico for City of Albuquerque Planning Department.

Land Use

City of Albuquerque, Planning Department. 1985 Land Use Plan. Albuquerque: 1964.

____ . Thorofare Plan. Albuquerque, City of Albuquerque, 1964.

____ . Parks and Recreation Master Plan. Albuquerque: City of Albuquerque: 1964.

____ . Master Plan for Water Supply for Albuquerque and Environs. Albuquerque: 1963.

____ . Master Plan for Sanitary Sewers and Sewage Treatment Works. Albuquerque: 1964.

City of Albuquerque Planning Department. Albuquerque/Bernalillo County Comprehensive Plan Metropolitan Areas and Urban Centers. Albuquerque: 1975.

____ . Policies Plan. 1975.

____ . Open Space Plan. 1975.

____ . Senior Citizens Satellite Centers. 1978.

____ . Albuquerque/Bernalillo County Comprehensive Plan Revision: Review of the Urban Centers Element. Albuquerque: City of Albuquerque, 1985.

____ . East Mountain Area District Plan: Part 3, Land Use Plan. Albuquerque: City of Albuquerque, 1975.

____ . Municipal Development Department. Albuquerque/Bernalillo County Comprehensive Plan Revision: Land Absorption Potential Study. Albuquerque: City of Albuquerque, 1985.

____ . Infill Development Prototype Study: San Mateo/Central Area. Albuquerque: City of Albuquerque, 1984.

____ . Northwest Mesa Area Plan. Albuquerque: City of Albuquerque, 1980.

____ . Open Space Management Plan. Albuquerque: City of Albuquerque, 1980.

____ . Supplement to the Major Open Space Element of the Albuquerque/Bernalillo County Comprehensive Plan. Albuquerque: City of Albuquerque, 1984.

____ . Planning Department. Facility Plan for Arroyos. Albuquerque: City of Albuquerque, 1985.

____ . Generalized Land Use Map. Albuquerque: City of Albuquerque, 1985.

____ . Northwest Mesa, Land Use Study. Albuquerque: City of Albuquerque, 1983.

____ . Sandia Foothills Area Plan. Albuquerque: City of Albuquerque, 1984

____ . Southwest Area Plan, Existing Conditions. Albuquerque: City of Albuquerque, 1985.

____ . Southwest Area Plan Goals and Issues. Albuquerque: City of Albuquerque, 1985.

Kelly and Potter Law Firm. “Analysis of Existing Land Use Controls and Issues.” Albuquerque: City of Albuquerque, Planning Library, 1985.

____ . “Legal Opportunities and Constraints for Land Use Controls.” Albuquerque: City of Albuquerque. 1985.

National Park Service, Southwest Regional Office. Draft Environmental Impact Statement: Petroglyph National Monument, General Management Plan. Santa Fe: 1991

United States Department of Agriculture, Soil Conservation Service. Important Farmlands Rio Grande Valley, Bernalillo County. Washington D.C.: Government Printing Office, 1980

United States Department of the Interior, Bureau of Land Management. Rio Puerco Resource Management Plan. Albuquerque: United States Bureau of Land Management, 1985.

University of New Mexico, Technology Applications Center, Environmental Inventory and Mapping for Bernalillo County. Albuquerque: University of New Mexico Technology Applications Center, 1986.

ENVIRONMENTAL PROTECTION AND HERITAGE CONSERVATION

Hacker, Leroy W. Soil Survey of Bernalillo County and Parts of Sandoval and Valencia Counties, New Mexico. Washington D.C.: U.S. Department of Agriculture, Soil Conservation and U.S. Department of the Interior, Forest Service, 1977.

Kelly, Vincent C. "Geology of the Albuquerque Basin, New Mexico". Memoir 33. Socorro, NM: New Mexico Bureau of Mines and Mineral Resources, ND.

Solid Waste

Science Applications International Corporation. Installation Restoration Program Phases I & II. Albuquerque: Kirtland Air Force Base, 1985.

Air Quality

Albuquerque/Bernalillo County Air Quality Control Board. Albuquerque City Ordinances Chapter 6, Article XVI. Albuquerque: City of Albuquerque, 1975.

United States National Primary and Secondary Ambient Air Quality Standards. Code of Federal Regulation Title 40, Part 50. ND

State of New Mexico. New Mexico Air Quality Control Act, New Mexico Laws of 1967, Chapter 277 Section 74-2-1 to 74-2-17. Santa Fe

United States, Environmental Protection Agency. Guideline on Air Quality Models (Revised) Draft. Washington D.C.: Government Printing Office, 1984.

Water Quality

City of Albuquerque, Environmental Health Department. Albuquerque Industrial Waste Survey. Albuquerque: City of Albuquerque, 1985.

_____. Albuquerque South Valley Ground Water Investigation Interim Report. Albuquerque: City of Albuquerque, 1986.

_____. Residential Hazardous/Toxic Waste Survey. Albuquerque: City of Albuquerque, 1983

Gallagher, B.M. and D.M. McQuillan. Groundwater Quality and Public Health Albuquerque South Valley. Santa Fe: New Mexico State Health and Environment Department, ND.

State of New Mexico, Health and Environment Department. Liquid Waste Disposal Regulations. Santa Fe: State of New Mexico, 1985.

____. Water Supply Regulations. Santa Fe: State of New Mexico, ND.

Noise

City of Albuquerque, Environmental Health Department. Survey on the Public Perception of Noise in Albuquerque. Albuquerque: City of Albuquerque, 1987.

Greiner Engineering Sciences, Inc. Albuquerque International Airport Master Plan with Airport Noise Compatibility Program. Albuquerque: City of Albuquerque, 1984

United States Environmental Protection Agency, Federal Interagency Committee on Urban Noise. Noise Effects Handbook: Guidelines for Considering Noise in Land Use Planning and Control. EPA 550-9-82-106. Washington D.C.: Government Printing Office, 1981.

Archaeological Resources

City of Albuquerque/County of Bernalillo Archaeological Resources Planning Advisory Committee. Report of the Albuquerque/Bernalillo County Archaeological Resources Planning Advisory Committee Albuquerque: 1986.

Historic Resources

City of Albuquerque, Planning Department. Draft Albuquerque/Bernalillo County Comprehensive Historic Preservation Plan. Albuquerque: City of Albuquerque, 1986.

Dewitt, Susan. Historic Albuquerque Today. Albuquerque: City of Albuquerque, 1978.

Cultural Traditions and the Arts

Albuquerque Performing Arts Complex Task Force. Albuquerque Performing Arts Complex Task Force Report. Albuquerque: City of Albuquerque, 1984.

____. Cultural Plan. Albuquerque: City of Albuquerque. 2002.

COMMUNITY RESOURCE MANAGEMENT

Service Provision

Arthur Young and Company. Cost of Service Study Water and Sewage Services. Albuquerque: Boule Engineering Corp., 1978.

City of Albuquerque, Facilities Review Board Infrastructure Committee. Infrastructure Inventory and Implementation Plan Phase II. Albuquerque: City of Albuquerque, 1985.

Pino Consulting, Survey of Storm Drainage Management for Albuquerque. Albuquerque: City of Albuquerque, 1981.

Water Management

Bjorklund, L.J. and B.W. Maxwell. Availability of Ground Water in the Albuquerque Area. Albuquerque: New Mexico State Engineer Technical Report 21, 1961.

Energy

_____. City of Albuquerque Municipal Development Department. Facility Plan: Electric Service Transmission and Subtransmission Facilities (1985-1995). Albuquerque: Albuquerque, 1985.

Transportation and Transit

City of Albuquerque, Planning Department, Metronet: Concept and Proposal. Albuquerque: City of Albuquerque, 1969.

_____. Thorofare Plan Reviewed. Albuquerque: City of Albuquerque, 1964.

_____. Transit Department. Downtown Albuquerque Transit Center Feasibility Study. Albuquerque: City of Albuquerque, 1985.

_____. Aviation Department. Albuquerque International Support: Albuquerque's Domestic Air Market. S.H. and E. International Air Transport Consultancy. Albuquerque.

_____. Aviation Department. Albuquerque International Support: Evaluation of Albuquerque-Mexico Service Opportunities. S.H. & E. International Air Transport Consultancy. Albuquerque. 1997

_____. Aviation Department. Transborder Air Service: An Economic Assessment. S.H. & E. International Air Transport Consulting. Albuquerque. 1997

Corlett, S. Michael. Dekker/Perich and Associates and LJS Consulting. Old Town/Downtown Vintage Trolley: Concept Feasibility. Albuquerque: 1994.

E.P. Hamilton and Associates. Northern New Mexico Regional Rail Service: Market Test Project Feasibility Study. Albuquerque: Bernalillo County Transportation Development District. 1996.

League of Women Voters. Regional Public Transportation in Albuquerque Area: Planning for the Decade. Regional Conference Proceedings. Albuquerque: League of Women Voters Education Fund, 1983.

Smith, Wilber and Associates. Major Street and Highway Plan: Albuquerque Transportation Study. Vol. 1. Santa Fe: State of New Mexico Highway Commission, 1965.

University of New Mexico, Institute for Applied Research Services. Intercity Bus Seervice in New Mexico. Albuquerque, 1980.

Wilson and Co.; R.L. Banks and Assoc. and: B.R.W. An Analysis of Amtrak Service Among the States of Texas, New Mexico and Colorado and Providing for Railroad Passenger Service for Selected Communities. Santa Fe: New Mexico Highway and Transportation Department, 1994.

Housing

City of Albuquerque, Department of Housing and Community Development. Albuquerque Housing Rehabilitation Program, A Look Inside Department of Housing and Development. Albuquerque: City of Albuquerque, 1979.

_____. Community Development Program Project Status Report. Albuquerque: City of Albuquerque, 1986.

_____. Housing Assistance Plan. Albuquerque: City of Albuquerque, 1986.

_____. Ten Year Summary of Expenditures: Community Development Block Grant Program. Albuquerque: City of Albuquerque, 1985.

_____. Housing Authority. Albuquerque Housing Authority Developers Handbook. Albuquerque: City of Albuquerque, 1979.

_____. Planning Department. Residential Housing Stock 1984 Market Prices, Greater Albuquerque Metro Area. Albuquerque: City of Albuquerque, 1985.

_____. Planning Department, Albuquerque. Housing Market and Policy Analysis. Hammer, Siler, George and Associates, Albuquerque: 1976.

New Mexico State University, Center for Real Estate and Land Resource Research. New Mexico Housing Markets 80-90. Las Cruces: New Mexico State University, 1983.

United States Department of Housing and Urban Development. Analyses of Albuquerque, New Mexico Housing Market. Washington D.C.: Department of Housing and Urban Development 1976.

Economic Development

Middle Rio Grande Council of Governments. Overall Economic Development Program. Albuquerque: Middle Rio Grande Council of Governments, 1983.

University of New Mexico, Bureau of Business and Economic Research. Albuquerque Business Climate: A Comparative View. Albuquerque: University of New Mexico, 1986.

Education

City of Albuquerque, Botanical Garden Task Force. Rio Grande Valley Botanical Garden Plan Proposal. Albuquerque: City of Albuquerque, 1985.

Rosner, Hy and Joan Rosner, eds. Albuquerque's Environmental Story. Albuquerque: Albuquerque Public Schools, 1985.

Human Services

Albuquerque Urban Observatory. Human Services Needs Assessment for Albuquerque. Albuquerque: City of Albuquerque, 1981.

City of Albuquerque. City of Albuquerque City Wide Services Guide. Albuquerque: City of Albuquerque, 1986.

_____. Department of Human Services. Inventory of Human Services Fiscal Year '79, Final Report. Albuquerque: City of Albuquerque, 1979.

_____. Report on Hard to Locate Human Service Programs. Albuquerque: City of Albuquerque, 1980.

Public Safety

City of Albuquerque. Criminal Code/Fire Code. Albuquerque: City of Albuquerque, 1986.

Fyfe, J.J. Police Management Today: Issues and Case Studies. Washington D.C.: International City Management Association, 1985.

State of New Mexico, Fire Board. New Mexico State Rules and Regulations Relating to Fire Prevention, Life Safety. Santa Fe: New Mexico State Fire Board, 1978.

MONITORING & IMPLEMENTATION

Bernalillo County, Comprehensive Zoning Ordinance of Bernalillo County, Albuquerque. 1984.

____ . Joint Air Quality Control Board Ordinance. 1984.

City of Albuquerque. Capital Implementation Ordinance. 1984.

____ . Comprehensive City Zoning Code. 1984

____ . Noise Control Ordinance. 1975.

____ . Planning Ordinance. 1982

____ . Sidewalk Ordinance. 1982

____ . Street Tree Ordinance. 1986

____ . Subdivision Ordinance. 1984

____ . Traffic Code. 1975

____ . Planning Department, Decade Plan for Capital Improvements.

____ . Planning Department. Multi-Year Planning Program, Albuquerque and Bernalillo County; Fiscal Year. 1987-1988. 1987

____ . Public Works Department. Street and Subdivision Index. 1986.

C. GLOSSARY OF TERMS

COMPREHENSIVE PLAN GLOSSARY

acequia - an irrigation ditch built and maintained by a community.

activity center – a relatively compact area of at least a few different land uses generating employment, attracting trips, and serving as the focus for other activities . . . Major Activity Center, defined elsewhere in the Comprehensive Plan, is the largest form of activity center proposed for Albuquerque, while Neighborhood Activity Centers are the smallest.

alternative energy – energy sources other than predominant fossil fuels including, but not limited to, solar, wind, geothermal.

arroyo – a steep or shallow sided natural watercourse or gulch with a nearly flat floor; usually dry except after heavy rains.

arroyo corridor – the entire 100-year floodplain, channelized or unchannelized, its associated public rights-of-way and/or easements, and adjacent land uses, including the first tier of lots abutting the drainage right-of-way.

approved residential lots – a lot, established by subdivision of land, or as otherwise permitted by law to be used, developed or built upon.

biennial report – a written summary to be produced every other year that outlines the community’s progress toward implementation of the Comprehensive Plan goals and policies.

Capital Implementation Program – (Division) – the Division within the City which administers the Capital Improvements Program.

Capital Improvements Program (CIP) – an approved timetable or schedule of future capital improvements to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means of financing each project.

carrying capacity – the population an area will support without undergoing environmental deterioration.

Central Urban Area – the city’s historic residential-commercial center which will serve as a focal point for arts, cultural, and public activities in addition to its traditional uses.

cluster development – a concentration of buildings in areas on a site to allow remaining land to be used for recreation, common open space and/or preservation of environmentally sensitive features.

community – an interacting population of individuals in a common location.

community scale shopping center – a commercial center with a floor area of 100,000 to 299,999 square feet on 10 to 30 acres of land that serves a population of 40,000 to 150,000 persons. (Urban Land Institute)

community water system – a water supply system which serves five or more dwelling units or commercial units through facilities which are under central or common ownership and/or management.

contiguous areas – next to or having a boundary or portion of a boundary that is coterminous to the existing public services area.

conventional energy – predominant energy sources from fossil fuels that include but are not limited to coal, natural gas, and petroleum and its by-products.

cottage industry – an industry whose labor force consists of family members working at home with their equipment to produce a product.

cultural corridor – arts and cultural facilities located along a linear corridor. Refers to Albuquerque's Central Avenue corridor in the municipal limits.

dedication – a legal transfer of property by the owner to another party.

density – a numeric average of families, individuals, dwelling units or housing structures per unit of land; usually refers to dwelling units per acre in the Comprehensive Plan.

density, gross overall – the average number of dwelling units per acre, based on the total of a large geographic area which includes any non-residential use areas, except it excludes land which is already in public ownership (whether fee or easement) including Indian lands.

density, net – the average number of dwelling units per acre, based on the geographic area of sites devoted to residential and very closely related incidental uses – not including public use areas.

Developing Urban Area – the area designated by the Comprehensive Plan as part of the continuous Albuquerque urban area but which was found not to be generally divided into urban lots or have an adopted detailed master plan as of January, 1975.

development – the construction, reconstruction, conversion, structural alteration, relocation, enlargement of any structure; any mining, excavation, landfill or land disturbance, and any use or extension of the land use.

development intensity – the number of structures per unit of land.

disinvestment – physical and financial abandonment of an area which results in loss of capital or value.

drought - agricultural. Not enough water to grow crops
- hydrological. Not enough water to fill reservoirs.

easement – a grant of one or more of the property rights by the property owner to and/or for the use by the public, a corporation or another person or entity.

East Mountain Area – the area in Bernalillo County east of longitude 106 degrees 30 minutes west, or those lands generally lying to the east of the western edge of the Sandia, Manzanita and Manzano Mountains.

economic value – the monetary worth of something; marketable price.

Established Urban Area – the area designated by the Comprehensive Plan as part of the continuous Albuquerque urban area and also found to be generally divided into urban lots or have an adopted detailed master plan as of January, 1975.

ethnohistory – the study of the development of cultures.

facility plan – a Rank 2 plan for major infrastructure construction or improvements (e.g. Electric Transmission Facilities Plan).

floodplain – the area within the 100-year flood boundary as described by the Federal Emergency Management Agency’s Flood Insurance Rate Maps.

greenbelt tax – a differential tax assessment that assesses property on its agricultural or natural value rather than its market value for potential development. Often referred to as “preferential assessment.”

high capacity corridor – a travel corridor connecting major activity centers with the potential for accommodating substantial volumes of trips via most modes of transportation.

holding zone – zoning regulations permitting limited development until the approval of either a sector or a site development plan.

human services – any of the services provided to support human needs, including but not limited to housing, meals, day care, and employment training.

infill – the development of new housing or other buildings on scattered vacant sites or small groups of sites in an otherwise built up area.

infrastructure – facilities and services (e.g. roads, electricity, water/sewer systems) needed to sustain industrial, residential and commercial activities.

land bank – the purchase of land or the development rights to land to control land use. Examples include publicly funded land banks as well as privately funded land trusts that usually manage and acquire land in the public interest.

long range – in planning for management of growth and change, analysis of future trends and conditions and public services demand over a period up to 40 years.

Main Street – the National Trust for Historic Preservation’s four-point commercial revitalization program covering organization, economic restructuring, promotion, and design.

Major Public Open Space – an integrated system of lands and waters that have been designated as such in the Comprehensive Plan. The lands and waters or interests therein have been or shall be acquired, developed, used and maintained to retain their natural character to benefit people throughout the metropolitan area by conserving resources related to the natural environment, providing opportunities for outdoor education and recreation, or defining the boundaries of the urban environment.

mixed use – a building with two or more different uses such as, but not limited to residential, office, manufacturing, retail, public, or entertainment.

mixed use zoning – land use regulations which permit a combination of different uses within a single development.

native vegetation – plant species capable of thriving and reproducing in a given region with minimal assistance from man.

neighborhood – an area of a community with characteristics that distinguish it from other community areas and which may include distinct ethnic or economic characteristics, schools or social clubs, or boundaries defined by physical barriers such as major highways and railroads or natural features such as rivers.

neighborhood scale shopping center – a commercial center with 30,000 to 99,999 square feet of floor area on 3 to 9.9 acres of land that serves a population of 2,500 to 40,000 persons. (Urban Land Institute)

noise sensitive uses – refers to land uses that are sensitive to noise sources including residences, hospitals, schools, libraries, etc.

northeast – the portion of the Plan area north of Central Avenue and east of the Burlington Northern and Santa Fe’s north-south railroad tracts.

northwest – the portion of the Plan area north of Central Avenue and west of the Burlington Northern and Santa Fe’s north-south railroad tracks.

northwest mesa – the portion of the Plan area north of Central Avenue and generally to the west of the river floodplain.

overlay zone – a set of mapped provisions that serve as an addition to an area’s existing zoning regulations. Where the provisions of the overlay zone conflict with existing zoning, the overlay standards prevail.

Open Space network – Includes existing and proposed Major Public Open Space, parks, trail corridors, and other open areas such as public rights-of-way, environmentally sensitive areas that are preferably, but not necessarily, linked visually or actually to form a network of open spaces.

overzoning – the mapped distribution of a zoning district which exceeds the area’s demand.

paratransit – alternative forms of motorized travel including but not limited to trolley, private bus, carpool, vanpool, dial-a-ride, jitney bus, and shuttlejack.

performance zoning – a type of zoning in which the appropriateness of proposed development of any particular site is evaluated on its impacts on the environment and adjacent land uses rather than according to a predetermined zoning district classification; assumes any land use can, in most cases, be made compatible with any neighboring land use through careful site design and buffering.

permanent dwelling unit – a dwelling inhabited by a household on a long-term basis – as opposed to transient living quarters, including resort living quarters.

planned communities – communities in the Reserve Area or Rural Area with a character, size, and location are determined through detailed planning, based on criteria.

planning – the establishment of goals, policies, and procedures for social, physical, and economic order.

plat review – analysis of a proposed subdivision map by either municipal or county agencies to insure that lots comply with appropriate subdivision and zoning ordinances.

plaza - a colonial Spanish community settled around a central space.

public service area – those portions of the city and county served by existing municipal services.

public services/facilities – City services and facilities funded through the Capital Implementation Program.

public/private venture – a development project involving joint public-private efforts and/or funds.

quality growth – the development and balance of growth components so as to promote the integration and function of the economic, social, natural, and built environments.

redevelopment – application of planning techniques linked with financial incentives and development strategies to encourage revitalization.

regional – the multi-jurisdictional geographic area strongly connected economically and functionally with Albuquerque, including all of Bernalillo County and Sandoval, Valencia, and Tarrant Counties.

regional scale shopping center – a commercial site with a floor area of 300,000 or more square feet on 30 to 80 acres of land that serves a population of 150,000 or more persons. (Urban Land Institute)

Reserve Area – rural area designated by the Comprehensive Plan as particularly appropriate for possible future development in one or more planned communities.

resource capacity – the potential or suitability of a given resource (soil, water) to accommodate a certain level of use or development . . . implies balance between preservation and use of the resource.

Rural Area – an area with either agriculture or open space potential, ecologic limitations, cultural/life style preferences, or any combination of the aforementioned factors that prohibit or impede urban densities except in planned communities: the term does not apply to Indian pueblo/reservation lands, which are not included in this plan.

Sandia Foothills – a steep hilly area generally bounded by the municipal limits to the north, the Cibola National Forest on the east, the municipal limits to the south, and Tramway Boulevard on the west.

sector development plan – a plan, at a scale of 1 inch to 200 feet, or 1 inch to 400 feet, which covers a large area satisfactory to the Planning Commission, and specifies standards for the area's and subarea's character, allowed uses, structure height, and dwellings per acre; the plan may specify lot coverage, floor area ratio, major landscaping features, building massing, flood water management, parking, signs, provisions for maximum feasible solar access, provisions for transportation, and other such features. Such plan constitutes a detailed part of the Comprehensive Plan and must be essentially consistent with it.

Semi-Urban Area – former rural areas that, as a consequence of development pressures, are now urbanizing, thus combining aspects of both rural and urban lifestyles. The semi-urban areas exhibit development restraints as well as cultural/lifestyle preferences that will limit overall densities to between 1 and 3 dwelling units per acre.

service level (level of service) – a qualitative measure of operational conditions. As used regarding transportation the term describes these conditions in terms of travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

southeast – the portion of the Plan area south of Central Avenue and east of the Burlington Northern and Santa Fe north-south railroad tracks.

southwest – the portion of the Plan area south of Central Avenue and west of the Burlington Northern and Santa Fe north-south railroad tracks.

subdivision – the division of a lot, tract or parcel of land into two or more lots, tracts, or parcels or other divisions of land for sale, development or lease.

tax increment financing – the allocation of new development project taxes for public improvements financing.

terrace - any long, narrow, gently sloping surface bordered along one side by a steeper descending slope, and on the other by a steeper ascending slope.

trail – recreational paths for bicycles, pedestrians, equestrians, and off-road vehicles.

trail corridor – the dedicated portion of a trail which may include rights-of-way.

transit center – a strategically located, accessible structural facility and waiting area which serves users of the transit system who need to obtain system information, initiate a transit trip, or transfer from one route or mode to another.

transit development corridor – a linear area connecting concentrations of land uses and economic activities which generate a high volume of travel demand and in which transit vehicles can carry a significant proportion of trips.

transportation demand management – techniques designed to reduce the demand for travel, or control the distribution and timing of travel, or influence the mode choice for travel. TDM objectives may include elimination of trips, shifting trips from a congested to a non-congested route, or shifting trips to higher occupancy modes. Strategies for implementing TDM include controls on land use intensity and configuration, alternative work schedules, transit and ridesharing incentives, among others.

transportation systems management plan – an area-specific transportation plan which identifies short-range, low cost improvements for the transportation system.

urban center – a concentration of contiguous land uses that include high density residential and which contain the highest intensities and building mass in the metropolitan area; characterized by convenient mass transit, pedestrian and other amenities helping to provide a unique sense of place, and so designated by the City for special action designed to facilitate policy effectiveness.

villa - a colonial Spanish settlement with a chief executive and a presentative council.

zoning – the division of a municipality into parcel specific districts with regulations governing the use, placement, spacing, and size of land and buildings.

Appendix D. Statistical and Map Information

CONTENTS

	<u>Page</u>
Population 1980 - 2010	D-2
Population Growth due to Natural Increase 1980 - 2011	D-3
Population & Housing Statistics by Census Tract 2010	D-4
Housing Tenure by Dwelling Units 2010	D-11
City Park Development 1960 - 2011	D-12
Major Activity Centers 2012	D-14
Community Activity Centers 2012	D-16
Special Activity Centers 2012	D-17
Metropolitan Redevelopment Areas 2012	D-18
Registered Historic Districts 2012	D-19
Transportation Corridors 2012	D-21
Housing Tenure by Vehicles Available 2010	D-23
Means of Transportation to Work 1990 - 2007/2011	D-24
Employed Civilian Population by Industry 2010	D-26
Educational Attainment 2010	D-28
Annual Public School Enrollment 1949 - 2013	D-30

POPULATION 1980 - 2010

YEAR	ALBUQUERQUE	BERNALILLO COUNTY*
1980	332,920	419,700
1990	384,736	480,577
2000	448,607	556,678
2010	545,852	662,564

* includes data for Albuquerque

Source: Bureau of the Census

**POPULATION GROWTH
DUE TO NATURAL INCREASE
1980 - 2011**

ALBUQUERQUE

YEAR	BIRTHS	DEATHS	NATURAL INCREASE
1980-1989	72,222	27,289	44,933
1990-1999	76,723	34,970	41,753
2000-2009	87,988	44,564	43,424
2010-2011	16,573	9,496	7,077
TOTAL	253,506	116,319	137,187

BERNALILLO COUNTY*

YEAR	BIRTHS	DEATHS	NATURAL INCREASE
1980-1989	78,927	29,189	49,738
1990-1999	81,487	37,021	44,466
2000-2009	90,418	45,834	44,584
2010-2011	16,974	9,874	7,100
TOTAL	267,806	121,918	145,888

* includes data for Albuquerque

Source: New Mexico Bureau of Vital Records and Health Statistics, New Mexico Department of Health

POPULATION & HOUSING STATISTICS
BERNALILLO COUNTY CENSUS TRACTS
2010

Census Tracts east of Rio Grande and west of Cibola National Forest

CENSUS TRACTS	AREA SQ. MI.	POPULATION	DENSITY (POP./SQ. MI)	HOUSING UNITS	DENSITY (HOUSING UNITS/SQ. MI.)
1.07	1.213	2,715	2,238.9	1,310	1,080.3
1.08	0.498	2,683	5,388.9	1,282	2,575.0
1.09	0.494	2,577	5,219.5	1,061	2,149.0
1.10	0.499	3,561	7,135.4	1,828	3,662.9
1.11	0.516	2,807	5,438.0	1,180	2,286.0
1.12	0.860	2,080	2,418.6	1,019	1,184.9
1.13	0.509	3,157	6,208.0	1,432	2,815.9
1.14	0.500	3,197	6,390.3	1,387	2,772.4
1.15	0.504	3,269	6,490.6	1,577	3,131.1
1.16	0.542	2,908	5,367.0	1,291	2,382.7
1.17	0.495	2,326	4,696.8	1,014	2,047.5
1.18	0.526	2,828	5,377.8	1,260	2,396.1
1.19	0.469	1,836	3,910.6	797	1,697.6
1.20	0.494	2,666	5,397.5	1,225	2,480.1
1.21	1.001	5,770	5,765.5	2,924	2,921.7
1.22	1.017	4,088	4,018.3	2,061	2,025.8
1.23	0.973	5,064	5,206.0	2,162	2,222.6
1.24	0.656	3,642	5,551.2	2,243	3,418.8
1.25	0.995	4,204	4,227.2	1,835	1,845.1
1.26	0.508	2,866	5,641.0	1,421	2,796.9
1.27	0.487	2,801	5,745.8	1,189	2,439.0
1.28	0.508	3,228	6,355.3	1,323	2,604.7
1.29	0.508	4,692	9,238.1	2,429	4,782.5

POPULATION & HOUSING STATISTICS
BERNALILLO COUNTY CENSUS TRACTS (continued)
2010

Census Tracts east of Rio Grande and west of Cibola National Forest

CENSUS TRACTS	AREA SQ. MI.	POPULATION	DENSITY (POP./SQ. MI)	HOUSING UNITS	DENSITY (HOUSING UNITS/SQ. MI.)
2.03	0.456	1,953	4,286.6	1,068	2,344.1
2.04	0.524	3,285	6,268.2	1,476	2,816.4
2.05	0.470	3,229	6,874.4	1,630	3,470.2
2.06	0.541	2,991	5,526.2	1,310	2,420.4
2.07	0.968	3,383	3,495.6	1,537	1,588.2
2.08	0.836	2,736	3,271.8	1,248	1,492.4
3.00	1.480	5,952	4,022.6	3,043	2,056.6
4.01	0.942	4,379	4,648.5	2,147	2,279.1
4.02	0.762	3,415	4,482.1	1,770	2,323.1
5.00 *					
5.01 **	0.497	2,645	5,317.4	1,584	3,184.4
5.02 **	1.018	4,754	4,670.6	2,868	2,817.7
6.01	0.939	3,846	4,096.1	1,893	2,016.1
6.03	0.573	5,150	8,983.0	2,039	3,556.6
6.04	0.964	4,361	4,524.5	1,903	1,974.3
7.04	0.972	3,715	3,822.5	1,550	1,594.9
7.07	1.318	6,152	4,667.9	2,471	1,874.9
7.08	1.164	5,858	5,031.7	2,926	2,513.3
7.10	5.848	5,540	947.3	2,480	424.1
7.11	1.253	4,445	3,548.4	2,024	1,615.7
7.12	0.546	4,204	7,696.5	1,811	3,315.5
7.13	1.018	5,961	5,854.4	2,686	2,638.0
7.14	1.267	4,669	3,685.8	2,093	1,652.2

* Census Tract was in the 2000 Census but not part of 2010 Census

** Census Tract was not in the 2000 Census but now is part of the 2010 Census

POPULATION & HOUSING STATISTICS
BERNALILLO COUNTY CENSUS TRACTS (continued)
2010

Census Tracts east of Rio Grande and west of Cibola National Forest

CENSUS TRACTS	AREA SQ. MI.	POPULATION	DENSITY (POP./SQ. MI)	HOUSING UNITS	DENSITY (HOUSING UNITS/SQ. MI.)
8.01	48.235	3,860	80.0	1,075	22.3
9.01	0.606	7,471	12,333.1	3,141	5,185.2
9.03	0.815	5,987	7,347.5	3,411	4,186.1
9.04	0.650	4,311	6,635.7	1,889	2,907.6
11.01	1.051	5,113	4,866.9	2,648	2,520.6
11.02	0.529	3,118	5,891.7	1,496	2,826.8
12.00	4.586	7,164	1,562.2	3,219	701.9
13.00	1.110	4,595	4,141.4	1,537	1,385.3
14.00	0.649	3,173	4,889.3	1,312	2,021.7
15.00	0.453	2,646	5,846.0	1,444	3,190.3
16.00	0.384	2,529	6,589.3	1,863	4,854.0
17.00	0.790	4,932	6,242.7	3,036	3,842.8
18.00	0.785	2,931	3,733.7	429	546.5
19.00	0.271	1,055	3,889.7	585	2,156.8
20.00	0.759	2,287	3,014.8	1,284	1,692.6
21.00	0.493	1,887	3,829.6	645	1,309.0
22.00	1.171	3,259	2,782.8	2,078	1,774.3
25.00	1.396	2,361	1,691.4	1,078	772.2
26.00	0.299	1,024	3,428.7	637	2,132.9
27.00	1.152	3,598	3,122.0	2,119	1,838.6
29.00	1.538	3,934	2,557.4	1,788	1,162.3
30.01	1.154	4,890	4,238.7	2,062	1,787.3
30.02	1.550	4,144	2,673.1	1,946	1,255.3
31.00	1.730	2,918	1,687.0	1,344	777.0
32.01	0.669	2,909	4,347.9	1,237	1,848.9
32.02	1.188	5,402	4,548.1	2,402	2,022.3
34.00	3.187	4,533	1,422.5	2,035	638.6
35.01	2.527	5,616	2,222.0	2,550	1,008.9

POPULATION & HOUSING STATISTICS
BERNALILLO COUNTY CENSUS TRACTS (continued)
2010

Census Tracts east of Rio Grande and west of Cibola National Forest

CENSUS TRACTS	AREA SQ. MI.	POPULATION	DENSITY (POP./SQ. MI)	HOUSING UNITS	DENSITY (HOUSING UNITS/SQ. MI.)
35.02	4.429	5,236	1,182.1	2,329	525.8
36.00	4.107	6,186	1,506.2	2,614	636.5
37.07	1.256	4,975	3,962.2	2,428	1,933.7
37.12	1.022	5,067	4,960.2	2,223	2,176.1
37.14	0.797	6,941	8,706.2	3,944	4,947.0
37.15	1.541	4,236	2,749.4	2,090	1,356.5
37.17	0.884	5,374	6,080.3	2,659	3,008.5
37.18	0.467	2,456	5,257.5	1,135	2,429.7
37.19	0.997	5,278	5,295.6	2,831	2,840.4
37.20 *					
37.21	15.756	6,272	398.1	3,027	192.1
37.22	2.157	6,335	2,937.5	2,414	1,119.4
37.23	1.435	5,717	3,983.3	2,910	2,027.5
37.24	0.684	3,320	4,854.0	1,657	2,422.6
37.25	0.865	4,672	5,401.8	2,113	2,443.1
37.26	0.784	2,378	3,033.5	1,110	1,416.0
37.27 *					
37.28	0.625	4,481	7,167.6	2,371	3,792.5
37.29 **	1.621	1,812	1,117.7	742	457.7
37.30	1.002	4,903	4,891.5	1,864	1,859.6
37.31	2.771	3,593	1,296.6	1,297	468.0
37.32	2.536	7,228	2,850.6	2,730	1,076.7
37.33	0.872	3,585	4,112.3	1,487	1,705.7
37.34 *					
37.35 **	2.831	6,323	2,233.5	2,930	1,035.0
37.36 **	4.984	1,970	395.2	965	193.6
37.37 **	0.600	2,785	4,644.1	1,223	2,039.4
37.38 **	0.549	4,883	8,888.7	2,677	4,873.1
40.01	38.435	4,936	128.4	1,598	41.6

* Census Tract was in the 2000 Census but not part of 2010 Census

** Census Tract was not in the 2000 Census but now is part of the 2010 Census

POPULATION & HOUSING STATISTICS
BERNALILLO COUNTY CENSUS TRACTS (continued)
2010

**Census Tracts east of the Albuquerque Municipal Limits/Cibola National Forest
Boundary**

CENSUS TRACTS	AREA SQ. MI.	POPULATION	DENSITY (POP./SQ. MI)	HOUSING UNITS	DENSITY (HOUSING UNITS/SQ. MI.)
38.03	36.850	3,180	86.3	1,489	40.4
38.04	23.675	5,473	231.2	2,406	101.6
38.05	40.488	2,426	59.9	1,217	30.1
38.06	38.035	3,480	91.5	1,599	42.0
38.07	138.538	4,497	32.5	2,304	16.6

Census Tracts west of the Rio Grande

23.00	2.152	8,842	4,109.3	3,260	1,515.1
24.01	1.390	5,272	3,793.2	2,027	1,458.4
24.02	1.088	8,270	7,603.4	2,883	2,650.6
43.00	1.538	5,085	3,307.3	2,010	1,307.3
44.01	1.135	3,176	2,797.9	1,123	989.3
44.02	1.946	4,056	2,084.5	1,520	781.2
45.01	0.981	3,522	3,588.9	1,211	1,234.0
45.02	1.145	3,568	3,115.9	1,333	1,164.1
46.02	4.427	4,407	995.6	1,653	373.4
46.03	2.405	3,653	1,519.0	1,292	537.2
46.04	3.905	5,562	1,424.5	1,814	464.6
47.05 *					
47.12	2.651	7,147	2,696.1	2,285	862.0
47.13	1.039	6,894	6,638.0	2,100	2,022.0
47.14 *					
47.15	19.919	5,247	263.4	1,782	89.5
47.16	1.594	2,018	1,265.8	1,225	768.4
47.17	1.307	7,552	5,779.4	3,225	2,468.1
47.18 *					
47.19 *					

* Census Tract was in the 2000 Census but not part of 2010 Census

** Census Tract was not in the 2000 Census but now is part of the 2010 Census

POPULATION & HOUSING STATISTICS
BERNALILLO COUNTY CENSUS TRACTS (continued)
2010

Census Tracts west of the Rio Grande

CENSUS TRACTS	AREA SQ. MI.	POPULATION	DENSITY (POP./SQ. MI)	HOUSING UNITS	DENSITY (HOUSING UNITS/SQ. MI.)
47.20	1.092	3,521	3,225.1	1,516	1,388.6
47.21 *					
47.22	2.410	5,049	2,094.9	2,378	986.7
47.23	1.755	7,278	4,147.4	2,727	1,554.0
47.24	0.764	3,189	4,173.2	1,155	1,511.4
47.25	0.707	3,716	5,253.5	1,459	2,062.6
47.26	0.602	2,456	4,081.3	1,020	1,695.0
47.27	0.357	1,888	5,286.3	732	2,049.6
47.28	1.014	5,045	4,975.6	2,045	2,016.9
47.29	1.971	3,606	1,829.4	1,658	841.1
47.30 *					
47.31 *					
47.32 *					
47.33 **	0.961	7,218	7,514.5	2,109	2,195.6
47.34 **	0.599	7,279	12,145.2	2,078	3,467.2
47.35 **	0.769	2,239	2,911.2	659	856.8
47.36 **	5.103	1,082	212.0	413	80.9
47.37 **	1.013	5,593	5,523.9	1,886	1,862.7
47.38 **	1.401	5,350	3,818.3	1,706	1,217.6
47.39 **	0.780	6,745	8,650.2	2,063	2,645.7
47.40 **	1.823	7,313	4,012.0	2,490	1,366.0
47.41 **	2.728	7,156	2,623.0	2,643	968.8
47.42 **	2.462	6,284	2,552.1	2,648	1,075.4
47.43 **	0.517	3,070	5,933.1	1,114	2,152.9
47.44 **	9.141	5,075	555.2	1,891	206.9
47.45 **	1.181	6,396	5,414.8	2,253	1,907.4
47.46 **	2.908	7,037	2,419.9	2,675	919.9

* Census Tract was in the 2000 Census but not part of 2010 Census

** Census Tract was not in the 2000 Census but now is part of the 2010 Census

**POPULATION & HOUSING STATISTICS
BERNALILLO COUNTY CENSUS TRACTS
2010**

Census Tracts west of the Rio Grande

CENSUS TRACTS	AREA SQ. MI.	POPULATION	DENSITY (POP./SQ. MI)	HOUSING UNITS	DENSITY (HOUSING UNITS/SQ. MI.)
47.47 **	1.081	4,970	4,598.6	1,864	1,724.7
47.48 **	1.334	9,190	6,887.2	3,188	2,389.2
47.49 **	0.471	4,261	9,052.3	2,132	4,529.3
47.50 **	0.940	6,522	6,941.0	2,534	2,696.8
47.51 **	2.047	2,458	1,200.8	1,011	493.9
47.52 **	0.745	3,756	5,042.4	1,664	2,233.9
47.53 **	1.099	3,585	3,262.5	1,490	1,356.0
48.00 *					
94.01 *					
94.02 *					
94.05 **	16.901	2,859	169.2	1,428	84.5
94.06 **	382.417	9,385	24.5	2,359	6.2
94.07 **	179.033	2,489	13.9	1,023	5.7
94.59 *					

Census Tracts both east of river and east of the Cibola National Forest

94.03 *

Census Tracts east of the Rio Grande and west of the Cibola National Forest

94.04 *

Source: Bureau of the Census

* Census Tract was in the 2000 Census but not part of 2010 Census
 ** Census Tract was not in the 2000 Census but now is part of the 2010 Census

**HOUSING TENURE BY DWELLING UNITS
2010**

	NEW MEXICO	BERNALILLO COUNTY	ALBUQUERQUE	CORRALES (BERN. CO.)	LOS RANCHOS DE ALBUQ.	TIJERAS
HOUSING UNITS	N/A	285,223	241,315	3,809	2,776	221
TOTAL OCCUPIED HOUSING UNITS	756,112	264,803	224,445	3,271	2,579	207
OWNER OCCUPIED	526,585	164,350	131,724	3,010	1,858	187
RENTER OCCUPIED	229,527	100,453	92,721	261	721	20

Source: Bureau of the Census

CITY PARK DEVELOPMENT*

YEAR	PARKS DEVELOPED	CUMULATIVE NUMBER OF PARKS	ACRES DEVELOPED	CUMULATIVE ACRES
Prior to 1960	39	39	124.65	124.65
1960	2	41	32.06	156.71
1961	5	46	35.62	192.33
1962	6	52	10.02	202.35
1963	4	56	8.01	210.36
1964	4	60	6.48	216.84
1965	6	66	27.49	244.33
1966	1	67	5.89	250.22
1967	5	72	28.05	278.27
1968	2	74	54.35	332.62
1969	5	79	12.19	344.81
1970	3	82	14.29	359.10
1971	7	89	21.17	380.27
1972	10	99	40.83	421.10
1973	2	101	6.66	427.76
1974	3	104	15.23	422.99
1975	4	108	15.04	458.03
1976	3	111	8.32	466.35
1977	5	116	56.73	523.08
1978	3	119	17.41	540.49
1979	11	130	34.65	575.14
1980	2	132	10.99	589.13
1981	5	137	15.27	601.40
1982	5	142	29.75	631.15
1983	4	146	47.38	678.53
1984*	3	149	8.10	686.63
1985	8	157	49.80	736.43
1986**	3	160	9.16	745.59
1987***	3	163	19.53	765.09
1988****	3	160****	12.91	778.00
1989	5	165	16.95	794.95

* The data does not include City open space. The Open Space program began with 6,000 acres in 1969 under the guidance of the City/County Goals Program. In 1984, the Open Space Division was established. In 1990, it was responsible for approximately 20,000 acres of open space, which increased to 28,942 acres in 2012. The Open Space Division is part of the City of Albuquerque Parks and Recreation Department.

** Partial development of Heritage Hills Park

*** Partial development of Wildflower Park

**** Facilities previously designated as “parks” were moved to a separate category.

CITY PARK DEVELOPMENT* (continued)

YEAR	PARKS DEVELOPED	CUMULATIVE NUMBER OF PARKS	ACRES DEVELOPED	CUMULATIVE ACRES
1990-2001	69	238	382.55	1203.27
2002	2	40	11.32	1214.59
2003	5	245	20.96	1235.55
2004	2	247	11.76	1247.31
2005	7	254	70.46	1317.77
2006	6	260	20.08	1337.85
2007	6	266	47.75	1385.60
2008	5	271	37.03	1422.63
2009	3	274	23.98	1446.61
2010	5	279	27.84	1474.45
2011	2	281	10.11	1484.56
2012	1	283	3.92	1488.48

Source: City of Albuquerque, Parks and Recreation Department

MAJOR ACTIVITY CENTERS

Major Activity Center - Existing	Related Comprehensive Plan Policy
Atrisco Vista and I-40	Reserve
CNM Census Tracts: 12, 16	Central Urban and Established Urban Areas Enhanced Transit Corridors: University Blvd., Yale Blvd.
Cottonwood Center Census Tract: 47.16	Established Urban Area Enhanced Transit Corridor: Coors Bypass Express corridor: NM 528/Alameda Blvd.
Downtown Census Tract: 21	Central Urban Area Major Transit Corridors: Central Ave., Fourth St. Enhanced Transit Corridors: Lomas Blvd., Broadway Blvd. Express Corridor: 2nd St.
Journal Center Census Tract: 37.34	Established Urban Area Enhanced Transit Corridor: Osuna Rd./Jefferson St.
Lovelace/VA Census Tract: 9.03	Established Urban Area Enhanced Transit Corridor: Gibson Blvd.
Mesa del Sol Employment Center (Phase 1) Census Tract: 40.01	<u>Reserve</u> <u>Enhanced Transit Corridor: University Blvd.</u>
North I-25 Census Tract: 37.34	Developing Urban Express Corridor: Alameda Blvd. Enhanced Transit Corridor: Jefferson St.
Renaissance Center Census tract: 37.34	Established Urban Area Express Corridor: I-25 Enhanced Transit Corridor: Montañó Rd.
Sandia/Kirtland Census Tract: 8.01	Established Urban Area Enhanced Transit Corridor: Wyoming Blvd.

Major Activity Center - Existing	Related Comprehensive Plan Policy
Sunport/Airport (also a Special Activity Center) Census Tract: 12	Established Urban Area Enhanced Transit Corridors: Gibson Blvd., University Blvd., Yale Blvd.
University of New Mexico Census Tracts: 12, 17, 18, 19	Central Urban Area and Established Urban Area Major Transit Corridor: Central Avenue Enhanced Transit Corridors: Lomas Blvd., University Blvd., Yale Blvd.
Uptown Census Tracts: 1.04, 1.22, 2.07	Established Urban Area Express Corridor: I-40 Major Transit Corridor: Louisiana Blvd. Enhanced Transit Corridor: Menaul Blvd.
West Route 66 Census Tracts: 47.41, 47.43	Established Urban Area Express Corridor: Unser Blvd. NW Major Transit Corridor: Central Ave., Coors Blvd. Enhanced Transit Corridor: Unser Blvd. SW
Major Activity Centers - Developing	
Atrisco Vista and Shooting Range Access Road	Reserve
Double Eagle II Airport	Reserve
Mesa del Sol Employment Center (Post Phase I)	Reserve
Mesa del Sol Urban Center	Reserve
Volcano Heights	Developing Urban

COMMUNITY ACTIVITY CENTERS

Community Activity Centers - Existing	Related Plan Policy
12th/Candelaria	Established Urban Area
98th/Gibson	Developing Urban Area
Academy Village	Established Urban Area
American Square	Established Urban Area
Armijo	Semi-Urban
Atrisco	Established Urban Area
Bridge/4th	Central Urban Area
Cherry Hills Village	Established Urban Area
CNM (Universe)	Developing Urban Area
Coors/I-40 Center	Established Urban Area
Coors/Montaño Village	Developing Urban Area
Coors/Paseo del Norte	Established Urban Area
Coors/Rio Bravo	Semi-Urban Area
Far North	Established Urban Area
Four Hills Village	Established Urban Area
Glenwood Hills Village	Established Urban Area
Guadalupe Plaza	Established Urban Area
Hiland Center	Established Urban Area
Hoffmantown	Established Urban Area
Indian School	Central Urban Area
International Market	Established Urban Area
International Sunport Station Area	Developing Urban Area
La Cueva Center	Developing Urban Area
Los Altos/Market Center	Established Urban Area
Los Ranchos Center	Semi-Urban Area
Mountain Run	Established Urban Area
Nob Hill	Established Urban Area
Old Town	Established Urban Area
Old Coors/Bridge	Developing Urban Area
Page One/El Dorado Village	Established Urban Area
Rio Bravo/Isleta	Semi-Urban Area
Sandia Park	Rural

Community Activity Centers - Existing (cont.)	Related Plan Policy
San Mateo/Montgomery	Established Urban Area
Skyview Village	Established Urban Area
State Fair	Established Urban Area
UNM South/Sports Complex	Established Urban Area
Village of Tijeras	Rural
Community Activity Centers - Developing	
118th/Dennis Chavez	Rural/Developing Urban Area
Atrisco Vista/Dennis Chavez	Reserve Area
Ladera	Established Urban Area
Mesa del Sol	Reserve Area
Westland	Developing Urban Area

SPECIAL ACTIVITY CENTERS

Balloon Fiesta Park
Bio Park
Historic Central
Journal Pavilion Amphitheatre
NM State Fairgrounds
Sunport
UNM South Sports Complex

METROPOLITAN REDEVELOPMENT AREAS

Metropolitan Redevelopment Area	Related Comprehensive Plan Policy
Albuquerque High School	Central Urban Area
Barelas	Central Urban Area
Clayton Heights/Lomas del Cielo	Established Urban Area
Del Rey	Established Urban Area
Downtown	Central Urban Area
East Gateway	Established Urban
Highland/Central	Established Urban Area
Historic Central	Central Urban
Los Candelarias Village Ctr	Established Urban Area
Martineztown Santa Barbara	Central Urban Area
McClellan Park	Central Urban Area
Near Heights	Established Urban Area
Phoenix Avenue	Established Urban and Central Urban Areas
Railroad	Central Urban Area
Sawmill/Wells Park	Central Urban Area
Soldiers and Sailors Park	Central Urban and Established Urban Areas
South Barelas Industrial Park	Central Urban and Established Urban Areas
South Broadway	Central Urban Area
St. Joseph Hospital	Central Urban Area
Sycamore	Central Urban and Established Urban Areas
Tingley Beach	Established Urban Area
West Central	Established Urban Area

**REGISTERED HISTORIC DISTRICTS*
RELATIVE TO METROPOLITAN REDEVELOPMENT AREAS
AND ACTIVITY CENTERS**

SR - State Register of Cultural Properties

NR - National Register of Historic Places

HISTORIC DISTRICT	Registration	COMPREHENSIVE PLAN POLICY
Menaul School	SR November 22, 1975 NR February 14, 1983	Adjacent to Martineztown/Santa Barbara M.R.A.
Huning Highland	SR August 27, 1976 NR December 9, 1978 Historic Overlay Zone	Includes St. Joseph Hospital M.R.A. Includes Albuquerque High School M.R.A. Adjacent to Major Activity Center: Downtown
Watson	SR August 24, 1979	Adjacent to Sawmill - Wells Park M.R.A. Adjacent to Orilla de Acequia Hist. District
Eighth Street - Forrester	SR August 24, 1979 NR December 1, 1980 Historic Overlay Zone	Adjacent to McClellan Park M.R.A. Adjacent to Major Activity Center: Downtown
Fourth Ward	SR August 24, 1979 NR December 1, 1980 Historic Overlay Zone	Adjacent to Major Activity Center: Downtown
Orilla de Acequia	SR October 26, 1979	Adjacent to Soldiers & Sailors M.R.A., Adjacent to Community Activity Center: Old Town
Old Albuquerque	SR October 26, 1979 H1 Zone	Old Town Community Activity Center
Spruce Park	SR February 27, 1982 NR July 6, 1982	Adjacent to Major Activity Center: University of NM
Veterans Administration Medical Center	SR August 25, 1983 NR August 19, 1983	Adjacent to Near Heights M.R.A. Lovlace/VA Major Activity Center

* by year registered

REGISTERED HISTORIC DISTRICTS (continued)

SR - State Register of Cultural Properties

NR - National Register of Historic Places

HISTORIC DISTRICT	Registration	COMPREHENSIVE PLAN POLICY
Los Griegos	SR August 25, 1983 NR February 9, 1984	Adjacent to/partially within Community Activity Center: 12th/Los Candelarias
Silver Hill	SR February 28, 1986 NR September 18, 1986 Historic Overlay Zone	Adjacent to Major Activity Center: University of NM Partially within Sycamore M.R.A.
Las Imagenes: Albuquerque West Mesa Archaeological District	SR February 28, 1986 NR November 17, 1986	N/A
Monte Vista and College View	SR September 18, 1998 NR August 3, 2001	Adjacent to Major Activity Center: University of NM
Aldo Leopold Neighborhood	SR August 16, 2002 NR October 16, 2002	Adjacent to Soldiers and Sailors Park M.R.A.
Barelas - South Fourth Street	SR August 16, 2002 NR October 16, 2002	Within Barelas M.R.A.
Manzano Court	SR August 8, 2003 NR October 14, 2004	Adjacent to Major Activity Center Downtown
Los Alamos Addition	SR June 9, 2006	Adjacent to Community Activity Center: Guadalupe Plaza
Sigma Chi	SR June 8, 2007	Adjacent to Major Activity Center: University of NM Sycamore M.R.A.

TRANSPORTATION CORRIDORS

EXPRESS CORRIDOR	MAJOR TRANSIT CORRIDOR	ENHANCED TRANSIT CORRIDOR
2ND STREET Roy Rd. - Lomas Blvd.	4TH STREET Bridge Blvd. - Osuna Rd.	4TH STREET Osuna Rd. - Alameda Blvd.
ALAMEDA BLVD. I-25 - County Line	CENTRAL AVENUE Tramway Blvd. - 98th St.	ALAMEDA BOULEVARD Wyoming Blvd. - I-25
ATRISCO VISTA Dennis Chavez - Paseo del Norte	COORS BOULEVARD & BYPASS Tower Rd. - Alameda Blvd.	BRIDGE BLVD & TOWER RD. 4th St. - Coors Blvd.
COORS BOULEVARD I-25 - Tower Rd.	LOUISIANA BLVD. Gibson Blvd. - Menaul Blvd.	BROADWAY BOULEVARD Central Ave. - Gibson Blvd
DENNIS CHAVEZ BLVD. Atrisco Vista - Coors Blvd.	MONTAÑO RD. Unser Blvd. - I-25	GIBSON BOULEVARD Broadway Blvd. - Kirtland AFB (Gibson Gate)
I-25	MONTGOMERY BLVD. I-25 - Tramway Blvd.	ISLETA BOULEVARD Los Padillas - Bridge Blvd. (Proposed south of Rio Bravo)
I-40	SAN MATEO BOULEVARD Gibson Blvd. - Montgomery Blvd.	JEFFERSON ST. (OSUNA RD.) San Mateo Blvd. - Alameda Blvd.
PASEO DEL NORTE Tramway Blvd. - Atrisco Vista		JUAN TABO BOULEVARD Central Ave. - Academy Rd.
RIO BRAVO BLVD. Coors - I-25		LOMAS BOULEVARD Central Avenue - Tramway Blvd.
ROY RD. I-25 - 2nd St.		MC MAHON BOULEVARD Coors Bypass - Universe
TRAMWAY BLVD. Central Ave. - Tramway Rd.		MENAUŁ BOULEVARD Tramway Blvd. - Rio Grande
TRAMWAY RD. Tramway Blvd. - I-25		RIO GRANDE BOULEVARD Central Ave. - Indian School / Menaul Blvd.
UNSER BOULEVARD Central Ave. - Westside Blvd.		SAN MATEO BOULEVARD Montgomery Blvd. - Osuna/ Jefferson
WESTSIDE BOULEVARD		UNIVERSITY BOULEVARD Mesa del Sol area - Candelaria Rd. (Proposed south of Gibson Blvd.)
		UNSER BOULEVARD Dennis Chavez Blvd. - Central Ave

TRANSPORTATION CORRIDORS (continued)

EXPRESS CORRIDOR	MAJOR TRANSIT CORRIDOR	ENHANCED TRANSIT CORRIDOR
		WYOMING BOULEVARD Kirtland AFB (Wyoming Gate) - Alameda Blvd.
		YALE BLVD. Sunport - Central Ave.

HOUSING TENURE BY VEHICLES AVAILABLE 2010

	New Mexico	Bernalillo County	Albuquerque	Corrales (Bernalillo County)	Los Ranchos de Albuquerque	Tijeras
Total Occupied Housing Units	756,112	264,803	224,445	3,271	2,579	207
Owner Occupied:	526,585	167,303	131,724	3,010	1,858	187
No Vehicle Available	14,957	3,715	4,016	37	31	25
1 Vehicle Available	136,099	45,535	38,211	387	571	10
2 Vehicles Available	220,895	74,614	56,357	1,206	713	75
3 Vehicles Available	102,692	30,063	25,118	940	326	49
4 Vehicles Available	37,000	10,034	6,424	315	170	17
5 or More Vehicles Available	14,942	3,342	1,598	125	47	11
Renter Occupied:	229,527	91,862	92,721	261	721	20
No Vehicle Available	26,910	11,577	14,569	34	57	0
1 Vehicle Available	115,420	47,606	50,698	67	485	16
2 Vehicles Available	66,270	26,094	21,703	77	111	4
3 Vehicles Available	15,720	5,042	4,518	53	68	0
4 Vehicles Available	3,855	1,048	986	0	0	0
5 or More Vehicles Available	1,352	495	247	30	0	0

Source: Bureau of the Census

**MEANS OF TRANSPORTATION TO WORK FOR WORKERS 16 YEARS AND OVER
1990, 2000, 2007-2011**

	NEW MEXICO			BERNALILLO COUNTY			ALBUQUERQUE		
	1990	2000	2007-11	1990	2000	2007-11	1990	2000	2007-11
Car, Truck or Van	687,676	568,516	783,644	236,704	206,847	275,835	194,130	168,880	230,337
Drove Alone	575,187	472,440	683,120	202,555	177,602	242,390	167,203	146,142	203,353
Carpooled	112,489	9,6076	100,524	34,149	29,245	33,445	26,927	22,738	26,984
Public Transportation*	6,074	6,355	9,353	3,866	3,981	5,539	3,622	3,686	5,114
Bus/Trolley Bus	5,465	6,069	NA	3,681	3,905	NA	3,437	3,620	NA
Streetcar/Trolley Car	138	23	NA	23	7	NA	23	7	NA
Subway/Elevated Rail	163	17	NA	97	4	NA	97	4	NA
Railroad	58	25	NA	0	0	NA	0	0	NA
Ferryboat	43	49	NA	6	11	NA	6	11	NA
Taxicab	207	172	NA	59	54	NA	59	44	NA
Taxi, Motorcycle, Bicycle, or Other	12,226	12,943	17,102	4,517	5,095	7,327	3,887	4,315	6,596
Motorcycle	1,530	2,843	NA	604	1,351	NA	485	1,128	NA
Bicycle	4,287	4,389	NA	2,450	2,387	NA	2,408	2,174	NA
Other Means	6,202	5,539	NA	1,404	1,357	NA	994	1,013	NA
Walked	21,435	21,923	20,665	6,661	6,257	5,965	5,785	5,358	5,177
Worked at Home	31,973	23,570	44,628	10,019	6,775	13,073	7,798	5,129	10,201

Source: Bureau of the Census

Note: * Public Transportation in 1990 and 2000 included Taxicab.

MEANS OF TRANSPORTATION TO WORK (continued)

	CORRALES (BERNALILLO COUNTY)			LOS RANCHOS			TIJERAS		
	1990	2000	2007-11	1990	2000	2007-11	1990	2000	2007-11
	Car, Truck or Van	273	NA	3,230	2,204	1,559	2,103	169	132
Drove Alone	266	NA	2,972	2,042	1,417	1,760	133	115	106
Carpooled	7	NA	258	162	142	343	36	17	56
Public Transportation*	0	NA	42	19	40	81	0	0	0
Bus/Trolley Bus	0	NA	NA	19	40	NA	0	0	NA
Streetcar/Trolley Car	0	NA	NA	0	0	NA	0	0	NA
Subway/Elevated Rail	0	NA	NA	0	0	NA	0	0	NA
Railroad	0	NA	NA	0	0	NA	0	0	NA
Ferryboat	0	NA	NA	0	0	NA	0	0	NA
Taxicab	0	NA	NA	0	0	NA	0	0	NA
Taxi, Motorcycle, Bicycle, or Other	8	NA	113	20	49	67	4	0	0
Motorcycle	0	NA	NA	17	34	NA	0	0	NA
Bicycle	0	NA	NA	0	0	NA	0	0	NA
Other Means	8	NA	NA	3	15	NA	4	0	NA
Walked	10	NA	122	40	33	72	1	3	19
Worked at Home	15	NA	569	226	110	203	8	16	3

Source: Bureau of the Census

Note: * Public Transportation in 1990 and 2000 included Taxicab.

EMPLOYED CIVILIAN POPULATION 16 YEARS AND OVER BY INDUSTRY 2010

	NEW MEXICO		BERNALILLO		ALBUQUERQUE	
	POPULATION	JOB/SQ. MI.	POPULATION	JOB/SQ. MI.	POPULATION	JOB/SQ. MI.
Agricultural, Forestry, Fishing, Hunting, Mining	35,832	0.30	2,577	2.22	2,093	11.13
Construction	73,651	0.61	26,082	22.47	19,892	105.81
Manufacturing	46,277	0.38	18,566	15.99	15,221	80.96
Wholesale Trade	19,517	0.16	8,575	7.39	7,025	37.37
Retail Trade	100,955	0.83	34,260	29.51	29,297	155.84
Transportation, Warehousing, Utilities	39,688	0.33	11,999	10.34	10,107	53.76
Information	16,615	0.14	6,958	5.99	5,973	31.77
Finance, Insurance, Real Estate, Rental, Leasing	44,431	0.37	17,971	15.48	15,506	82.48
Professional, Scientific, Management, Administrative, Waste Management Services	93,746	0.77	41,620	35.85	34,561	183.84
Educational Services, Health Care, Social Assistance	200,565	1.65	70,827	61.01	59,423	316.08
Arts, Entertainment, Recreation, Accommodation, Food Services	88,917	0.73	32,911	28.35	28,539	151.80
Other Services (except public administration)	41,266	0.34	14,535	12.52	12,267	65.25
Public Administration	65,092	0.54	19,540	16.83	16,145	85.88
Armed Forces	8,406	0.07	2,667	2.30	1,751	9.31
Total	874,958	7.21	309,088	266.23	257,800	1,371.28

Source: Bureau of the Census

EMPLOYED CIVILIAN POPULATION 16 YEARS AND OVER BY INDUSTRY 2010 (continued)

	CORRALES		LOS RANCHOS DE ALBUQUERQUE		TIJERAS	
	POPULATION	JOBS/ SQ. MI.	POPULATION	JOBS/ SQ. MI.	POPULATION	JOBS/ SQ. MI.
Agricultural, Forestry, Fishing, Hunting, Mining	57	5.18	0	0	0	0.00
Construction	186	16.91	157	39.25	17	17.00
Manufacturing	380	34.55	170	42.5	29	29.00
Wholesale Trade	80	7.27	50	12.5	7	7.00
Retail Trade	277	25.18	302	75.5	28	28.00
Transportation, Warehousing, Utilities	215	19.55	24	6	14	14.00
Information	47	4.27	58	14.5	4	4.00
Finance, Insurance, Real Estate, Rental, Leasing	353	32.09	67	16.75	33	33.00
Professional, Scientific, Management, Administrative, Waste Management Services	742	67.45	394	98.5	22	22.00
Educational, Health, Social Services	774	70.36	765	191.25	38	38.00
Arts, Entertainment, Recreation, Accommodation, Food Services	425	38.64	242	60.5	3	3.00
Other Services (except public administration)	292	26.55	148	37	12	12.00
Public Administration	260	23.64	219	54.75	5	5.00
Armed Forces	10	0.91	0	0	0	0.00
Total	4,098	372.55	2,596	649.00	212	212.00

Source: Bureau of the Census

**EDUCATIONAL ATTAINMENT FOR THE POPULATION 25 YRS. AND OVER
BY GENDER, 2010**

	New Mexico	Bernalillo County	Albuquerque	Corrales Bern. Cty.	Los Ranchos de Albuquerque	Tijeras
Male	627,157	203,208	166,139	2,933	1,855	183
No schooling completed	7,909	1,816	1,429	0	0	0
Nursery to 4th grade	9,200	2,010	1,581	28	14	0
5th and 6th grade	18,350	5,509	4,145	9	11	0
7th and 8th grade	15,890	3,491	2,504	0	0	4
9th grade	14,300	3,992	3,075	0	80	9
10th grade	17,426	3,695	2,955	16	11	0
11th grade	19,407	4,703	3,433	8	0	0
12th grade, no diploma	10,836	3,348	2,765	26	23	0
High School graduate (includes equivalency)	172,385	49,320	39,319	442	467	48
Some college, less than 1 year	34,867	10,505	8,779	139	84	24
Some college, 1 or more years, no degree	102,998	35,030	28,982	516	215	51
Associate Degree	42,111	13,442	11,363	192	48	7
Bachelor's Degree	90,361	35,156	30,037	695	344	18
Master's Degree	43,384	19,061	15,888	403	284	18
Professional School Degree	12,948	6,202	5,048	241	188	4
Doctorate Degree	14,785	5,928	4,836	218	86	0

Source: Bureau of the Census

**EDUCATIONAL ATTAINMENT FOR THE POPULATION 25 YRS. AND OVER
BY GENDER, 2010 (continued)**

	New Mexico	Bernalillo County	Albuquerque	Corrales Bern. Cty.	Los Ranchos de Albuquerque	Tijeras
Female	669,470	220,022	180,937	3,182	2,352	181
No schooling completed	7,839	1,699	1,373	21	0	4
Nursery to 4th grade	7,910	1,558	1,222	28	0	0
5th and 6th grade	18,293	5,373	4,076	0	21	17
7th and 8th grade	15,710	4,060	2,954	12	38	3
9th grade	13,855	4,174	3,215	0	30	0
10th grade	16,987	4,087	3,169	17	85	3
11th grade	19,871	5,177	3,931	20	29	0
12th grade, no diploma	10,370	3,701	3,063	26	53	0
High School graduate (includes equivalency)	177,510	53,442	43,249	630	588	66
Some college, less than 1 year	44,737	14,625	12,360	123	91	8
Some college, 1 or more years, no degree	116,555	39,272	32,975	558	381	26
Associate Degree	51,278	15,707	13,330	213	90	18
Bachelor's Degree	99,240	38,963	33,074	864	387	16
Master's Degree	53,795	20,746	17,071	473	304	20
Professional School Degree	8,510	4,292	3,497	99	114	0
Doctorate Degree	7,010	3,146	2,378	98	141	0

Source: Bureau of the Census

ANNUAL PUBLIC SCHOOL ENROLLMENT

School Yr.	Students	School Yr.	Students
1949-1950	21,335	1975-1976	84,634
1950-1951	24,073	1976-1977	85,639
1951-1952	25,944	1977-1978	83,910
1952-1953	28,424	1978-1979	82,655
1953-1954	31,245	1979-1980	80,982
1954-1955	34,210	1980-1981	78,668
1955-1956	37,286	1981-1982	76,177
1956-1957	39,835	1982-1983	75,210
1957-1958	43,571	1983-1984	75,303
1958-1959	48,803	1984-1985	76,057
1959-1960	53,561	1986-1987	79,119
1960-1961	56,161	1987-1988	82,296
1961-1962	N/A	1988-1989	84,783
1962-1963	N/A	1989-1990	86,716
1963-1964	68,301	1990-1991	88,112
1964-1965	71,889	1992-1993	90,153
1965-1966	74,477	1993-1994	91,516
1966-1967	76,429	1994-1995	88,624
1967-1968	77,644	1995-1996	88,891
1968-1969	78,793	1996-1997	88,886
1969-1970	80,751	1997-1998	87,033
1970-1971	84,362	1998-1999	85,847
1971-1972	86,016	1999-2000	85,056
1972-1973	87,211	2000-2001	85,039
1973-1974	85,967	2001-2002	85,665
1974-1975	84,772	2002-2003	84,441

Source: Albuquerque Public Schools

ANNUAL PUBLIC SCHOOL ENROLLMENT (continued)

School Yr.	Students
2003-2004	84,889
2004-2005	86,389
2005-2006	87,766
2006-2007	88,127
2007-2008	89,122
2008-2009	89,398
2009-2010	89,814
2010-2011	90,586
2011-2012	89,752
2012-2013	89,602

Source: Albuquerque Public Schools

**E. PLAN AMENDMENTS ADOPTED
DIFFERENTLY BY THE CITY AND THE COUNTY**

PLAN AMENDMENTS ADOPTED DIFFERENTLY BY THE CITY AND COUNTY

Different language was approved by the City Council and Bernalillo County Commission for several policy amendments recommended by the 1980 Biennial Report. Therefore, the existing Comprehensive Plan language adopted in 1988 by both governing bodies remains in effect for those particular policies, and will continue to be printed in the Comprehensive Plan until amended with identical language by both bodies. The affected policies and the respective language are:

D. Community Resource Management

2. Water Management

a. City language • The water resource of the metropolitan area shall be managed to ensure permanent adequate supply. County language • The City's average annual water use should be managed to correspond to average annual recharge of the aquifer.

4. Transportation and Transit

New Policy h. City language • Land use strategies shall be used to promote transit use in transit development corridors. County language • Land use procedures shall be established to promote transit use in transit development corridors.

Possible Techniques

1. Reserve opportunities for park-and-ride lots, transit centers, bus bays, transit lanes as necessary upon subdivision or plan approval.
2. Encourage high density development in urban centers and in activity centers.
3. Minimize off-street parking requirements for commercial and office uses where effective transportation alternatives exist or can be implemented.
4. Revise the City and County Subdivision Ordinances to provide for dedication of land or cash in lieu of dedication for park-and-ride lots and transit (transfer) centers.

New Policy i. City language • Transportation strategies shall be used to promote transit use in transit development corridors. County language • Transportation procedures shall be established to promote transit use in transit development corridors.

Possible Techniques

1. Operate express bus service to employment centers for work trips.
2. Operate bus service for special events.
3. Integrate conventional bus service with intercity bus, rail, and air service.
4. Coordinate transit service improvements and system links with development in activity centers, urban centers and with new planned communities.
5. Supplement conventional transit with specialized local service, taxi and para-transit.
6. Explore the use of private and public lots for park-and-ride facilities.
7. Advertise and develop incentives for participation in the system.

l. City language • In currently developed areas, the efficiency and safety of existing arterial streets shall be improved to reduce the need for the expansion of freeways and future arterials. County language • In currently developed areas, the efficiency and safety of existing arterial streets shall be improved to minimize the need for the expansion of freeways and future arterials.

m. City language • In newly developing areas, efficiency and safety of the arterial street system shall be emphasized in order to reduce the need for additional future arterials. County language • In newly developing areas, efficiency and safety of the arterial street system shall be emphasized in order to reduce or preclude the need for additional future arterials.

Possible Techniques

1. Maximize potential use of all forms of ridesharing (buses, carpools, vanpools, etc.) by providing priority treatments such as park-and-ride lots, special lanes and other such transportation system management (TSM) programs determined effective.
2. Maximize potential use of efficiency and safety measures including improved signalization, median control, vehicle type restrictions, grade separated intersections, all-weather bridge crossings, intersection capacity, pavement striping, channelization and other transportation system management (TSM) programs determined effective.
3. Apply regional travel demand forecasting techniques in developing a comparative understanding of the benefit/cost values of implementing or expanding ridesharing and other TSM programs.

F. COMPREHENSIVE PLAN RESOLUTIONS

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

1 WHEREAS, staff of the City of Albuquerque and Bernalillo County have
2 worked together to update the subject appendix and maps as a first step
3 toward a more complete review of the Plan; and

4 WHEREAS, on March 14, 2013, the Environmental Planning Commission
5 (EPC), in its advisory role on land use and planning matters, recommended
6 approval to the City Council of the amendment to the
7 ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN.

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

10 SECTION 1. That the Albuquerque/Bernalillo County Comprehensive Plan
11 is amended to replace the existing Appendix D with Exhibit A.

12 SECTION 2. That the Albuquerque/Bernalillo County Comprehensive Plan
13 is amended to replace the maps after page II-35 (Figure 30 Development Areas
14 with Activity Centers and Transportation Corridors and Figure 31
15 Development Areas) and add a new Figure 32 (Activity Centers &
16 Transportation Corridors) with Exhibit B.

17 SECTION 3. FINDINGS ACCEPTED. The City Council adopts the following
18 findings as recommended by the Environmental Planning Commission (EPC):

- 19 1. The request is to amend the Rank I Master Plan, the
20 Albuquerque/Bernalillo County Comprehensive Plan, by updating
21 Appendix D, which contains demographic and planning data, and the
22 Activity Centers and Transportation Corridors Maps in Section II. Goals
23 & Policies.
- 24 2. The geographic scope of the request consists of the same area as in the
25 existing Comprehensive Plan: the area within Albuquerque's municipal
26 limits and the unincorporated area of Bernalillo County.
- 27 3. The 2035 Metropolitan Transportation Plan, Charter of the City of
28 Albuquerque, Albuquerque Code of Ordinances: §1-2-1 -
29 Albuquerque/Bernalillo County Comprehensive Plan, §2-12-1 - Capital
30 Improvement Program, §14-13-2-1 - Albuquerque Planning Ordinance,
31 §14-16-1-3 Intent of Albuquerque Comprehensive Zoning Code, West
32 Side Strategic Plan, Mesa del Sol Plan B and the draft West Route 66
33 SDP 2.23.12 (WR66SDP) are incorporated herein by reference.

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

- 1 **4. The City of Albuquerque and Bernalillo County Planning Departments**
2 **have been coordinating the submittal and its concurrent review by the**
3 **County Planning Commission (CPC), EPC and ultimately the Board of**
4 **Commissioners and City Council. At a public hearing on March 6, 2013**
5 **the CPC recommended approval of the joint request to the County**
6 **Board of Commissioners.**
- 7 **5. The demographic information in Appendix D is updated based on the**
8 **2010 Census, and other categories of data were obtained from local**
9 **sources. The information includes:**
 - 10 **a. US Census data for population, housing, employment,**
11 **transportation, and educational attainment**
 - 12 **b. City park development**
 - 13 **c. Activity Centers**
 - 14 **d. Metropolitan Redevelopment Areas**
 - 15 **e. Registered Historic Districts**
 - 16 **f. Transportation Corridors**
 - 17 **g. Public school enrollment.**
- 18 **6. The amended map of Development Areas with Activity Centers and**
19 **Transportation Corridors, Fig. 30 dated 3/1/2013, reflects changes**
20 **recommended in lower ranked Master Plans, Area and Sector**
21 **Development Plans that have been adopted since 2001, or, regarding**
22 **the draft WR66SDP, changes that did not generate opposition during the**
23 **EPC process. Following Planning Department work undertaken in 2009,**
24 **adjustments to the boundaries of three activity centers on Coors Blvd.**
25 **are proposed in order to align them with current streets, property lines,**
26 **and established land uses and zoning. No other adjustments to activity**
27 **centers are proposed at this time. Changes to Transportation Corridors**
28 **may reflect current transit services or projected improvements,**
29 **including future Bus Rapid Transit routes.**
- 30 **7. An additional map, Fig. 32 dated 3/1/2013 - Activity Centers and**
31 **Transportation Corridors, is proposed to make the centers and**
32 **corridors' information more legible.**

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

- 1 **8. The update of demographic and planning data, including activity**
- 2 **centers and corridors, supports the following City plans and codes:**
- 3 a. **§1-2-1 - Albuquerque/Bernalillo County Comprehensive Plan,**
- 4 **because it presents current conditions and recognizes**
- 5 **implementation of the Plan’s goals and policies since the last**
- 6 **amendments.**
- 7 b. **§2-12-1 - Capital Improvement Program, because it informs City**
- 8 **decisions involving capital expenditures for public infrastructure**
- 9 **and facilities.**
- 10 c. **West Side Strategic Plan, by incorporating appropriate**
- 11 **amendments to activity centers of this Rank 2 plan.**
- 12 d. **Mesa del Sol Plan, because it incorporates the most recent**
- 13 **amendments to activity centers of this Rank 3 plan.**
- 14 **9. The request meets the required procedure for amendments to the**
- 15 **Comprehensive Plan set out in Section III.F of the Plan, including the**
- 16 **Albuquerque Planning Ordinance to which it refers.**
- 17 **10. There is neighborhood opposition to adjusting the southern boundary**
- 18 **of the Coors/Montano Village Community Activity Center due to**
- 19 **potential litigation and possible future rezoning. However, the update**
- 20 **has no bearing on a potential court case. Any future rezoning is**
- 21 **speculative and would be reviewed according to requirements**
- 22 **applicable if and when an application is submitted to the City. Other**
- 23 **public comments make significant new recommendations regarding**
- 24 **activity centers, which are more appropriate to address at a later date as**
- 25 **part of a complete review of the Comprehensive Plan.**

26 **SECTION 4. EFFECTIVE DATE AND PUBLICATION. This legislation shall**

27 **take effect five days after publication by title and general summary.**

28 **SECTION 5. SEVERABILITY CLAUSE. If any section, paragraph, sentence,**

29 **clause, word or phrase of this resolution is for any reason held to be invalid or**

30 **unenforceable by any court of competent jurisdiction, such decision shall not**

31 **affect the validity of the remaining provisions of this resolution. The Council**

32 **hereby declares that it would have passed this resolution and each section,**

33 **paragraph, sentence, clause, word or phrase thereof irrespective of any**

1 provisions being declared unconstitutional or otherwise invalid.

2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

1 PASSED AND ADOPTED THIS 19th DAY OF August, 2013
2 BY A VOTE OF: 9 FOR 0 AGAINST.

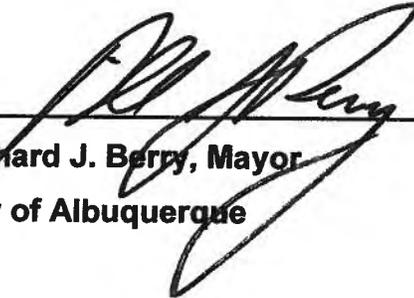
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33



Daniel P. Lewis, President
City Council

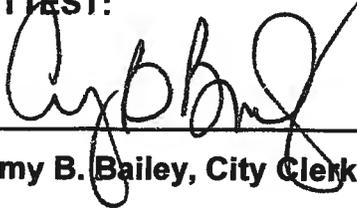
APPROVED THIS 6th DAY OF September, 2013

Bill No. R-13-172



Richard J. Berry, Mayor
City of Albuquerque

ATTEST:



Amy B. Bailey, City Clerk

[+ Bracketed/Underscored Material +] - New
[-Bracketed/Strikethrough Material-] - Deletion

BERNALILLO COUNTY

BOARD OF COUNTY COMMISSIONERS

A RESOLUTION AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN WITH PLANS PREVIOUSLY VETTED AND APPROVED BY THE BOARD OF COUNTY COMMISSIONERS, UPDATING STATISTICAL AND MAP INFORMATION RELATED TO IDENTIFYING AND ENHANCING ACTIVITY CENTERS AND LINKING TRANSPORTATION CORRIDORS.

RESOLUTION NO. 2013-70

1 **WHEREAS**, there are numerous legislative and public forum directives including Shared
2 Vision town halls, stakeholder and community input meetings for Area and Sector Plan amendments
3 and the creation of Sector Plans, all of which call for future development and enhancement of mixed
4 use activity centers and linking transportation corridors; and

5 **WHEREAS**, the Comprehensive Plan already contains certain limited material pertaining to
6 development of centers and corridors; and

7 **WHEREAS**, the proposed Centers and Corridors amendment to the Comprehensive Plan
8 would refine and provide more detail with respect to policies encouraging their development; and

9 **WHEREAS**, implementation of the Centers and Corridors concept could result in more
10 efficient delivery, maintenance and rehabilitation of public services and infrastructure, a built
11 environment offering greater options that enhance quality of life, and more transportation choices for
12 citizens of the City and County; all of which would support the concept of sustainability; and

13 **WHEREAS**, the Bernalillo County Planning Commission, the Environmental Planning
14 Commission, and the Extraterritorial Land Use Commission have held public hearings allowing for
15 discussion of the centers and corridors concept and have unanimously approved the proposed
16 amendments; and

17 **WHEREAS**, the Board of County Commissioners has the authority to adopt and amend plans
18 for the development of the area.

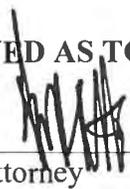
CONTINUATION PAGE 2, RESOLUTION AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN WITH PLANS PREVIOUSLY VETTED AND APPROVED BY THE BOARD OF COUNTY COMMISSIONERS, UPDATING STATISTICAL AND MAP INFORMATION RELATED TO IDENTIFYING AND ENHANCING ACTIVITY CENTERS AND LINKING TRANSPORTATION CORRIDORS.

1 **BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS, THE**
2 **GOVERNING BODY OF BERNALILLO COUNTY:**

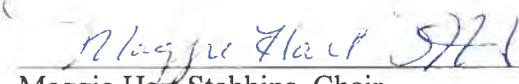
3 **Section 1.** that the Albuquerque/Bernalillo County Comprehensive Plan be amended by
4 updating statistical and map information and recognition of adopted plans and amendments in
5 Bernalillo County which enhance activity centers and the linking transportation corridors.

6
7 **DONE** this 12th day of November 2013.
8

9 **APPROVED AS TO FORM**

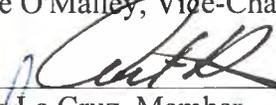
10 
11 _____
County Attorney

BOARD OF COUNTY COMMISSIONERS

12 
13 _____
Maggie Hart Stebbins, Chair

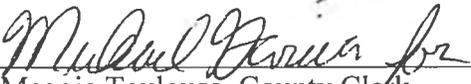
EXCUSED

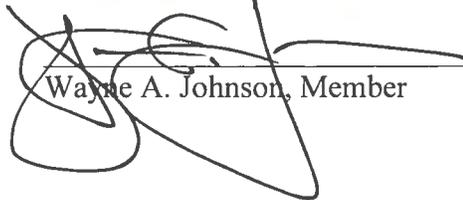
14 _____
Debbie O'Malley, Vice-Chair

15 
16 _____
Art De La Cruz, Member

17 
18 _____
Lonnie C. Talbert, Member

15 ATTEST

18 
19 _____
Maggie Toulouse, County Clerk

20 
Wayne A. Johnson, Member



BERNALILLO COUNTY
BOARD OF COUNTY COMMISSIONERS
RESOLUTION NO. ~~116~~ 2003

1 **AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE**
2 **PLAN LAND USE DESIGNATION FOR THE AREA ON EITHER SIDE OF MONTANO**
3 **ROAD NW, WEST OF THE CORRALES RIVERSIDE DRAIN EXTENSION AND EAST**
4 **OF COORS BLVD NW FROM A RURAL LAND USE DESIGNATION TO A**
5 **DEVELOPING URBAN LAND USE DESIGNATION.**

6
7 **WHEREAS**, the Comprehensive Plan is the Rank One Plan for the City of Albuquerque
8 and Bernalillo County; and

9 **WHEREAS**, Section 1 of the Plan's adopting resolutions (County Resolution No.103-
10 88) states the overall densities, character and design of all land uses and development, including
11 residential, agricultural, commercial, industrial and recreational and open space shall be in
12 accordance with the goals and policies of this Comprehensive Plan; and

13 **WHEREAS**, the Albuquerque/Bernalillo County Comprehensive Plan was adopted in
14 August 1988 with a provision for periodic and systematic evaluation of the Plan's
15 implementation and shortcomings; and

16 **WHEREAS**, the Board of County Commissioners is authorized to make amendments to
17 the Albuquerque/Bernalillo County Comprehensive Plan to protect the public well being, and the
18 health, safety and welfare in areas within the Commission's planning and platting jurisdiction;
19 and

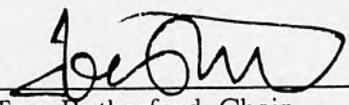
20 **WHEREAS**, amending the subject area's designation from Rural to Developing Urban
21 responds to the present and changing context of the area and to implementation objectives of the
22 Comprehensive Plan and West Side Strategic Plan activity centers policies; and

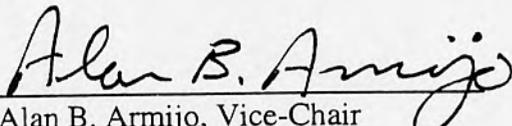
23 **WHEREAS**, the area on either side of Montano Road NW, west of the Corrales
24 Riverside Drain Extension and East of Coors Blvd. currently falls within the jurisdiction of the
25 City of Albuquerque.

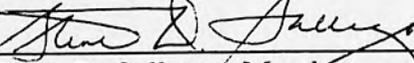
26
27 **NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF COUNTY**
28 **COMMISSIONERS:**

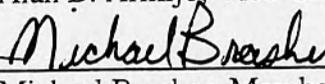
1 SECTION ONE: The area on either side of Montano Road NW, West of the Corrales Riverside
2 Drain Extension and East of Coors Blvd. NW is hereby designated Developing Urban on the
3 Albuquerque/Bernalillo County Comprehensive Plan Land Use Map, as referenced on the
4 attached map.

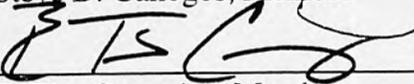
5 DONE, this _____ DAY OF _____ 2003.

6 
7 _____
8 Tom Rutherford, Chair


_____ Alan B. Armijo, Vice-Chair

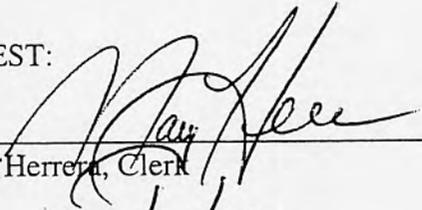
9 
10 _____
11 Steve D. Gallegos, Member


_____ Michael Brasher, Member

12 
13 _____
14 E. Tim Cummins, Member

15
16 APPROVED AS TO FORM:
17 _____
18
19
20 Legal Department

21 Date: _____

22
23
24
25 ATTEST:
26 
27 _____
28 Mary Herrera, Clerk

29
30 Date: 11/18/03
31

32
33
34
35
36
37
38
39
40

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

1 WHEREAS, amending the subject site to Developing Urban also supports
2 implementation of West Side Strategic Plan policies designating a community
3 scale activity center at Coors and Montano NW; and

4 WHEREAS, a designation of Developing Urban on the site does not conflict
5 with any land use, view preservation or setback policies of the Coors Corridor
6 Plan; and

7 WHEREAS, reclassifying the subject site from Rural to Developing Urban has
8 not been opposed by affected property owners, neighborhoods or commenting
9 agencies, and the Environmental Planning Commission reviewed the request and
10 recommended approval on February 20, 2003.

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

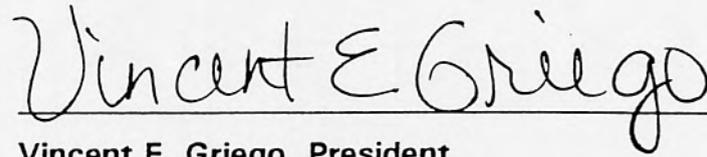
13 Section 1. BOUNDARY AMENDMENT. The "Rural" development area
14 boundary delineated on the 1975 and 1988 Comprehensive Plan map for the
15 area a portion of the lands shown on the Albuquerque/Bernalillo County
16 Comprehensive Plan map as "Rural," located east of Coors Blvd. NW and west
17 of the Lower Corrales Riverside Drain Extension, between the San Antonio
18 Arroyo and a point on the Drain about 2000 feet north of Montano Road NW
19 (map, Attachment A) is hereby amended to "Developing Urban", except Tract 3,
20 the parcel east of the La Luz Development zoned SU-1 for private open
21 space/school recreational fields.

22 Section 2. PUBLICATION. This amendment shall be made to the
23 Albuquerque/Bernalillo County Comprehensive Plan map within the City's
24 Geographic Information System and published both in hard copy and the City's
25 web site.

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

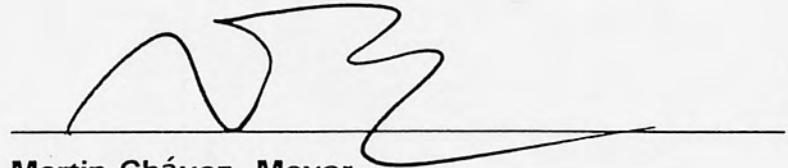
1 PASSED AND ADOPTED THIS 8th DAY OF SEPTEMBER, 2003
2 BY A VOTE OF: 6 FOR 1 AGAINST.

3
4 Yes: 6
5 No: Gomez
6 Excused: Mayer, Payne
7
8

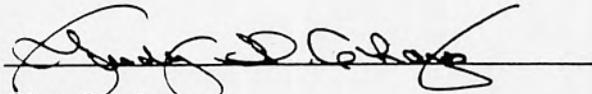
9 
10 _____
11 Vincent E. Griego, President
12 City Council
13
14
15

16 APPROVED THIS 19th DAY OF September, 2003

17
18 Bill No. R-03-233

19 
20 _____
21 Martin Chávez, Mayor
22 City of Albuquerque
23

24 ATTEST:

25 
26 _____
27 City Clerk
28
29
30
31
32

[+Bracketed Material+] - New
[-Bracketed Material-] - Deletion

BERNALILLO COUNTY
BOARD OF COUNTY COMMISSIONERS
RESOLUTION NO. 20-2003

AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN LAND USE DESIGNATIONS FOR THE UNINCORPORATED SOUTH VALLEY AREA, FROM "ESTABLISHED URBAN" AND "DEVELOPING URBAN" DESIGNATIONS TO A "SEMI-URBAN" DESIGNATION.

1 **WHEREAS**, the Comprehensive Plan is the Rank One Plan for the City of Albuquerque
2 and Bernalillo County and Section 1 of the Plan's adopting resolutions (City Enactment No. 138-
3 1988 and County Resolution No.103-88) states the overall densities, character and design of all
4 land uses and development, including residential, agricultural, commercial, industrial and
5 recreational and open space shall be in accordance with the goals and policies of this
6 Comprehensive Plan; and

7 **WHEREAS**, the Albuquerque/Bernalillo County Comprehensive Plan was adopted in
8 August 1988 with a provision for periodic and systematic evaluation of the Plan's
9 implementation and shortcomings; and

10 **WHEREAS**, the Board of County Commissioners is authorized to make amendments to
11 the Albuquerque/Bernalillo County Comprehensive Plan to protect the public well being, and the
12 health, safety and welfare in areas within the Board of County Commissioner's planning and
13 platting jurisdiction; and

14 **WHEREAS**, the County Planning Commission, has reviewed the proposed
15 Comprehensive Plan land use designation amendment and recommends that the land use
16 designation for the area located between Second Street to the east, the Rio Grande River to the
17 west, Woodward Road to the North and Prosperity Avenue be amended to a Semi Urban land
18 use designation; and

19 **WHEREAS**, the Bernalillo County Commission adopted the revised Southwest Area
20 Plan to guide quality development in an area which is diverse in character and history in order to
21 provide a mixture of uses more suitable in a quickly developing area of the County; and

22 **WHEREAS**, the area included in the land use designation change is approximately 1,184
23 acres in size, and has been designated by the Southwest Area Plan as residential Area Three,
24 which allows a maximum residential density of three dwelling units per acre; and

CONTINUATION PAGE 2, ADMINISTRATIVE RESOLUTION R 20 -2003
AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE
PLAN LAND USE DESIGNATIONS FOR THE UNINCORPORATED SOUTH VALLEY
AREA, FROM "ESTABLISHED URBAN" AND "DEVELOPING URBAN"
DESIGNATIONS TO A "SEMI-URBAN" DESIGNATION.

1 WHEREAS, this request is consistent with the recently adopted Southwest Area Plan in
2 that it promotes and maintains an overall density of three dwelling units per acre.

3 NOW, THEREFORE BE IT RESOLVED, by the Bernalillo Board of County
4 Commissioners that the Albuquerque/Bernalillo County Comprehensive Plan be amended as
5 follows:

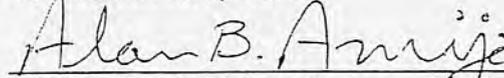
6 SECTION ONE: The Albuquerque/Bernalillo County Comprehensive Plan Land Use
7 Designation for designation for the area located between Second Street to the east, the Rio
8 Grande River to the west, Woodward Road to the North and Prosperity Avenue and shown on
9 the attached map is hereby changed from "Established Urban" and "Developing Urban" to
10 "Semi-Urban."

11
12 PASSED, ADOPTED, APPROVED and SIGNED this 25th day of February 2003.

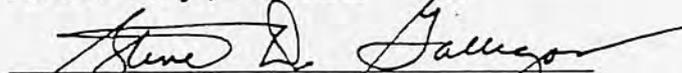
13
14 BOARD OF COUNTY COMMISSIONERS

15 

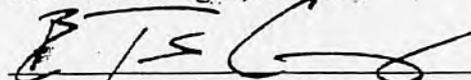
16 Tom Rutherford, Chair

17 

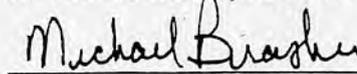
18 Alan B. Armijo, Vice Chair

19 

20 Steve D. Gallegos, Member

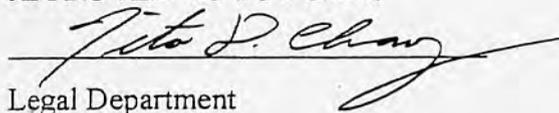
21 

22 E. Tim Cummins, Member

23 

24 Michael Brasher, Member

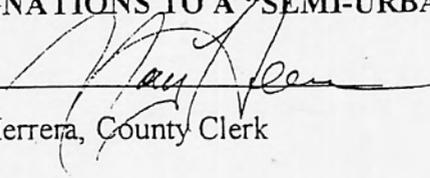
25
26
27
28
29
30 APPROVED AS TO FORM:

31 
32 Legal Department

33
34 ATTEST:

CONTINUATION PAGE 3, ADMINISTRATIVE RESOLUTION AR 20 -2003
AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE
PLAN LAND USE DESIGNATIONS FOR THE UNINCORPORATED SOUTH VALLEY
AREA, FROM "ESTABLISHED URBAN" AND "DEVELOPING URBAN"
DESIGNATIONS TO A "SEMI-URBAN" DESIGNATION.

1
2
3



Mary Herrera, County Clerk

BERNALILLO COUNTY
EXTRATERRITORIAL LAND USE AUTHORITY
ELUA RESOLUTION NO. 2-2003

1 **AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE**
2 **PLAN LAND USE DESIGNATIONS FOR THE UNINCORPORATED SOUTH VALLEY**
3 **AREA, FROM "ESTABLISHED URBAN" AND "DEVELOPING URBAN"**
4 **DESIGNATIONS TO A "SEMI URBAN" DESIGNATION.**

5
6 **WHEREAS**, the Comprehensive Plan is the Rank One Plan for the City of Albuquerque
7 and Bernalillo County and Section 1 of the Plan's adopting resolutions (City Enactment No. 138-
8 1988 and County Resolution No.103-88) states the overall densities, character and design of all
9 land uses and development; including residential, agricultural, commercial, industrial and
10 recreational and open space shall be in accordance with the goals and policies of this
11 Comprehensive Plan; and

12 **WHEREAS**, the Albuquerque/Bernalillo County Comprehensive Plan was adopted in
13 August 1988 with a provision for periodic and systematic evaluation of the Plan's
14 implementation and shortcomings; and

15 **WHEREAS**, the Extraterritorial Land Use Authority is authorized to make amendments
16 to the Albuquerque/Bernalillo County Comprehensive Plan to protect the public well being, and
17 the health, safety and welfare in areas within the Authority's planning and platting jurisdiction;
18 and

19 **WHEREAS**, the Extraterritorial Land Use Commission, has reviewed the proposed
20 Comprehensive Plan land use designation amendment and recommends that the land use
21 designation for the area located between Second Street to the east, the Rio Grande River to the
22 west, Woodward Road to the North and Prosperity Avenue be amended to a Semi Urban land
23 use designation; and

24 **WHEREAS**, the Extraterritorial Land Use Authority adopted the revised Southwest Area
25 Plan to guide quality development in an area which is diverse in character and history in order to
26 provide a mixture of uses more suitable in a quickly developing area of the County; and

27 **WHEREAS**, the area included in the land use designation change is approximately 1,184
28 acres in size, and

CONTINUATION PAGE 2, ELUA RESOLUTION 2 .2003 AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN LAND USE DESIGNATIONS FOR THE UNINCORPORATED SOUTH VALLEY AREA, FROM "ESTABLISHED URBAN" AND "DEVELOPING URBAN" DESIGNATIONS TO A "SEMI-URBAN" DESIGNATION.

1 WHEREAS, this request is consistent with the recently adopted Southwest Area Plan in
2 that it promotes and maintains an overall density of three dwelling units per acre.

3 NOW, THEREFORE BE IT RESOLVED, by the Extraterritorial Land Use Authority
4 that the Albuquerque/Bernalillo County Comprehensive Plan be amended as follows:

5 SECTION ONE: The Albuquerque/Bernalillo County Comprehensive Plan Land Use
6 Designation for designation for the area located between Second Street to the east, the Rio
7 Grande River to the west, Woodward Road to the North and Prosperity Avenue and shown on
8 the attached map is hereby changed from "Established Urban" and "Developing Urban" to
9 "Semi-Urban."

10 PASSED, ADOPTED, APPROVED and SIGNED this 25th day of February 2003.

11
12 EXTRATERRITORIAL LAND USE AUTHORITY
13
14

15 Member

16 Steve D. Salazar
17 Chair

18 Mike Commins

19 Vice Chair

20 ETC

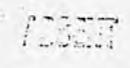
21 Member

22 Michael Brasher

23 Member

24 Alan Armijo 

25 Member

26 Hoss Yntema 

27 Member

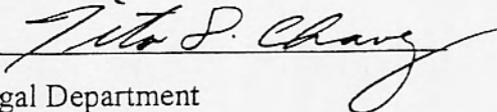
28 Plincent D. Sney

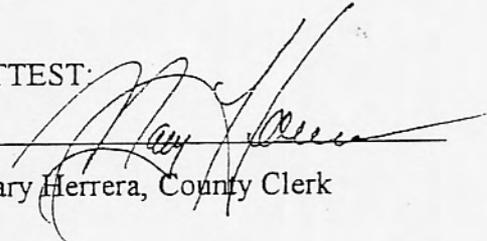
29 Member
30
31
32
33
34
35
36

CONTINUATION PAGE 3, ELUA RESOLUTION 2 -2003 AMENDING THE
ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN LAND USE
DESIGNATIONS FOR THE UNINCORPORATED SOUTH VALLEY AREA, FROM
"ESTABLISHED URBAN" AND "DEVELOPING URBAN" DESIGNATIONS TO A
"SEMI-URBAN" DESIGNATION.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19

APPROVED AS TO FORM:


Legal Department

ATTEST:

Mary Herrera, County Clerk

**CITY of ALBUQUERQUE
FIFTEENTH COUNCIL**

COUNCIL BILL NO. R-03-269 ENACTMENT NO. 84-2003
SPONSORED BY: Eric Griego, by request

RESOLUTION

1
2 COMPREHENSIVE PLAN AMENDMENT 03EPC-00268, AMENDING THE
3 ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN
4 DEVELOPMENT AREA DESIGNATION FOR THE UNINCORPORATED SOUTH
5 VALLEY AREA FROM DEVELOPING URBAN TO SEMI-URBAN, FROM A POINT
6 APPROXIMATELY 500 FEET SOUTH OF WOODWARD ROAD (NORTH);
7 PROSPERITY AVENUE (SOUTH); THE RIO GRANDE (WEST); AND SECOND
8 STREET SW (EAST).

9 WHEREAS, the Albuquerque/Bernalillo County Comprehensive Plan was
10 adopted in 1988 and anticipated amendments; and

11 WHEREAS, the Comprehensive Plan's adopting resolutions (City
12 Enactment 138-1988 and County Resolution 103-88) states in Section 1 that
13 the overall densities, character, and design of all land uses and development,
14 including residential, agricultural, commercial, industrial, and recreational and
15 open space shall be in accordance with the goals and policies of this
16 Comprehensive Plan; and

17 WHEREAS, the City Council has the authority to amend the Comprehensive
18 Plan; and

19 WHEREAS, the Board of County Commissioners adopted the revised
20 Southwest Area Plan to supplement the Comprehensive Plan in guiding
21 development by proposing a more suitable mix of compatible land uses in an
22 area which is diverse in character and history; and

23 WHEREAS, the area addressed by the Plan amendment is approximately
24 1,184 acres in size, and is identified by the Southwest Area Plan as residential
25 area three which proposes a maximum housing density of three dwelling units
26 per acre; and

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

1 WHEREAS, this Plan amendment from Developing Urban to Semi-Urban
2 provides for an average housing density of three dwellings per acre; and

3 WHEREAS, the Bernalillo County Commission has adopted this
4 Comprehensive Plan amendment upon recommendation of the County's
5 Planning Commission; and

6 WHEREAS, the Environmental Planning Commission has reviewed the
7 Comprehensive Plan development area designation and recommends it be
8 changed to Semi-Urban for the area beginning approximately 500 feet south of
9 Woodward Road, Prosperity Avenue, the Rio Grande, and Second Street SW
10 all beyond Albuquerque's Municipal Limits; and

11 WHEREAS, on April 17, 2003 the Environmental Planning Commission, in
12 its advisory role on planning matters, recommended adoption of this Plan
13 amendment.

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

16 Section 1. The Albuquerque/Bernalillo County Comprehensive Plan for
17 the area referenced above and as illustrated on the attached map is amended
18 from Developing Urban to Semi-Urban designations.

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

26
27
28
29
30
31

BERNALILLO COUNTY
BOARD OF COUNTY COMMISSIONERS

RESOLUTION NO. 70-2003

1 **AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE**
2 **PLAN TO INCORPORATE THE CULTURAL PLAN UPDATE**

3 **WHEREAS**, the Albuquerque/Bernalillo County Comprehensive Plan is the Rank One
4 Plan for the City of Albuquerque and Bernalillo County; and

5 **WHEREAS**, the Bernalillo County Commission has the authority to review and approve
6 amendments to the Albuquerque/Bernalillo County Comprehensive Plan; and

7 **WHEREAS**, the City of Albuquerque originally adopted the Cultural Plan through
8 adoption of Council Resolution Enactment No. 27-1995, as a recommended set of actions to
9 increase the benefits of cultural activities to individual growth, community identity, and the local
10 economic strength of Albuquerque and surrounding areas; and

11 **WHEREAS**, in 2001, the Arts Alliance brought together community representatives
12 including representatives from Bernalillo County to review the original 1995 Plan Goals and
13 Objectives, and finding the original Plan Goals and Policies still relevant, integrated the 1995
14 Goals into three Goals for an updated Cultural Plan; and

15 **WHEREAS**, the updated Cultural Plan reflects broadly accepted community values that
16 would be elevated in stature through incorporation into the Comprehensive Plan; and

17 **WHEREAS**, the County Planning Commission reviewed the proposed amendment at a
18 public hearing and found this Comprehensive Plan amendment was supported community wide
19 and was not in conflict with any applicable plans.

20 **NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF COUNTY**
21 **COMMISSIONERS:**

22 SECTION ONE: The Albuquerque/Bernalillo County Comprehensive Plan,

23 (A) Section I. Chapter C: Environmental Protection and Heritage Conservation, Section 7:
24 Cultural Traditions and the Arts, is hereby amended to include the following language at the end
25 of the existing language:

CONTINUATION PAGE 2; RESOLUTION NO. _____

1 In 1995, the City Council adopted the Cultural Plan. Six policies on cultural education,
2 involvement, and funding were developed in this plan and were implemented by the Public Art
3 Program office through their Designated Arts organization, the Albuquerque Arts Alliance.

4 In 2002, the Cultural Plan was updated to revisit the cultural needs of the community and to
5 determine which of the 1995 goals were still relevant. In the process of prioritizing the goals, the
6 goals were integrated into three major goals.

7 (B) Section I. Chapter D: Community Resource Management, Section 7: Education is hereby
8 amended to include the following language at the end of the existing language:

9 In 1995, the City Council adopted the Cultural Plan which contained specific policies for arts
10 education. This plan was not incorporated into the Comprehensive Plan at that time.

11 In 2002, the City Council adopted the Cultural Plan Update as a text amendment to the
12 Comprehensive Plan. This update contained specific policies for arts education throughout
13 Albuquerque. The Cultural Plan Update was both incorporated into the Comprehensive Plan and
14 used as a stand alone document of goals and policies regarding Cultural and Arts education,
15 involvement, and funding.

16 (C) Section II. Chapter C: Environmental Protection and Heritage Conservation, Section 7:
17 Cultural Traditions and the Arts is hereby amended to include the following language at the end
18 of the existing language: Policy d. A Cultural Plan approved in accordance with this section and
19 more specific goals, policies, and action strategies shall service to implement the Comprehensive
20 Plan. This Cultural Plan is available separately. This Cultural Plan shall be updated in the same
21 fashion as all other Comprehensive Plan elements.

22 (D) Section II. Chapter D: Community Resource Management, Section 7: Education is hereby
23 amended to include the following language at the end of the existing language: Policy i. A
24 Cultural Plan approved in accordance with this section and more specific goals, policies, and
25 action strategies shall serve to implement the Comprehensive Plan. The Cultural Plan is available
26 separately. This Cultural Plan shall be updated in the same fashion as all other Comprehensive
27 Plan elements.

28 SECTION TWO: The Cultural Plan translates community needs and desires regarding art
29 and culture into a series of goals, objectives and recommendations for implementation. The
30 Cultural Plan can improve Bernalillo County and The City of Albuquerque's cultural vitality,
31 which will have a direct impact on the area's livability and continued economic development.
32

1 Done, this 26 day of August, 2003.

2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43

BOARD OF COUNTY COMMISSIONERS

EXCUSED

Tom Rutherford, Chair

Alan B. Armijo

Alan B. Armijo, Vice Chair

E. Tim Cummins

E. Tim Cummins, Member

EXCUSED

Steve D. Gallegos, Member

Michael Brasher

Michael Brasher, Member

APPROVED AS TO FORM:

Jeffrey S. Lander
Legal Department

Date: 8/25/03

ATTEST:

Mary Herrera
Mary Herrera, Clerk

Date: 8/26/03

1 of the updated Cultural Plan as an amendment to the Comprehensive Plan to the
2 City Council; and

3 WHEREAS, the Environmental Planning Commission found this
4 Comprehensive Plan Amendment was not in conflict with any applicable plans
5 and was supported community-wide.

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

8 Section 1. The Albuquerque / Bernalillo County Comprehensive Plan is
9 amended to read:

10 (A) I. Introduction and Context, C. Environmental Protection and Heritage
11 Conservation, after existing language, insert:

12 In 1995, the City Council adopted the *Cultural Plan* for the City of
13 Albuquerque. Six policies on cultural education, involvement, and funding were
14 developed in this plan and were implemented by the Public Art Program Office
15 through their Designated Arts organization, the Albuquerque Arts Alliance.

16 In 2002, the *Cultural Plan* was updated to revisit the cultural needs of the
17 community and to determine which of the 1995 goals were still relevant. In the
18 process of prioritizing the goals, the goals were integrated into three major
19 goals.

20 (B) I. Introduction and Context, D. Community Resource Management,
21 after existing language, insert:

22 In 1995, the City Council adopted the Cultural Plan for the City of
23 Albuquerque which contained specific policies for arts education. This plan was
24 not incorporated into the Comprehensive Plan at that time.

25 In 2002, the City Council adopted the *Cultural Plan Update* as a text
26 amendment to the *Comprehensive Plan*. This update contained specific policies
27 for arts education throughout Albuquerque. The *Cultural Plan Update* was both
28 incorporated into the *Comprehensive Plan* and used as a stand alone document
29 of goals and policies regarding Cultural and Arts education, involvement, and
30 funding.

31 (C) II. Goals and Policies Chapter C: Environmental Protection and Heritage
32 Conservation, after existing policies, insert:

[+ Bracketed/Underscored Material +] - New
[- Bracketed/Strikethrough Material -] - Deletion

1 Policy d. A Cultural Plan for the City of Albuquerque approved in
2 accordance with this section and more specific goals, policies, and action
3 strategies shall serve to implement the Comprehensive Plan. This Cultural Plan
4 is available separately. This Cultural Plan for the City shall be updated in the
5 same fashion as all other *Comprehensive Plan* elements.

6 (D) II. Goals and Policies, Chapter D: Community Resource Management,
7 Article 7: Education, after all existing policies, insert:

8 Policy i. A Cultural Plan for the City of Albuquerque approved in
9 accordance with this section and more specific goals, policies, and action
10 strategies shall serve to implement the *Comprehensive Plan*. The Cultural Plan
11 is available separately. This Cultural Plan for the City shall be updated in the
12 same fashion as all other *Comprehensive Plan* elements.

13 Section 2. FINDINGS ACCEPTED. The following Comprehensive Plan
14 amendment findings are adopted by the City Council:

15 (A) This is a request for approval of the Update to the City of
16 Albuquerque Cultural Plan.

17 (B) The Cultural Plan Update provides an appropriate public response to
18 the cultural concerns of the Albuquerque / Bernalillo County
19 Comprehensive Plan Goals for "Culture" and "Education".

20 (C) The Cultural Plan Update includes a revision of the original six goals
21 and encapsulates into three easy to understand goals with associated
22 policies and implementation strategies. The purpose of the Update
23 was to revisit the cultural needs of the community and determine
24 which of the 1995 goals were still relevant. In the process of
25 prioritizing the goals, the goals were integrated into three major goals.

26 (D) The Cultural Plan includes a reasonable assessment of the needs and
27 desires of Albuquerque citizens regarding arts and cultural issues
28 facing the community.

29 (E) The Cultural Plan translates community needs and desires regarding
30 art and culture into a series of goals, objectives, and
31 recommendations for implementation.

{ + Bracketed/Underscored Material + } - New
{ - Bracketed/Strikethrough Material - } - Deletion

[+ Bracketed/Underscored Material +] - New
[- Bracketed/Strikethrough Material -] - Deletion

- 1 (F) The Cultural Plan can improve Albuquerque’s cultural vitality, which
- 2 will have a direct impact on the city’s livability and continued
- 3 economic development.
- 4 (G) The 1995 Cultural Plan was communicated to the City Council as a
- 5 Rank I Plan, but was not adopted as such. Staff reviewed the 1995
- 6 Cultural Plan and this Update, and recommends that the Update be
- 7 considered a text amendment to the Comprehensive Plan and
- 8 incorporated into the goals and policies of Chapter C: Environmental
- 9 Conservation and Heritage Preservation, Article 7: Cultural Traditions
- 10 and the Arts Section, and the Chapter D: Community Resource
- 11 Management, Article 7: Education Section. This Update should be
- 12 communicated to the City Council as a text amendment to the
- 13 Comprehensive Plan.
- 14 (H) Additional language is suggested that outlines the Cultural Plan
- 15 Update as City of Albuquerque goals, policies, and objectives, and
- 16 outlines City jurisdiction on the programs, projects, and funding
- 17 sources implemented through the Cultural Plan. Bernalillo County is
- 18 not expected to conform to these policies until such time as a public
- 19 art program incorporating education, community involvement, and
- 20 sustainable funding is adopted policy under County jurisdiction. Upon
- 21 approval by the City Council, the Cultural Plan will be communicated
- 22 to Bernalillo County for information purposes.
- 23 (I) The Cultural Plan Update will revise the goals and policies of the
- 24 Comprehensive Plan in Chapter C: Environmental Protection and
- 25 Heritage Conservation, Article 7: Cultural Traditions and the Arts, and
- 26 in Chapter D: Community Resource Management, Article 7:
- 27 Education.
- 28 (J) The Cultural Plan will be a stand-alone document and will be updated
- 29 or revised as necessary using the same text amendment procedures
- 30 as all other Comprehensive Plan elements.

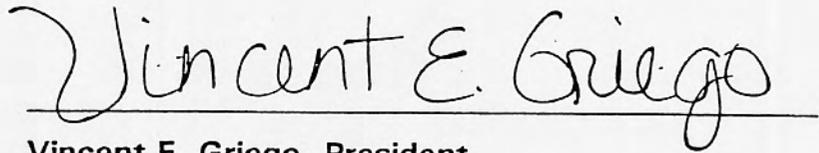
31 Section 3. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
32 clause, word or phrase of this resolution is for any reason held to be invalid or

1 unenforceable by any court of competent jurisdiction, such decision shall not
2 affect the validity of the remaining provisions of this resolution. The Council
3 hereby declares that it would have passed this resolution and each section,
4 paragraph, sentence, clause, word or phrase thereof irrespective of any
5 provisions being declared unconstitutional or otherwise invalid.

6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31

[+ Bracketed/Underscored Material +] - New
[- Bracketed/Strikethrough Material -] - Deletion

1 PASSED AND ADOPTED THIS 2ND DAY OF DECEMBER, 2002
2 BY A VOTE OF: 9 FOR 0 AGAINST.

3
4
5
6
7
8
9 

10
11 Vincent E. Griego, President
12 City Council

13
14
15
16 APPROVED THIS 11 DAY OF December, 2002

17
18 Bill No. R-02-150

19 

20
21 Martin Chávez, Mayor
22 City of Albuquerque

23
24 ATTEST:

25
26 
27 City Clerk

[+ Bracketed Material +] - New
[- Bracketed Material -] - Deletion

BERNALILLO COUNTY
EXTRATERRITORIAL LAND USE AUTHORITY

RESOLUTION NO. ELUA 2-2002

1 **A Resolution amending the Albuquerque/Bernalillo County Comprehensive Plan, adding and**
2 **revising text, policies and map, relating to identifying and enhancing activity centers and linking**
3 **transportation corridors.**

4 **WHEREAS**, there are numerous legislative and public forum directives including Shared Vision town
5 halls, stakeholder and community input meetings, Resolutions R-70 and R-55, all of which call for future
6 development and enhancement of mixed use activity centers and linking transportation corridors; and

7 **WHEREAS**, present land use development patterns in Albuquerque and Bernalillo County are resulting in
8 growing shortages of funding for public services, a built environment more conducive to car travel than alternative
9 transportation modes, greater distances from home to work and increasing vehicle miles traveled; and

10 **WHEREAS**, the Comprehensive Plan already contains certain limited material pertaining to development
11 of centers and corridors; and

12 **WHEREAS**, the proposed Centers and Corridors amendment to the Comprehensive Plan would refine and
13 provide more detail with respect to policies encouraging their development; and

14 **WHEREAS**, implementation of the Centers and Corridors concept could result in more efficient delivery,
15 maintenance and rehabilitation of public services and infrastructure, a built environment offering greater options that
16 enhance quality of life, and more transportation choices for citizens of the City and County; all of which would
17 support the concept of sustainability; and

18 **WHEREAS**, Shared Vision, Inc. has offered extensive opportunities for public involvement in the form of
19 community meetings, focus groups, and stakeholder discussions, as well as through broad based representation on
20 the Comprehensive Plan Public Advisory Committee and documented broad based support; and

21 **WHEREAS**, the Environmental Planning Commission, Bernalillo County Planning Commission, and the
22 Extraterritorial Land Use Commission have held public hearings allowing for extensive discussion of the centers and
23 corridors concept and have unanimously approved the proposed amendments; and

24 **WHEREAS**, the Board of County Commissioners has the authority to adopt and amend plans for the
25 development of the area.

26 **BE IT RESOLVED BY THE EXTRATERRITORIAL LAND USE AUTHORITY**

27 **Section 1.** That "Introduction and Context" Section I.B.6. of the Comprehensive Plan is amended by re-
28 titling the section from Urban Centers to "Activity Centers" and replacing the section in its entirety with the attached
29 narrative of the same title.

30 **Section 2.** That "Introduction and Context" Section I.D.4., "Transportation and Transit" is amended and
31 revised to include the attached narrative pertaining to development and enhancement of transportation corridors.

CONTINUATION PAGE 2, A Resolution amending the Albuquerque/Bernalillo County Comprehensive Plan, adding and revising text, policies and map, relating to identifying and enhancing activity centers and linking transportation corridors.

1 **Section 3.** That "Goals and Policies" Section II.B.6., re-titled "Activity Centers", is amended by
2 replacing the policies with the attached Policies a through j and including the list of "Possible Techniques for
3 Implementing Activity Centers."

4 **Section 4.** That "Goals and Policies" Section II.D.4., "Transportation and Transit" is amended by
5 replacing the Goal and Policies with the attached Policies a through e, and including the list of "Possible Techniques
6 for Implementing Corridors."

7 **Section 5.** That the Comprehensive Plan map be replaced with the map entitled "Comprehensive Plan
8 with Centers and Corridors Concept for Bernalillo County."

9 **Section 6.** Findings accepted.

10 1. The request is to amend the Albuquerque/Bernalillo County Comprehensive Plan, adding
11 and revising text, policies and map, relating to identifying and enhancing activity centers and linking transportation
12 corridors.

13 2. There are a number of legislative and public forum directives (e.g. R-70, Shared Vision
14 town halls, focus groups, stakeholder and community input meetings) that call for future development and
15 redevelopment of the type called for in the requested amendments.

16 3. Present land use, design and development patterns in the Albuquerque and Bernalillo
17 County, frequently noted as undesirable by the public, are resulting in:

- 18 • Growing shortages of funding necessary to deliver, maintain and rehabilitate infrastructure and
19 public services;
- 20 • a build environment more conducive to car travel than bus transit, walking or bicycling;
- 21 • greater distances from homes to work, and transportation costs that take from potential housing
22 expenditures;
- 23 • increasing vehicle miles traveled and eroding drive time despite construction of more lane miles.

24 4. The amendments would establish basic policy agreement among City and County
25 government agencies in support of creating vital urban and rural places in designated activity centers and
26 transportation corridors made up of concentrations of retail, offices and other employment uses, entertainment and
27 recreation, as well as residential uses.

28 5. Regulatory modifications and changes to the Capital Implementation Program and other
29 public investment programs and strategies will be necessary to realize the vision expressed by the amendments for
30 centers and corridors.

31 6. A continuing update and reformatting of the Comprehensive Plan by the Planning
32 Department will address many of the detail concerns raised in other agency and jurisdiction comments.

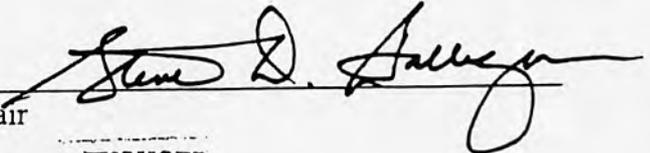
33 7. Discernable progress on implementation of activity centers and transportation corridors
34 as described in these amendments will require continued commitment of public financial resources for 20 to 25
35 years. A lesser commitment will translate into less discernable progress.

CONTINUATION PAGE 3, A Resolution amending the Albuquerque/Bernalillo County Comprehensive Plan, adding and revising text, policies and map, relating to identifying and enhancing activity centers and linking transportation corridors.

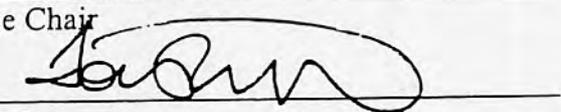
8. Issues raised by neighborhoods, developers, environmental advocates and the business community illustrate the breadth and depth of the implementation challenge facing centers and corridors development, and will have to be addressed by the City and County in subsequent work on detailed planning and implementation programs and policies.

9. An issue has been raised concerning whether the note added to the map by Open Space which states in part, "It is not the intent of any proposed corridor on this map to take land from either existing or proposed major public open space or from the Petroglyph National Monument" should appropriately be included on a map that is specifically labeled conceptual.

DONE this 22 day of January 2002

Chair 

EXCUSED

Vice Chair 

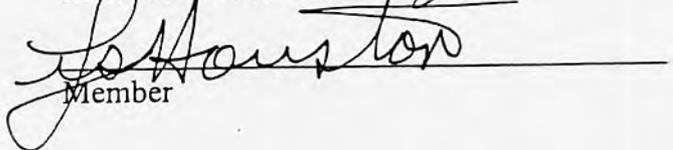
Member 

Member EXCUSED

Member

VOTED 'NO'

Member Michael Cadigan

Member 


Legal Department

Date: 1-18-2002

**CONTINUATION PAGE 4, A Resolution amending the Albuquerque/Bernalillo County
Comprehensive Plan, adding and revising text, policies and map, relating to identifying and enhancing
activity centers and linking transportation corridors.**

1 ATTEST:

2 _____

3 Mary Herrera, Clerk

4 Date: 1/22/02

5

BERNALILLO COUNTY
EXTRATERRITORIAL LAND USE AUTHORITY

RESOLUTION NO. ELUA 3-2002

1 A Resolution amending the Albuquerque/Bernalillo County Comprehensive Plan, adding and
2 revising text, policies and map, relating to Community Identity.

3 WHEREAS, there are many years of documented public support for the preservation and enhancement of
4 unique community identity within sub-areas of the city and county; and

5 WHEREAS, amendments to the Comprehensive Plan as proposed would strengthen the Plan's foundation
6 and support of unique sub-areas across Albuquerque and Bernalillo County; and

7 WHEREAS, community identity is among fundamental values and goals guiding design and development
8 for the next generation; and

9 WHEREAS, recognition of community areas' special history and character is of special significance to the
10 residents and businesses of each of the areas; and

11 WHEREAS, public workshops were held throughout the metropolitan area gathering public perceptions of
12 Community Identity, what characteristics contribute to each area's uniqueness, and how positive community identity
13 might be reinforced; and

14 WHEREAS, community identity links to important activity centers and corridors which serve to reinforce
15 local commerce and social interaction of each community area; and

16 WHEREAS, the Environmental Planning Commission, Bernalillo County Planning Commission and the
17 Extra-Territorial Land Use Commission have held public hearings allowing for extensive discussion of the
18 Community Identity concept and have unanimously approved the proposed amendments; and

19 WHEREAS, the Board of County Commissioners has the authority to adopt and amend plans for the
20 development of the area.

21 **BE IT RESOLVED BY THE EXTRATERRITORIAL LAND USE AUTHORITY:**

22 Section 1. That "Introduction and Context" Section I.C.9., Community Identity and Urban Design, is
23 added; it includes the attached narrative pertaining to preservation and enhancement of community identity in each
24 unique area identified on the map of Albuquerque/Bernalillo County Communities.

25 Section 2. That "Goals and Policies" Section II.C.9., also entitled Community Identity and Urban Design
26 is added; it includes Policies a thru e establishing community and identity areas and policies for the preservation and
27 enhancement of each areas special historic, social, environmental and economic character.

28 Section 3. That the map entitled "Albuquerque/Bernalillo County Communities" is part of a new
29 Community Identity and Urban Design policy section of the Comprehensive Plan.

30 Section 4. Findings accepted.

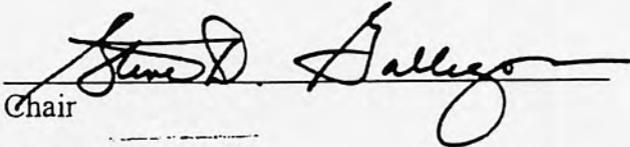
31 1. The request is to amend the Albuquerque/Bernalillo County Comprehensive Plan, adding
new text, policies and a map relating to protecting and enhancing unique community identity area by area.

CONTINUATION PAGE 2, A Resolution amending the Albuquerque/Bernalillo County Comprehensive Plan, adding and revising text, policies and map, relating to Community Identity.

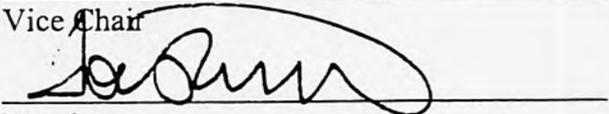
2. A series of public workshops, Council Resolution 70 and other initiatives support the concepts put forth in the request.

3. The amendments would establish basic policy agreement within City and County government in support of promoting and enhancing community identity.

DONE this 22 day of January 2002.

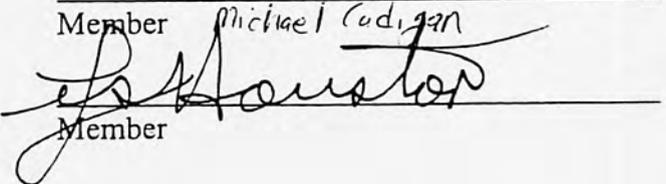
Chair 

EXCUSED

Vice Chair 

Member 

Member ERIC CARRIGO

Member Michael Codigan
Member 



Legal Department

Date: 1-18-2002

ATTEST: 

Mary Herrera, Clerk

Date: 1/22/02

BERNALILLO COUNTY
BOARD OF COUNTY COMMISSIONERS

RESOLUTION NO. 6-2002

1 **A Resolution amending the Albuquerque/Bernalillo County Comprehensive Plan, adding and**
2 **revising text, policies and map, relating to identifying and enhancing activity centers and linking**
3 **transportation corridors.**

4 **WHEREAS**, there are numerous legislative and public forum directives including Shared Vision town
5 halls, stakeholder and community input meetings, Resolutions R-70 and R-55, all of which call for future
6 development and enhancement of mixed use activity centers and linking transportation corridors; and

7 **WHEREAS**, present land use development patterns in Albuquerque and Bernalillo County are resulting in
8 growing shortages of funding for public services, a built environment more conducive to car travel than alternative
9 transportation modes, greater distances from home to work and increasing vehicle miles traveled; and

10 **WHEREAS**, the Comprehensive Plan already contains certain limited material pertaining to development
11 of centers and corridors; and

12 **WHEREAS**, the proposed Centers and Corridors amendment to the Comprehensive Plan would refine and
13 provide more detail with respect to policies encouraging their development; and

14 **WHEREAS**, implementation of the Centers and Corridors concept could result in more efficient delivery,
15 maintenance and rehabilitation of public services and infrastructure, a built environment offering greater options that
16 enhance quality of life, and more transportation choices for citizens of the City and County; all of which would
17 support the concept of sustainability; and

18 **WHEREAS**, Shared Vision, Inc. has offered extensive opportunities for public involvement in the form of
19 community meetings, focus groups, and stakeholder discussions, as well as through broad based representation on
20 the Comprehensive Plan Public Advisory Committee and documented broad based support; and

21 **WHEREAS**, the Environmental Planning Commission, Bernalillo County Planning Commission, and the
22 Extraterritorial Land Use Commission have held public hearings allowing for extensive discussion of the centers and
23 corridors concept and have unanimously approved the proposed amendments; and

24 **WHEREAS**, the Board of County Commissioners has the authority to adopt and amend plans for the
25 development of the area.

26 **BE IT RESOLVED BY BOARD OF COUNTY COMMISSIONERS:**

27 **Section 1.** That "Introduction and Context" Section I.B.6. of the Comprehensive Plan is amended by re-
28 titling the section from Urban Centers to "Activity Centers" and replacing the section in its entirety with the attached
29 narrative of the same title.

30 **Section 2.** That "Introduction and Context" Section I.D.4., "Transportation and Transit" is amended and
revised to include the attached narrative pertaining to development and enhancement of transportation corridors

CONTINUATION PAGE 2, A Resolution amending the Albuquerque/Bernalillo County Comprehensive Plan, adding and revising text, policies and map, relating to identifying and enhancing activity centers and linking transportation corridors.

1 Section 3. That "Goals and Policies" Section II.B.6., re-titled "Activity Centers", is amended by
2 replacing the policies with the attached Policies a through j and including the list of "Possible Techniques for
3 Implementing Activity Centers."

4 Section 4. That "Goals and Policies" Section II.D.4., "Transportation and Transit" is amended by
5 replacing the Goal and Policies with the attached Policies a through e, and including the list of "Possible Techniques
6 for Implementing Corridors."

7 Section 5. That the Comprehensive Plan map be replaced with the map entitled "Comprehensive Plan
8 with Centers and Corridors Concept for Bernalillo County."

9 Section 6. Findings accepted.

10 1. The request is to amend the Albuquerque/Bernalillo County Comprehensive Plan, adding
11 and revising text, policies and map, relating to identifying and enhancing activity centers and linking transportation
12 corridors.

13 2. There are a number of legislative and public forum directives (e.g. R-70, Shared Vision
14 town halls, focus groups, stakeholder and community input meetings) that call for future development and
15 redevelopment of the type called for in the requested amendments.

16 3. Present land use, design and development patterns in the Albuquerque and Bernalillo
17 County, frequently noted as undesirable by the public, are resulting in:

- 18 • Growing shortages of funding necessary to deliver, maintain and rehabilitate infrastructure and public
19 services;
- 20 • a build environment more conducive to car travel than bus transit, walking or bicycling;
- 21 • greater distances from homes to work, and transportation costs that take from potential housing
22 expenditures;
- 23 • increasing vehicle miles traveled and eroding drive time despite construction of more lane miles.

24 4. The amendments would establish basic policy agreement among City and County
25 government agencies in support of creating vital urban and rural places in designated activity centers and
26 transportation corridors made up of concentrations of retail, offices and other employment uses, entertainment and
27 recreation, as well as residential uses.

28 5. Regulatory modifications and changes to the Capital Implementation Program and other
29 public investment programs and strategies will be necessary to realize the vision expressed by the amendments for
30 centers and corridors.

31 6. A continuing update and reformatting of the Comprehensive Plan by the Planning
32 Department will address many of the detail concerns raised in other agency and jurisdiction comments.

33 7. Discernable progress on implementation of activity centers and transportation corridors
34 as described in these amendments will require continued commitment of public financial resources for 20 to 25
35 years. A lesser commitment will translate into less discernable progress.

CONTINUATION PAGE 3, A Resolution amending the Albuquerque/Bernalillo County Comprehensive Plan, adding and revising text, policies and map, relating to identifying and enhancing activity centers and linking transportation corridors.

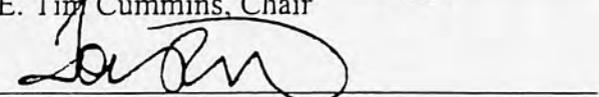
8. Issues raised by neighborhoods, developers, environmental advocates and the business community illustrate the breadth and depth of the implementation challenge facing centers and corridors development, and will have to be addressed by the City and County in subsequent work on detailed planning and implementation programs and policies.

9. An issue has been raised concerning whether the note added to the map by Open Space which states in part, "It is not the intent of any proposed corridor on this map to take land from either existing or proposed major public open space or from the Petroglyph National Monument" should appropriately be included on a map that is specifically labeled conceptual.

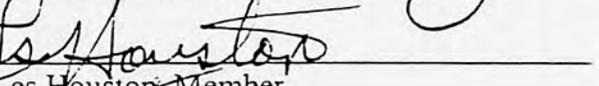
DONE this 22 day of January, 2002.

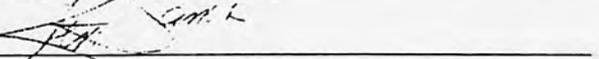
BOARD OF COUNTY COMMISSIONERS

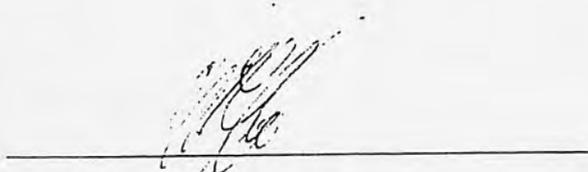

E. Tim Cummins, Chair


Tom Rutherford, Vice Chair


Steve D. Gallegos, Member


Les Houston, Member

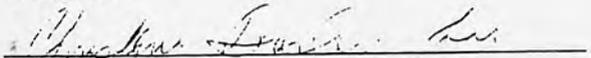

Ken Sanchez, Member



Legal Department

Date: 1-18, 2002

ATTEST:



Mary Herrera, Clerk

Date: 1/22/02

BERNALILLO COUNTY

BOARD OF COUNTY COMMISSIONERS

RESOLUTION NO. 7-2002

1 A Resolution amending the Albuquerque/Bernalillo County Comprehensive Plan, adding and
2 revising text, policies and map, relating to Community Identity.

3 WHEREAS, the City has documented many years of public support for the preservation and enhancement
4 of unique community identity within sub-areas of the city and county; and

5 WHEREAS, amendments to the Comprehensive Plan as proposed would strengthen the Plan's foundation
6 and support of unique sub-areas across Albuquerque and Bernalillo County; and

7 WHEREAS, community identity is among fundamental values and goals guiding design and development
8 for the next generation; and

9 WHEREAS, recognition of community areas' special history and character is of special significance to the
10 residents and businesses of each of the areas; and

11 WHEREAS, public workshops were held throughout the metropolitan area gathering public perceptions of
12 Community Identity, what characteristics contribute to each area's uniqueness, and how positive community identity
13 might be reinforced; and

14 WHEREAS, community identity links to important activity centers and corridors which serve to reinforce
15 local commerce and social interaction of each community area; and

16 WHEREAS, the Environmental Planning Commission, Bernalillo County Planning Commission and the
17 Extra-Territorial Land Use Commission have held public hearings allowing for extensive discussion of the
18 Community Identity concept and have unanimously approved the proposed amendments; and

19 WHEREAS, the Council has the authority to adopt and amend plans for the development of the area.

20 **BE IT RESOLVED BY BOARD OF COUNTY COMMISSIONERS:**

21 Section 1. That "Introduction and Context" Section I.C.9.. Community Identity and Urban Design, is
22 added; it includes the attached narrative pertaining to preservation and enhancement of community identity in each
23 unique area identified on the map of Albuquerque/Bernalillo County Communities.

24 Section 2. That "Goals and Policies" Section II.C.9.. also entitled Community Identity and Urban Design
25 is added: it includes Policies a thru e establishing community and identity areas and policies for the preservation and
26 enhancement of each areas special historic, social, environmental and economic character.

27 Section 3. That the map entitled "Albuquerque/Bernalillo County Communities" is part of a new
28 Community Identity and Urban Design policy section of the Comprehensive Plan.

29 Section 4. Findings accepted.

30 1. The request is to amend the Albuquerque/Bernalillo County Comprehensive Plan, adding
31 new text, policies and a map relating to protecting and enhancing unique community identity area by area.

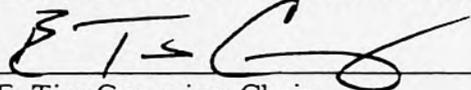
32 2. A series of public workshops, Council Resolution 70 and other initiatives support the
33 concepts put forth in the request.

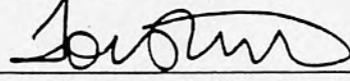
CONTINUATION PAGE 2, A Resolution amending the Albuquerque/Bernalillo County
Comprehensive Plan, adding and revising text, policies and map, relating to Community Identity.

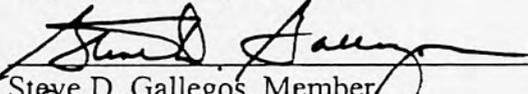
1 3. The amendments would establish basic policy agreement within City and County
2 government in support of promoting and enhancing community identity.

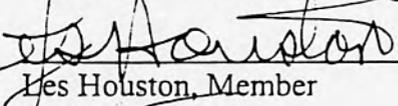
3
4 DONE this 22 day of January 2002.

BOARD OF COUNTY COMMISSIONERS

6 
7 E. Tim Cummins, Chair

8 
9 Tom Rutherford, Vice Chair

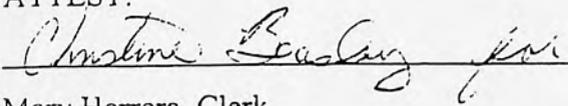
10 
11 Steve D. Gallegos, Member

12 
13 Les Houston, Member

14 
15 Ken Sanchez, Member

16
17
18
19
20
21 
22 _____

23 Legal Department
24 Date: 1-18-2002

25
26 ATTEST:
27 

28 Mary Herrera, Clerk
29 Date: 1/22/02

**CITY of ALBUQUERQUE
FOURTEENTH COUNCIL**

COUNCIL BILL NO. R-01-343 ENACTMENT NO. 171-2001

SPONSORED BY: *Alan B. Amigo*
Hon. Gutema

RESOLUTION

1
2 **AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE**
3 **PLAN, ADDING AND REVISING TEXT, POLICIES AND MAP, RELATING TO**
4 **COMMUNITY IDENTITY.**

5 **WHEREAS, the City has documented many years of public support for the**
6 **preservation and enhancement of unique community identity within sub-areas**
7 **of the city and county; and**

8 **WHEREAS, amendments to the Comprehensive Plan has proposed would**
9 **strengthen the Plan's foundation and support of unique sub-areas across**
10 **Albuquerque and Bernalillo County; and**

11 **WHEREAS, community identity is among fundamental values and goals**
12 **guiding design and development for the next generation; and**

13 **WHEREAS, recognition of community areas' special history and character**
14 **has been documented as very important to the residents and businesses of**
15 **each of the areas; and**

16 **WHEREAS, public workshops were held throughout the metropolitan area**
17 **gathering public perceptions of Community Identity, what characteristics**
18 **contribute to each area's uniqueness, and how positive community identity**
19 **might be reinforced; and**

20 **WHEREAS, community identity links to important activity centers and**
21 **corridors which serve to reinforce local commerce and social interaction of**
22 **each community area; and**

23 **WHEREAS, the Environmental Planning Commission, Bernalillo County**
24 **Planning Commission and the Extra-Territorial Land Use Commission have**
25 **held public hearings allowing for extensive discussion of the Community**

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

1 Identity concept and have unanimously approved the proposed amendments;
2 and

3 WHEREAS, the Council has the authority to adopt and amend plans for the
4 development of the area.

5 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY THE CITY OF
6 THE ALBUQUERQUE;

7 Section 1. That "Introduction and Context" Section I.C.9., Community
8 Identity and Urban Design, is added; it includes the attached narrative
9 pertaining to preservation and enhancement of community identity in each
10 unique area identified on the map of Albuquerque/Bernalillo County
11 Communities.

12 Section 2. That "Goals and Policies" Section II.C.9., also entitled
13 Community Identity and Urban Design is added; it includes Policies a thru e
14 establishing community and identity areas and policies for the preservation
15 and enhancement of each areas special historic, social, environmental and
16 economic character.

17 Section 3. That the map entitled "Albuquerque/Bernalillo County
18 Communities" is part of a new Community Identity and Urban Design policy
19 section of the Comprehensive Plan.

20 Section 4. Findings accepted.

21 1. The request is to amend the Albuquerque/Bernalillo
22 County Comprehensive Plan, adding new text, policies and a map relating to
23 protecting and enhancing unique community identity area by area.

24 2. A series of public workshops, Council Resolution 70
25 and other initiatives support the concepts put forth in the request.

26 3. The amendments would establish basic policy
27 agreement within City and County government in support of promoting and
28 enhancing community identity.

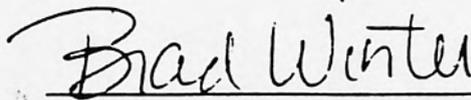
29 Section 5. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
30 clause, word or phrase of this resolution is for any reason held to be invalid or
31 unenforceable by any court of competent jurisdiction, such decision shall not
32 affect the validity of the remaining provisions of this resolution. The Council
33 hereby declares that it would have passed this resolution and each section,

1 paragraph, sentence, clause, word or phrase thereof irrespective of any
2 provisions being declared unconstitutional or otherwise invalid.

3
4
5
6

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

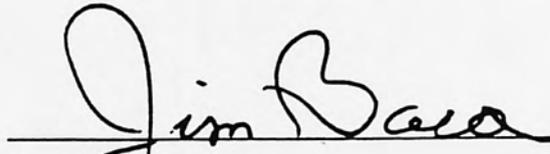
1 PASSED AND ADOPTED THIS 19th DAY OF NOVEMBER, 2001
2 BY A VOTE OF: 9 FOR 0 AGAINST.

3
4
5
6
7
8
9
10 

11 _____
12 Brad Winter, President
13 City Council

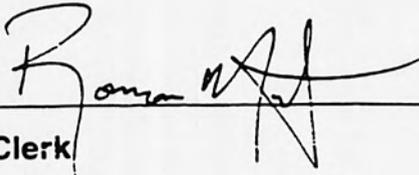
14
15
16
17 APPROVED THIS 30th DAY OF November, 2001

18
19 Bill No. R-343

20 

21 _____
22 Jim Baca, Mayor
23 City of Albuquerque

24
25 ATTEST:

26 

27 _____
28 Ast City Clerk

[+Bracketed Material+] - New
[-Bracketed Material-] - Deletion

**CITY of ALBUQUERQUE
FOURTEENTH COUNCIL**

COUNCIL BILL NO. R-01-344 ENACTMENT NO. 172-2001

SPONSORED BY: *Hen Gutierrez
Alan B. Arriaga*

RESOLUTION

1
2 **AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE**
3 **PLAN, ADDING AND REVISING TEXT, POLICIES AND MAP, RELATING TO**
4 **IDENTIFYING AND ENHANCING ACTIVITY CENTERS AND LINKING**
5 **TRANSPORTATION CORRIDORS.**

6 **WHEREAS, there are numerous legislative and public forum directives**
7 **including Shared Vision town halls, stakeholder and community input**
8 **meetings, Resolutions R-70 and R-55, all of which call for future development**
9 **and enhancement of mixed use activity centers and linking transportation**
10 **corridors; and**

11 **WHEREAS, present land use development patterns in Albuquerque and**
12 **Bernalillo County are resulting in growing shortages of funding for public**
13 **services, a built environment more conducive to car travel than alternative**
14 **transportation modes, greater distances from home to work and increasing**
15 **vehicle miles traveled; and**

16 **WHEREAS, the Comprehensive Plan already contains certain limited**
17 **material pertaining to development of centers and corridors; and**

18 **WHEREAS, the proposed Centers and Corridors amendment to the**
19 **Comprehensive Plan would refine and provide more detail with respect to**
20 **policies encouraging their development; and**

21 **WHEREAS, implementation of the Centers and Corridors concept could**
22 **result in more efficient delivery, maintenance and rehabilitation of public**
23 **services and infrastructure, a built environment offering greater options that**
24 **enhance quality of life, and more transportation choices for citizens of the City**
25 **and County; all of which would support the concept of sustainability; and**

[- Bracketed/Underscored Material+] - New
[- Bracketed/Strikethrough Material-] - Deletion

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

1 WHEREAS, Shared Vision, Inc. has offered extensive opportunities for
2 public involvement in the form of community meetings, focus groups, and
3 stakeholder discussions, as well as through broad based representation on
4 the Comprehensive Plan Public Advisory Committee and documented broad
5 based support; and

6 WHEREAS, the Environmental Planning Commission, Bernalillo County
7 Planning Commission, and the Extraterritorial Land Use Commission have
8 held public hearings allowing for extensive discussion of the centers and
9 corridors concept and have unanimously approved the proposed
10 amendments; and

11 WHEREAS, the Council has the authority to adopt and amend plans for the
12 development of the area.

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

15 Section 1. That "Introduction and Context" Section I.B.6. of the
16 Comprehensive Plan is amended by re-titling the section from Urban Centers
17 to "Activity Centers" and replacing the section in its entirety with the attached
18 narrative of the same title.

19 Section 2. That "Introduction and Context" Section I.D.4., "Transportation
20 and Transit" is amended and revised to include the attached narrative
21 pertaining to development and enhancement of transportation corridors.

22 Section 3. That "Goals and Policies" Section II.B.6., re-titled "Activity
23 Centers", is amended by replacing the policies with the attached Policies a
24 through j and including the list of "Possible Techniques for Implementing
25 Activity Centers."

26 Section 4. That "Goals and Policies" Section II.D.4., "Transportation and
27 Transit" is amended by replacing the Goal and Policies with the attached
28 Policies a through e, and including the list of "Possible Techniques for
29 Implementing Corridors."

30 Section 5. That the Comprehensive Plan map be replaced with the map
31 entitled "Comprehensive Plan with Centers and Corridors Concept for
32 Bernalillo County."

33 Section 6. Findings accepted.

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

- 1 1. The request is to amend the Albuquerque/Bernalillo
2 County Comprehensive Plan, adding and revising text, policies and map,
3 relating to identifying and enhancing activity centers and linking
4 transportation corridors.
- 5 2. There are a number of legislative and public forum
6 directives (e.g. R-70, Shared Vision town halls, focus groups, stakeholder and
7 community input meetings) that call for future development and
8 redevelopment of the type called for in the requested amendments.
- 9 3. Present land use, design and development patterns in
10 the Albuquerque and Bernalillo County, frequently noted as undesirable by the
11 public, are resulting in:
 - 12 • Growing shortages of funding necessary to deliver, maintain and
13 rehabilitate infrastructure and public services;
 - 14 • a build environment more conducive to car travel than bus transit, walking
15 or bicycling;
 - 16 • greater distances from homes to work, and transportation costs that take
17 from potential housing expenditures;
 - 18 • increasing vehicle miles traveled and eroding drive time despite
19 construction of more lane miles.
- 20 4. The amendments would establish basic policy
21 agreement among City and County government agencies in support of
22 creating vital urban and rural places in designated activity centers and
23 transportation corridors made up of concentrations of retail, offices and other
24 employment uses, entertainment and recreation, as well as residential uses.
- 25 5. Regulatory modifications and changes to the Capital
26 Implementation Program and other public investment programs and strategies
27 will be necessary to realize the vision expressed by the amendments for
28 centers and corridors.
- 29 6. A continuing update and reformatting of the
30 Comprehensive Plan by the Planning Department will address, many of the
31 detail concerns raised in other agency and jurisdiction comments.
- 32 7. Discernable progress on implementation of activity
33 centers and transportation corridors as described in these amendments will

1 require continued commitment of public financial resources for 20 to 25 years.
2 A lesser commitment will translate into less discernable progress.

3 8. Issues raised by neighborhoods, developers,
4 environmental advocates and the business community illustrate the breadth
5 and depth of the implementation challenge facing centers and corridors
6 development, and will have to be addressed by the City and County in
7 subsequent work on detailed planning and implementation programs and
8 policies.

9 9. An issue has been raised concerning whether the note
10 added to the map by Open Space which states in part, "It is not the intent of
11 any proposed corridor on this map to take land from either existing or
12 proposed major public open space or from the Petroglyph National
13 Monument" should appropriately be included on a map that is specifically
14 labeled conceptual.

15 Section 7. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
16 clause, word or phrase of this resolution is for any reason held to be invalid
17 unenforceable by any court of competent jurisdiction, such decision shall not
18 affect the validity of the remaining provisions of this resolution. The Council
19 hereby declares that it would have passed this resolution and each section,
20 paragraph, sentence, clause, word or phrase thereof irrespective of any
21 provisions being declared unconstitutional or otherwise invalid.

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

22
23
24
25
26
27
28
29
30
31
32
33

1 PASSED AND ADOPTED THIS 19th DAY OF NOVEMBER, 2001
2 BY A VOTE OF: 9 FOR 0 AGAINST.
3
4
5
6
7
8
9

10 Brad Winter

11
12 Brad Winter, President
13 City Council
14
15

16
17 APPROVED THIS 30 DAY OF November, 2001 Ray
18

19 Bill No. R-344

20 Jim Baca

21
22 Jim Baca, Mayor
23 City of Albuquerque
24

25 ATTEST:

26 [Signature]
27
28 City Clerk

[+Bracketed Material+] - New
[-Bracketed Material-] - Deletion

[+ Bracketed/Underscored Material +] - New
[- Bracketed/Strikethrough Material -] - Deletion

1 **WHEREAS, all City and County regulations and ordinances affecting land**
2 **use, environmental quality, heritage conservation, and community resource**
3 **management are to conform to general policies of the Comprehensive Plan; and**

4 **WHEREAS, on 26 April 2001, the Environmental Planning Commission, in its**
5 **advisory role on land use and planning matters, recommended approval of a**
6 **similar amendment to the Albuquerque/Bernalillo County Comprehensive Plan to**
7 **the City Council; and**

8 **WHEREAS, the Council, the governing body of the City of Albuquerque, has**
9 **retained the authority to adopt and amend master plans for the physical**
10 **development of areas within its planning and platting jurisdiction.**

11 **BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF**
12 **ALBUQUERQUE THAT:**

13 **Section 1. ALBUQUERQUE / BERNALILLO COUNTY COMPREHENSIVE**
14 **PLAN IS AMENDED. The Plan Map is amended to change the land use**
15 **designation of certain portions of the unincorporated Bernalillo County area of**
16 **North Albuquerque Acres from Developing Urban and Semi-Urban to Rural, as**
17 **more particularly depicted on the attached Exhibit A.**

18 **Section 2. FINDINGS ACCEPTED. The following findings are adopted by**
19 **the City Council:**

20 **(A) This is a request to amend the *Albuquerque / Bernalillo County***
21 ***Comprehensive Plan* to change the land use designation of certain**
22 **portions of the unincorporated Bernalillo County area of North**
23 **Albuquerque Acres from Developing Urban and Semi-Urban to**
24 **Rural.**

25 **(B) This amendment does not propose to change any text in the Plan;**
26 **rather, it would essentially change the *Plan Map* that currently**
27 **delineates those areas most suitable for urban development, and**
28 **those which should remain more rural in character.**

29 **(C) This proposed amendment will bring the *Paseo del Norte / North***
30 ***Albuquerque Acres Sector Development Plan* into conformance**
31 **with the land use designations of the *Comprehensive Plan*.**

[+ Bracketed/Underscored Material +] - New
[- Bracketed/Strikethrough Material -] - Deletion

- 1 (D) The underlying zoning could continue to exist within the existing
- 2 *Comprehensive Plan* designations.
- 3 (E) The request area is nearly built out, with approximately sixty
- 4 percent of the lots currently developed. The applicant's
- 5 justification stresses the importance of the development pattern in
- 6 the area and the adoption of the *Paseo del Norte / North*
- 7 *Albuquerque Acres Sector Development Plan* as the driving force
- 8 behind the *Comprehensive Plan* amendment request.
- 9 (F) The proposed amendment to the *Albuquerque / Bernalillo County*
- 10 *Comprehensive Plan* does not significantly conflict with the
- 11 applicable Goals, policies or procedures contained within the Plan.
- 12 (G) Because of the reasons cited by the applicant and other factors, it
- 13 does not appear that the proposed amendment will create a
- 14 substantially detrimental situation in this area with a nearly built
- 15 out, antiquated development pattern. But, there are still some
- 16 concerns regarding this request and its possible effects on the
- 17 larger metropolitan area. These concerns include future utility
- 18 costs, ground water quality, the draw down of the aquifer by
- 19 individual wells and the maintenance of transportation facilities
- 20 through the area that serve the entire metro area.

21 Section 3. SEVERABILITY CLAUSE. If any section, paragraph, sentence,

22 clause, word or phrase of this resolution is for any reason held to be invalid or

23 unenforceable by any court of competent jurisdiction, such decision shall not

24 affect the validity of the remaining provisions of this resolution. The Council

25 hereby declares that it would have passed this resolution and each section,

26 paragraph, sentence, clause, word or phrase thereof irrespective of any

27 provisions being declared unconstitutional or otherwise invalid.

1 PASSED AND ADOPTED THIS 15th DAY OF OCTOBER, 2001
2 BY A VOTE OF: 9 FOR 0 AGAINST.

3
4
5
6
7
8
9
10 Brad Winter

11
12 Brad Winter, President
13 City Council
14

15
16
17 APPROVED THIS 24th DAY OF October, 2001 Res

18
19 Bill No. R-304

20 Jim Baca
21
22 Jim Baca, Mayor
23 City of Albuquerque
24

25 ATTEST:

26 Janice Arca Schmitt
27

28 City Clerk
29
30
31
32

[+ Bracketed Material +] - New
[- Bracketed Material -] - Deletion

CITY of ALBUQUERQUE
NINTH COUNCIL

COUNCIL BILL NO. R-420

ENACTMENT NO. 160-1991

SPONSORED BY: Pauline K. Gubbels

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26

RESOLUTION

AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE
PLAN, BASED ON RECOMMENDATIONS FROM THE 1990 BIENNIAL
MONITORING/IMPLEMENTATION REPORT ON THE COMPREHENSIVE PLAN

WHEREAS, the Albuquerque/Bernalillo County Comprehensive Plan was
adopted in August, 1988 with a provision for periodic and systematic evaluation
of the Plan's implementation and shortcomings; and

WHEREAS, a Biennial Report has been prepared by the Planning
Department with assistance from numerous other local government, public, and
quasi-public organizations to study present conditions and trends and evaluate
the policies of the Plan and how well the policies are being implemented; and

WHEREAS, the Biennial Report concludes each policy evaluation with a
recommendation for retention as is or modification to improve upon the policy
and its implementability; and

WHEREAS, the Biennial Report has been reviewed by participating
organizations, the Albuquerque/Bernalillo County Goals Commission, the
Environmental Planning Commission and Bernalillo County Planning Commission;
and

WHEREAS, the Environmental Planning Commission acting as advisory to
the City Council in matters related to planning, has reviewed and recommended
the amendments.

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

Section 1. That Section II.B. LAND USE policies be amended as follows:

A. Policy B.1.h. "Developing areas shall have neighborhood parks
and open areas located to serve the population of the area."

Underscored Material - New
[Bracketed Material] - Deletion

Underscored Material - New
[Bracketed Material] - Deletion

1 **B. Policy B.2.a. "A proportion of new growth may be accommodated**
2 **in new planned communities in Reserve Areas. Such communities should meet the**
3 **following guidelines:**

- 4 • **Political unification with the central urban government.**
- 5 • **Substantial self-sufficiency in provision of employment, goods,**
6 **and public services—with at least one community center; normally, there shall be**
7 **adequate jobs and housing in the planned community to support the concept of**
8 **self-sufficiency; within the planned community, housing should correspond to**
9 **employment opportunities as to its quantity, type and price, and location.**
- 10 • **Negotiated sharing of service costs by the developer and local**
11 **government(s), with water, sewer and street systems installed to meet City**
12 **requirements; planned communities shall not be a net expense to local government(s).**
- 13 • **Transit/paratransit capability to provide service within the planned**
14 **community and to connect with other urban areas.**
- 15 • **Designate portions of the open space network in order to**
16 **distinguish a new community from ultimate Developing Urban Area development;**
17 **dedication of open space adequate to create a clear sense of separation from the**
18 **contiguous Albuquerque urban area.**
- 19 • **Variety in economic levels and types of housing within carefully**
20 **planned areas to ensure compatibility.**
- 21 • **Contiguous acreage sufficient to meet the above guidelines."**

22 **C. Policy B.3.c. "Development shall be carefully controlled in flood**
23 **plains and valley areas where flood danger, high water table, soils and air inversions**
24 **inhibit extensive urbanization."**

25 **D. Policy B.4.c. "The following policies shall govern industrial and**
26 **commercial development in semi-urban areas:**

- 27 • **Neighborhood-scale rather than regional-scale commercial centers**
28 **are appropriate.**
- 29 • **Strip commercial development is discouraged in favor of clustered**
30 **commercial development.**
- 31 • **Mixed-use areas should protect residential uses in the area, while**
32 **offering a variety of local employment opportunities.**
- 33 • **Mineral extraction should be discouraged in highly scenic or prime**

Underscored Material - New
[Bracketed Material] - Deletion

1 recreational, agricultural or residential areas."

2 E. Policy B.5.k. "Land adjacent to arterial streets shall be planned to
3 minimize harmful effects of traffic; livability and safety of established residential
4 neighborhoods shall be protected in transportation planning and operations."

5 F. Policy B.6.g. Add a new policy g to read: "Existing urban center
6 locations shown on the Comprehensive Plan map, and their predominate uses in
7 accordance with their unique roles and expected needs of the community, shall be
8 developed in accordance with their respective sector plans:

- 9 • Downtown
- 10 • Uptown
- 11 • University of Albuquerque
- 12 • University of New Mexico
- 13 • Westgate

14 Section 2. That the Comprehensive Plan map is hereby amended to indicate the
15 locations of the Westgate and University of New Mexico urban centers.

16 Section 3. That Section II.D. COMMUNITY RESOURCE MANAGEMENT be
17 amended as follows:

18 A. Policy D.2.a. "The water resources of the metropolitan area shall be
19 managed to ensure permanent adequate supply."

20 B. Policy D.2.b. "Maximum absorption of precipitation shall be
21 encouraged through retention of natural arroyos and other means of runoff
22 conservation within the context of overall water resource management."

23 C. Policy D.3.b. "Efficient and economic use of alternative and
24 renewable energy sources such as solar, wind, solid and liquid waste, and geothermal
25 supplies shall be encouraged."

26 D. Policy D.3.d. "A transportation system that is more energy efficient
27 shall be developed. In particular, promote:

- 28 • a variety of transportation modes including expansion of transit,
29 paratransit, and railway systems; and
- 30 • fuel efficiency standards for automobiles.

31 E. Policy D.4.a. "Transportation system improvements among all
32 modes shall be made in accordance with land use, environmental, and public service
33 policies of the Comprehensive Plan."

Underscored Material - New
[Bracketed Material] - Deletion

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33

F. Delete policy D.4.b.

G. Reletter subsequent policies of the Comprehensive Plan Section II.D.4.appropriately.

H. Policy D.4.c. "Travel needs shall be reduced and alternative mobility, including transit, shall be promoted through management of land use, transportation demand, building and site design."

I. Policy D.4.d. "Land use changes shall be managed to maintain acceptable minimum service levels on arterial streets."

J. Policy D.4.e. "Public transit should serve a variety of trip purposes, schedule needs, and connections among activity centers to make it more competitive with the automobile."

K. Policy D.4.f. "Alternative mobility shall be provided to those who cannot be served by conventional transit or private automobiles."

L. Policy D.4.g. "Transit planning and implementation shall be coordinated among agencies and area jurisdictions, including identification of high capacity corridors for high occupancy vehicles."

M. Add a new policy D.4.h, to read: "Land use strategies shall be used to promote transit use in transit development corridors."

N. Add a new policy D.4.i, to read: "Transportation strategies shall be used to promote transit use in transit development corridors."

O. Renumber subsequent policies of the Comprehensive Plan Section II.D.4. appropriately.

P. Policy D.4.h. "Pedestrian opportunities shall be promoted and integrated into development to create safe and pleasant nonmotorized travel conditions."

Q. Policy D.4.i. "A metropolitan area-wide recreational and commuter bicycle and trail network which emphasizes connections among activity centers shall be constructed and promoted."

R. Policy D.4.j. "Street and highway projects shall include paralleling paths and safe crossings for bicycles, pedestrians, and equestrians where appropriate."

S. Policy D.4.k. "For each mode, potential transportation/emergency response hazards such as grade crossings, obsolete street geometry, and inadequate street lighting shall be minimized."

Underscored Material - New
[Bracketed Material] - Deletion

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33

T. Policy D.4.l. "In currently developed areas, the efficiency and safety of existing arterial streets shall be improved to reduce the need for the expansion of freeways and future arterials."

U. Policy D.4.m. "In newly developing areas, efficiency and safety of the arterial street system shall be emphasized in order to reduce the need for additional future arterials."

V. Policy D.4.q. "Efficient, safe access and transfer capability shall be provided between all modes of transportation."

W. Policy D.4.r. "Transportation investments should emphasize overall mobility needs and choice among modes in the regional and intra-city movement of people and goods."

X. Add a new policy D.6.g. to read: "g. Concentrations of employment in activity centers should be promoted in an effort to balance jobs with housing and population and reduce the need to travel."

"Section 4. That in addition to the above amendments of the adopted Albuquerque/Bernalillo County Comprehensive Plan, non-policy changes, including amendments of the unadopted "Possible Techniques," are authorized for publication in the Comprehensive Plan book as specified in the attachment hereto." (see Attached)

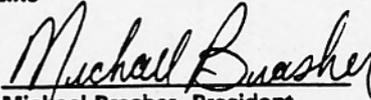
1 PASSED AND ADOPTED THIS 7th DAY OF October, 1991.

2 BY A VOTE OF 7 FOR AND 0 AGAINST.

3 Yes: 7

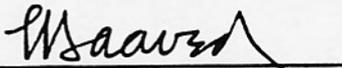
No:

4 Excused: Griego, Kline

5 

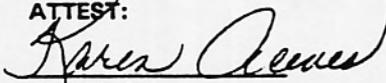
6 Michael Brasher, President
7 City Council

8
9 APPROVED THIS 25 DAY OF October, 1991.

10
11 

12 Louis E. Saavedra, Mayor
13 City of Albuquerque

14 ATTEST:

15 
16 City Clerk

Underscored Material - New
(Bracketed Material) - Deletion

17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33

CITY OF ALBUQUERQUE
TENTH COUNCIL

COUNCIL BILL NO. R-254

ENACTMENT NO. 56-1993

SPONSORED BY: Vincent E. Griego

RESOLUTION

1
2 AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN
3 BOUNDARIES CONSISTENT WITH RECOMMENDATIONS OF THE NORTH
4 VALLEY AREA PLAN.

5 WHEREAS, the Comprehensive Plan and Article 7-4 Revised Ordinances
6 1974, the City Plans Ordinance, provide amendment procedures for the
7 Comprehensive Plan; and

8 WHEREAS, the Albuquerque/Bernalillo County Comprehensive Plan
9 provides for revisions to Comprehensive Plan Map boundaries for compelling
10 reasons of planning policy; and

11 WHEREAS, the North Valley Area Plan recommends boundary
12 amendments for five areas, based upon analysis and public review; and

13 WHEREAS, the boundary changes will alter existing area boundaries to
14 better reflect existing character, resources and development potential by
15 enlarging and consolidating Semi-Urban and Rural areas with like features and
16 characteristics and will also allow consistent application of Comprehensive Plan
17 and Area Plan policies directed at Semi-Urban and Rural areas; and

18 WHEREAS, the above items constitute compelling reasons of planning
19 policy; and

20 WHEREAS, a goal of the Comprehensive Plan is to maintain the character
21 and identity of Semi-Urban Areas which have environmental, social or cultural
22 conditions limiting urban land uses; and

23 WHEREAS, Semi-Urban designation applied to selected areas presently
24 designated Established Urban would provide for recognition of those areas'
25 agricultural history and potential; and

WHEREAS, staff analysis with the North Valley Area Plan has shown

Underscored & [Bracketed Material] - New Deletion

Underscored Material - New
[Bracketed Material] - Deletion

1 that Areas B, C, D and E exhibit characteristics and development potential appropriate
2 for designation as Semi-Urban rather than Developing or Established Urban, and that
3 Semi-Urban designation does not affect significant reduction or increase of
4 development potential to which there is public or individual landowner opposition; and

5 WHEREAS, Rural area designation would provide for maintenance of the
6 separate identity of rural areas as alternatives to urbanization by guiding development
7 compatible with their open character, natural resources and traditional settlement
8 patterns; and

9 WHEREAS, staff analysis has shown that Area A exhibits characteristics and
10 potential appropriate for designation as Rural than Established Urban and that Rural
11 designation does not affect a significant reduction or increase of development potential
12 to which there is public or individual landowner opposition.

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

15 Section 1. Area A, bounded by the North Diversion Channel on the east and
16 on the north, Edith Boulevard and the Rural area boundary on the west and eastward
17 extension of the right-of-way line of Calle del Fuego on the south, shall be designated
18 as Rural on the Comprehensive Plan Map.

19 Section 2. Area B, bounded by the Alameda Lateral on the west, the municipal
20 limits on the east, Osuna Road on the south and Ranchitos Road on the north, shall be
21 designated as Semi-Urban on the Comprehensive Plan Map.

22 Section 3. Area C, bounded by the AT&SF Railroad tracks on the east, the
23 Chamisal Lateral on the west, the Gallegos and Stotts Lateral on the south, Willow
24 Road and Osuna Road on the north, shall be designated as Semi-Urban on the
25 Comprehensive Plan Map.

26 Section 4. Area D, bounded by Municipal limits on the east, the AT&SF
27 Railroad tracks on the west, Montano Road on the south and Osuna Road on the north,
28 shall be designated as Semi-Urban on the Rio Grande on the west, the Municipal limits
29 on the north and I-40 on the Comprehensive Plan Map.

30 Section 5. Area E, bounded by Gabaldon Road on the east, the Rio Grande
31 south, shall be designated as Semi-Urban on the Comprehensive Plan Map.

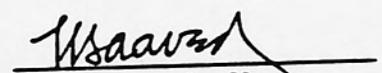
32
33

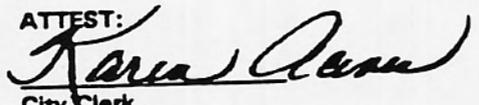
1 PASSED AND ADOPTED THIS 17TH DAY OF MAY, 1993.
2 BY A VOTE OF: 8 FOR 0 AGAINST.

3 Yes: 8
4 Excused: Griego

5
6
7
8
9
10 
11 Steve D. Gallegos, Presiding President
City Council

12
13 APPROVED THIS 2ND DAY OF JUNE, 1993.

14
15 
16 Louis E. Saavedra, Mayor
17 City of Albuquerque

18 ATTEST:
19 
20 Karina Acuna
City Clerk

underscoring Material - New
[Bracketed Material] - Deletion

21
22
23
24
25
26
27
28
29
30
31
32
33

RESOLUTION NO. AR 37-93

1___
2___ AMENDING THE COMPREHENSIVE PLAN BOUNDARIES CONSISTENT WITH
3___ RECOMMENDATIONS OF THE NORTH VALLEY AREA PLAN.

4___ WHEREAS, the Comprehensive Plan and Article 7-4 Revised Ordinances
5___ 1974, City Plans Ordinance provides amendment procedures for the
6___ Comprehensive Plan; and

7___ WHEREAS, the Albuquerque/Bernalillo County Comprehensive Plan
8___ provides for revisions to Comprehensive Plan Map boundaries for
9___ compelling reasons of planning policy; and

10___ WHEREAS, the North Valley Area Plan recommends boundary amendments
11___ for five areas, based upon analysis and public review, and

12___ WHEREAS, the boundary changes will alter existing area boundaries
13___ to better reflect existing character, resources and development
14___ potential by enlarging and consolidating Semi-Urban and Rural areas
15___ with like features and characteristics and allow consistent application
16___ of Comprehensive Plan and Area Plan policies directed at Semi-Urban and
17___ Rural Areas and

18___ WHEREAS, the above items constitute compelling reasons of planning
19___ policy; and

20___ WHEREAS, a goal of the Comprehensive Plan is to maintain the
21___ character and identity of Semi-Urban Areas which have environmental,
22___ social or cultural conditions limiting urban land uses; and

23___ WHEREAS, Semi-Urban designation applied to selected areas presently
24___ designated Established Urban would provide for recognition of those
25___ areas' agricultural history and potential; and

26___ WHEREAS, staff analysis within the North Valley Area Plan has shown

AMENDING THE COMPREHENSIVE PLAN BOUNDARIES CONSISTENT WITH RECOMMENDATIONS OF THE NORTH VALLEY AREA PLAN.

1___ that Areas B, C, D, and E exhibit characteristics and development
2___ potential appropriate for designation as Semi-Urban rather than
3___ Developing or Established Urban, and that Semi-Urban designation does
4___ not affect significant reduction or increase of development potential
5___ to which there is public or individual landowner opposition; and

6___ WHEREAS, Rural area designation would provide for maintenance of
7___ the separate identity of rural areas as alternatives to urbanization by
8___ guiding development compatible with their open character, natural
9___ resources, and traditional settlement patterns; and

10___ WHEREAS, staff analysis has shown that Area A exhibits
11___ characteristics and potential appropriate for designation as Rural than
12___ Established Urban and that Rural designation does not affect a
13___ significant reduction or increase of development potential to which
14___ there is public or individual landowner opposition.

15___ THEREFORE BE IT RESOLVED BY THE COUNTY COMMISSION, THE GOVERNING BODY
16___ OF THE COUNTY OF BERNALILLO THAT:

17___ Section 1. Area A, bounded by the North Diversion Channel on the
18___ east and on the north, Edith Boulevard and the Rural area boundary on
19___ the west, and eastward extension of the right-of-way line of Calle del
20___ Fuego on the south, shall be designated as Rural on the Comprehensive
21___ Plan Map.

22___ Section 2. Area B, bounded by the the Alameda Lateral on the west
23___ the municipal limits on the east, Osuna Road on the south, and Ranchitos
24___ Road on the north, shall be designated as Semi-Urban on the Comprehen-
25___ sive Plan Map.

26___ Section 3. Area C, bounded by the AT&SF Railroad tracks on the

AMENDING THE COMPREHENSIVE PLAN BOUNDARIES CONSISTENT WITH RECOMMENDATIONS OF THE NORTH VALLEY AREA PLAN.

1 east, the Chamisal Lateral on the west, the Gallegos and Stotts
2 Lateral on the south, Willow Road and Osuna Road on the north, shall
3 be designated as Semi-Urban on the Comprehensive Plan Map.

4 Section 4. Area D. bounded by the Municipal limits on the east,
5 the AT&SF Railroad tracks on the west, Montaño Road on the south, and
6 Osuna Road on the north, shall be designated as Semi-Urban on the
7 Comprehensive Plan Map.

8 Section 5. Area E, bounded by Gabaldon Road on the east, the Rio
9 Grande on the west, the municipal limits on the north, and I-40 on the
10 south shall be designated as Semi-Urban on the Comprehensive Plan Map.

11 was approved by the Bernalillo County Board of Commissioners at the
12 4-27-93 Commission Meeting.

BOARD OF COUNTY COMMISSIONERS

13
14
15 Patrick J. Baca
Patrick J. Baca, Chairman

16
17 Jacqueline K. Schaefer
Jacqueline K. Schaefer, Vice-Chair

18
19 Eugene M. Gilbert
Eugene M. Gilbert, Member

20
21 Barbara J. Seward
Barbara J. Seward, Member

22
23 Albert "Al" Valdez
Albert "Al" Valdez, Member

24 ATTEST:

25
26 Judy D. Woodward
for Judy D. Woodward, County Clerk

RESOLUTION AR 84-91

1
2 AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN, BASED
3 ON RECOMMENDATIONS FROM THE 1990 BIENNIAL MONITORING/IMPLEMENTATION
4 REPORT ON THE COMPREHENSIVE PLAN

5 WHEREAS, the Albuquerque/Bernalillo County Comprehensive Plan was
6 adopted in August, 1988 with a provision for periodic and systematic
7 evaluation of the Plan's implementation and shortcomings, and

8 WHEREAS, a Biennial Report has been prepared by the Planning
9 Department with assistance from numerous other local government,
10 public, and quasi-public organizations to study present conditions and
11 trends and evaluate the policies of the Plan and how well the policies
12 are being implemented, and

13 WHEREAS, the Biennial Report concludes each policy evaluation with
14 a recommendation for retention as is or modification to improve upon
15 the policy and its implementability, and

16 WHEREAS, the Biennial Report has been reviewed by participating
17 organizations, the Albuquerque/Bernalillo County Goals Commission, the
18 Environmental Planning Commission and Bernalillo County Planning
19 Commission, and

20 WHEREAS, the County Planning Commission acting as advisory to the
21 Bernalillo County Board of County Commissioners in matters related to
22 planning, has reviewed and recommended the amendments.

23 BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS, THE GOVERNING
24 BODY OF THE COUNTY OF BERNALILLO:

25 SECTION 1. That the SECTION II.B. LAND USE policies be amended as
26 follows:

27 A. Policy B.1.h. "Developing areas shall have neighborhood
28 parks and open areas located to serve the population [being-
accommodated-in-the-developing-area] of the area."

1 B. Policy B.2.a. "A proportion of new growth may be
2 accommodated in new planned communities in Reserve Areas. Such
3 communities should meet the following guidelines.

- 4 • Political unification with the central urban government.
5 • ~~[Variety in economic levels and types of housing.]~~
6 • Substantial self-sufficiency in provision of employment,
7 goods, and public services—with at least one ~~[urban]~~
8 community center; normally, there shall be adequate jobs
9 and housing in the planned community to support the
10 concept of self-sufficiency; within the planned
11 community, housing should correspond to employment
12 opportunities as to its quantity, type and price, and
13 location.
- 14 • Negotiated sharing of service costs by the developer and
15 local government(s), with water, sewer and street
16 systems installed to meet City requirements; planned
17 communities shall not be a net expense to local
18 government(s).
- 19 • Transit/paratransit capability to provide service
20 within the planned community and to connect with other urban areas.
- 21 • Designate portions of the open space network in order
22 to distinguish a new community from ultimate
23 Developing Urban Area development; dedication of open
24 space adequate to create a clear sense of separation
25 ~~[of each planned community]~~ from the contiguous
26 Albuquerque urban area.
- 27 • Variety in economic levels and types of housing
28 within carefully planned areas to ensure compatibility
- Contiguous acreage sufficient to meet the -above

1_ guidelines."

2_ C. Policy B.3.c. "Development shall be carefully controlled
3_ in flood plains and valley areas where flood danger, high water table,
4_ soils and air inversions [~~and preservation/maintenance of agricultural~~
5_ ~~land~~] inhibit extensive urbanization."

6_ D. Policy B.4.c. "The following policies shall govern
7_ industrial and commercial development in semi-urban areas:

8_ • Neighborhood-scale rather than regional-scale
9_ commercial centers are appropriate.

10_ • Strip commercial development is discouraged in favor
11_ of clustered commercial development [~~clustered~~ ~~around~~ ~~major~~
12_ ~~intersections~~].

13_ • Mixed-use areas should protect residential uses in the
14_ area, while offering a variety of local employment opportunities.

15_ • Mineral extraction should be discouraged in highly
16_ scenic or prime recreational, agricultural or residential areas."

17_ E. Policy B.5.k. "Land adjacent to arterial streets shall
18_ be planned to minimize harmful effects of traffic livability and
19_ safety of established residential neighborhoods shall be protected in
20_ transportation planning and operations."

21_ F. Policy B.6.g. Add a new policy g to read: "Existing
22_ urban center locations shown on the Comprehensive Plan map, and their
23_ predominate uses in accordance with their unique roles and expected
24_ needs of the community, shall be developed in accordance with their
25_ respective sector plans:

26_ • Downtown

27_ • Uptown

28_ • University of Albuquerque

• University of New Mexico

1 Westgate

2 SECTION 2. That the Comprehensive Plan map is hereby amended to
3 indicate the locations of the Westgate and University of New Mexico
4 urban centers.

5 SECTION 3. That Section II.D. COMMUNITY RESOURCE MANAGEMENT be
6 amended as follows:

7 A. Policy D.2.a. ~~"[Measures shall be adopted to discourage~~
8 ~~wasteful water use, such as extensive landscape water runoff to~~
9 ~~uncultivated areas.]~~ The City's average annual water use should be
10 managed to correspond to average annual recharge of the aquifer."

11 B. Policy D.2.b. ~~"[Maximum absorption of rainfall shall be~~
12 ~~encouraged through use of arroyo channels designed to allow~~
13 ~~infiltration of water wherever possible, and conservation devices in~~
14 ~~all new developments.]~~ Maximum absorption of precipitation shall be
15 encouraged through retention of natural arroyos and other means of
16 runoff conservation within the context of overall water resource
17 management."

18 C. Policy D.3.b. "Efficient and economic use of alternative
19 and renewable energy sources ~~[including, but not limited to,]~~ such as
20 solar, wind, solid and liquid waste, and geothermal supplies shall be
21 [promoted] encouraged."

22 D. Policy D.3.d. "A transportation system that is more
23 energy efficient shall be developed. In particular, promote:

24 • a variety of transportation modes including expansion
25 of transit, paratransit, and railway systems; and

26 • fuel efficiency standards for automobiles;

27 • ~~[conversion of street lights to the most efficient~~
28 ~~lighting method.]"~~

E. Policy D.4.a. "Transportation system improvements among

1 all modes shall be ~~[built to implement]~~ made in accordance with land
2 use, environmental, and public service policies of the Comprehensive
3 Plan."

4 F. Policy D.4.b. "~~[Compatible mixing and convenient placement~~
5 ~~of residential, commercial, manufacturing, and public service-related~~
6 ~~land uses shall be encouraged where desirable and appropriate to~~
7 ~~lessen the need for intra-city motorized travel.]~~"

8 G. Reletter subsequent policies of the Comprehensive Plan
9 section II.D.4. appropriately.

10 H. Policy D.4.c. "~~[To reduce t]~~ Travel needs shall be
11 reduced and alternative mobility, including ~~[promote]~~ transit ~~[use],~~
12 shall be promoted through management of land use, transportation
13 demand, building[s] and site[s] shall be design~~ed~~ and jointly used
14 for multiple uses when efficient and feasible."

15 I. Policy D.4.d. "~~[Arterial street service levels shall not~~
16 ~~be allowed to deteriorate as a consequence of land use changes.]~~ Land
17 use changes shall be managed to maintain acceptable minimum service
18 levels on arterial streets."

19 J. Policy D.4.e. "~~[Transit development plans shall be~~
20 ~~coordinated with urban center location.]~~ Public transit should serve
21 a variety of trip purposes, schedule needs, and connections among
22 activity centers to make it more competitive with the automobile."

23 K. Policy D.4.f. "~~[Efficient, inexpensive transit and~~
24 ~~paratransit alternatives shall be provided to those without ready~~
25 ~~access to a car the very young elderly, poor, or incapacitated.]~~
26 Alternative mobility shall be provided to those who cannot be served
27 by conventional transit or private automobiles."

28 L. Policy D.4.g. "~~[Effective regional transit and~~
~~paratransit shall be provided and promoted by the City and the County,~~

1 ~~in cooperation with other jurisdictions.] Transit planning and~~
2 implementation shall be coordinated among agencies and area
3 jurisdictions, including identification of high capacity corridors for
4 high occupancy vehicles."

5 M. Add a new policy D.4.h, to read: "Land use procedures
6 shall be established to promote transit use in transit development
7 corridors."

8 N. Add a new policy D.4.i, to read: "Transportation
9 procedures shall be established to promote transit use in transit
10 development corridors."

11 O. Renumber subsequent policies of the Comprehensive Plan
12 Section II.D.4. appropriately.

13 P. Policy D.4.h. "~~[Pedestrianways and auto-free areas]~~
14 Pedestrian opportunities shall be promoted and integrated into
15 development to create safe and pleasant nonmotorized travel
16 conditions."

17 Q. Policy D.4.i. "A metropolitan area-wide recreational and
18 commuter bicycle and trail network which emphasizes connections among
19 activity centers shall be constructed and promoted."

20 R. Policy D.4.j. "Street and highway projects shall include
21 paralleling paths and safe crossings for bicycles, pedestrians, and
22 equestrians where appropriate."

23 S. Policy D.4.k. "~~[The location and design of all~~
24 ~~transportation facilities shall provide for efficient crisis response~~
25 ~~capability.]~~ For each mode, potential transportation/emergency
26 response hazards such as grade crossings, obsolete street geometry,
27 and inadequate street lighting shall be minimized."

28 T. Policy D.4.l. "In currently developed areas, the
efficiency and safety of existing arterial streets shall be [~~increased~~

1 ~~in preference to addition~~ improved to minimize the need for the
2 expansion of [new] freeways and future arterials."

3 U. Policy D.4.m. "In newly developing areas, ~~[a portion of~~
4 ~~the street system should focus on arterial roadways upon which~~
5 ~~vehicles encounter few stops]~~ efficiency and safety of the arterial
6 street system shall be emphasized in order to reduce or preclude the
7 need for additional future arterials."

8 V. Policy D.4.q. "[Adequate] Efficient, safe access and
9 transfer capability shall be provided between all [types] modes of
10 transportation."

11 W. Policy D.4.r. "Transportation ~~[infrastructure]~~ investments
12 ~~[be planned to facilitate and expedite inter-city and~~
13 ~~intra-city automobile and public transportation]~~ emphasize overall
14 mobility needs and choice among modes in the regional and intra-city
15 movement of people and goods."

16 X. Add a new policy D.6.g. to read: "g. Concentrations of
17 employment in activity centers should be promoted in an effort to
18 balance jobs with housing and population and reduce the need to
19 travel."

20
21
22
23
24
25
26
27
28

1 PASSED, ADOPTED, APPROVED AND SIGNED THIS 25th DAY OF June 1991.

- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26
- 27
- 28

Patrick J. Baca
Patrick J. Baca, Chairman

Patricia "Pat" Cassidy
Patricia "Pat" Cassidy, Vice-Chairman

Al Valdez
Al Valdez, Member

Jacquelyn Schaefer
Jacquelyn Schaefer, Member

Eugene M. Gilbert
Eugene M. Gilbert, Member

Gladys M. Davis
per Gladys M. Davis, County Clerk

RESOLUTION AR 32-91

1 AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN POLICIES
2 REGARDING PLANNED COMMUNITIES IN THE RESERVE AREA.

3 WHEREAS, the Bernalillo County Board of County Commissioners adopted
4 AR/158-90 approving criteria to guide the planning and development of planned
5 communities, and as specified in the Albuquerque/Bernalillo County
6 Comprehensive Plan, and

7 WHEREAS, the adopted policies under Comprehensive Plan Goals II.B.2. and
8 II.B.3 together with the Planned Communities Criteria: Policy Element govern
9 the development of planned communities, and

10 WHEREAS, the Board of County Commissioners found a need to amend certain
11 policy statements of the Comprehensive Plan to appropriately correspond to the
12 Planned Communities Criteria: Policy Element.

13 BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS, THE GOVERNING BODY OF THE
14 COUNTY OF BERNALILLO:

15 Section 1. That the fourth item of policy II.B.2.a., the Reserve Area section
16 of the Comprehensive Plan, be amended as follows:

17 "Negotiated sharing of service costs by the developer and [~~the City~~]
18 local government(s), with water, sewer, and street systems installed
19 to meet City requirements; planned communities shall not be a net
20 expense to [~~the City of Albuquerque~~] local government(s).

21 Section 2. That the first through sixth lines of policy II.B.2.b., the
22 Reserve Area section of the Comprehensive Plan, be amended as follows:

23 "Overall gross density shall not exceed [~~two~~] three
24 dwelling units per acre; [~~and~~] density transfer
25 (clustering) shall be used to accomplish appropriate
26 urban densities in planned communities while ensuring
27 an open space network within and [~~buffer~~] around them.
28 Within this overall density policy, housing densities

1 and land use mix, open space, infrastructure size and
2 location, and other public services and facilities are
3 to be prescribed through rank two plans or rank three plans;

4 Section 3. That policy II.B.2.c. of the Comprehensive Plan be amended as
5 follows:

6 "Development within [~~r~~] Reserve [a] Areas shall take place
7 either in accordance with an approved planned community master plan
8 (up to three dwelling units per acre), or in accordance with the
9 standards applicable to [~~r~~] Rural [a] Areas."

10 Section 4. That policy II.B.2.d. of the Comprehensive Plan be amended as
11 follows:

12 "A planned community master plan approved in accordance
13 with this section and more specific development criteria shall [be
14 ~~considered-an-approved-amendment-to~~] serve to
15 implement the Comprehensive Plan [Map]. A planned community
16 [~~sector-development~~] master plan shall not be approved if it
17 fails to demonstrate its own sense of place, self-sufficiency,
18 environmental sensitivity, separation from [~~either~~] the con-
19 tiguous Albuquerque urban area[s] by permanent open space
20 and, [~~if-within-the-Rural-Area~~], the provision of infrastructure
21 which is not a net expense to [~~the-City~~] the local government(s).

22
23
24
25
26
27
28

1 PASSED AND ADOPTED THIS 29th DAY OF JANUARY 1991.

2
3 Patrick J. Baca
Patrick J. Baca, Chairman

Jacquelyn Schaefer
Jacquelyn Schaefer, Vice-Chair

4
5 **EXCUSED**
Al Valdez
Al Valdez, Member

Eugene M. Gilbert
Eugene M. Gilbert, Member

6
7 Patricia Cassidy
Patricia Cassidy

8

9

10

11

12 ATTEST:

12

13

James A. Reddin Deputy
for Gladys M. Davis, County Clerk
Mar 2, 97

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

CITY of ALBUQUERQUE
NINTH COUNCIL

COUNCIL BILL NO. R-420

ENACTMENT NO. 160-1991

SPONSORED BY: Pauline K. Gubbels

1 RESOLUTION
2 AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE
3 PLAN, BASED ON RECOMMENDATIONS FROM THE 1990 BIENNIAL
4 MONITORING/IMPLEMENTATION REPORT ON THE COMPREHENSIVE PLAN

5 WHEREAS, the Albuquerque/Bernalillo County Comprehensive Plan was
6 adopted in August, 1988 with a provision for periodic and systematic evaluation
7 of the Plan's implementation and shortcomings; and

8 WHEREAS, a Biennial Report has been prepared by the Planning
9 Department with assistance from numerous other local government, public, and
10 quasi-public organizations to study present conditions and trends and evaluate
11 the policies of the Plan and how well the policies are being implemented; and

12 WHEREAS, the Biennial Report concludes each policy evaluation with a
13 recommendation for retention as is or modification to improve upon the policy
14 and its implementability; and

15 WHEREAS, the Biennial Report has been reviewed by participating
16 organizations, the Albuquerque/Bernalillo County Goals Commission, the
17 Environmental Planning Commission and Bernalillo County Planning Commission;
18 and

19 WHEREAS, the Environmental Planning Commission acting as advisory to
20 the City Council in matters related to planning, has reviewed and recommended
21 the amendments.

22 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
23 ALBUQUERQUE.

24 Section 1. That Section II.B. LAND USE policies be amended as follows:

25 A. Policy B.1.h. "Developing areas shall have neighborhood parks

26 and open areas located to serve the population of the area."

Underscored Material - New
[Bracketed Material] - Deletion

1 B. Policy B.2.a. "A proportion of new growth may be accommodated
2 in new planned communities in Reserve Areas. Such communities should meet the
3 following guidelines:

- 4 • Political unification with the central urban government.
- 5 • Substantial self-sufficiency in provision of employment, goods,
6 and public services--with at least one community center; normally, there shall be
7 adequate jobs and housing in the planned community to support the concept of
8 self-sufficiency; within the planned community, housing should correspond to
9 employment opportunities as to its quantity, type and price, and location.
- 10 • Negotiated sharing of service costs by the developer and local
11 government(s), with water, sewer and street systems installed to meet City
12 requirements; planned communities shall not be a net expense to local government(s).
- 13 • Transit/paratransit capability to provide service within the planned
14 community and to connect with other urban areas.
- 15 • Designate portions of the open space network in order to
16 distinguish a new community from ultimate Developing Urban Area development;
17 dedication of open space adequate to create a clear sense of separation from the
18 contiguous Albuquerque urban area.
- 19 • Variety in economic levels and types of housing within carefully
20 planned areas to ensure compatibility.
- 21 • Contiguous acreage sufficient to meet the above guidelines."

22 C. Policy B.3.c. "Development shall be carefully controlled in flood
23 plains and valley areas where flood danger, high water table, soils and air inversions
24 inhibit extensive urbanization."

25 D. Policy B.4.c. "The following policies shall govern industrial and
26 commercial development in semi-urban areas:

- 27 • Neighborhood-scale rather than regional-scale commercial centers
28 are appropriate.
- 29 • Strip commercial development is discouraged in favor of clustered
30 commercial development.
- 31 • Mixed-use areas should protect residential uses in the area, while
32 offering a variety of local employment opportunities.
- 33 • Mineral extraction should be discouraged in highly scenic or prime

1 recreational, agricultural or residential areas."

2 E. Policy B.5.k. "Land adjacent to arterial streets shall be planned to
3 minimize harmful effects of traffic; livability and safety of established residential
4 neighborhoods shall be protected in transportation planning and operations."

5 F. Policy B.6.g. Add a new policy g to read: "Existing urban center
6 locations shown on the Comprehensive Plan map, and their predominate uses in
7 accordance with their unique roles and expected needs of the community, shall be
8 developed in accordance with their respective sector plans:

- 9 • Downtown
- 10 • Uptown
- 11 • University of Albuquerque
- 12 • University of New Mexico
- 13 • Westgate

14 Section 2. That the Comprehensive Plan map is hereby amended to indicate the
15 locations of the Westgate and University of New Mexico urban centers.

16 Section 3. That Section II.D. COMMUNITY RESOURCE MANAGEMENT be
17 amended as follows:

18 A. Policy D.2.a. "The water resources of the metropolitan area shall be
19 managed to ensure permanent adequate supply."

20 B. Policy D.2.b. "Maximum absorption of precipitation shall be
21 encouraged through retention of natural arroyos and other means of runoff
22 conservation within the context of overall water resource management."

23 C. Policy D.3.b. "Efficient and economic use of alternative and
24 renewable energy sources such as solar, wind, solid and liquid waste, and geothermal
25 supplies shall be encouraged."

26 D. Policy D.3.d. "A transportation system that is more energy efficient
27 shall be developed. In particular, promote:

- 28 • a variety of transportation modes including expansion of transit,
29 paratransit, and railway systems; and
- 30 • fuel efficiency standards for automobiles.

31 E. Policy D.4.a. "Transportation system improvements among all
32 modes shall be made in accordance with land use, environmental, and public service
33 policies of the Comprehensive Plan."

1 recreational, agricultural or residential areas."

2 E. Policy B.5.k. "Land adjacent to arterial streets shall be planned to
3 minimize harmful effects of traffic; livability and safety of established residential
4 neighborhoods shall be protected in transportation planning and operations."

5 F. Policy B.6.g. Add a new policy g to read: "Existing urban center
6 locations shown on the Comprehensive Plan map, and their predominate uses in
7 accordance with their unique roles and expected needs of the community, shall be
8 developed in accordance with their respective sector plans:

- 9 • Downtown
- 10 • Uptown
- 11 • University of Albuquerque
- 12 • University of New Mexico
- 13 • Westgate

14 Section 2. That the Comprehensive Plan map is hereby amended to indicate the
15 locations of the Westgate and University of New Mexico urban centers.

16 Section 3. That Section II.D. COMMUNITY RESOURCE MANAGEMENT be
17 amended as follows:

18 A. Policy D.2.a. "The water resources of the metropolitan area shall be
19 managed to ensure permanent adequate supply."

20 B. Policy D.2.b. "Maximum absorption of precipitation shall be
21 encouraged through retention of natural arroyos and other means of runoff
22 conservation within the context of overall water resource management."

23 C. Policy D.3.b. "Efficient and economic use of alternative and
24 renewable energy sources such as solar, wind, solid and liquid waste, and geothermal
25 supplies shall be encouraged."

26 D. Policy D.3.d. "A transportation system that is more energy efficient
27 shall be developed. In particular, promote:

- 28 • a variety of transportation modes including expansion of transit,
29 paratransit, and railway systems; and
- 30 • fuel efficiency standards for automobiles.

31 E. Policy D.4.a. "Transportation system improvements among all
32 modes shall be made in accordance with land use, environmental, and public service
33 policies of the Comprehensive Plan."

- 1 F. Delete policy D.4.b.
- 2 G. Reletter subsequent policies of the Comprehensive Plan Section
3 II.D.4.appropriately.
- 4 H. Policy D.4.c. "Travel needs shall be reduced and alternative mobility,
5 including transit, shall be promoted through management of land use, transportation
6 demand, building and site design."
- 7 I. Policy D.4.d. "Land use changes shall be managed to maintain
8 acceptable minimum service levels on arterial streets."
- 9 J. Policy D.4.e. "Public transit should serve a variety of trip purposes,
10 schedule needs, and connections among activity centers to make it more competitive
11 with the automobile."
- 12 K. Policy D.4.f. "Alternative mobility shall be provided to those who
13 cannot be served by conventional transit or private automobiles."
- 14 L. Policy D.4.g. "Transit planning and implementation shall be
15 coordinated among agencies and area jurisdictions, including identification of high
16 capacity corridors for high occupancy vehicles."
- 17 M. Add a new policy D.4.h, to read: "Land use strategies shall be used
18 to promote transit use in transit development corridors."
- 19 N. Add a new policy D.4.i, to read: "Transportation strategies shall be
20 used to promote transit use in transit development corridors."
- 21 O. Renumber subsequent policies of the Comprehensive Plan
22 Section II.D.4. appropriately.
- 23 P. Policy D.4.h. "Pedestrian opportunities shall be promoted and
24 integrated into development to create safe and pleasant nonmotorized travel
25 conditions."
- 26 Q. Policy D.4.i. "A metropolitan area-wide recreational and commuter
27 bicycle and trail network which emphasizes connections among activity centers shall
28 be constructed and promoted."
- 29 R. Policy D.4.j. "Street and highway projects shall include paralleling
30 paths and safe crossings for bicycles, pedestrians, and equestrians where appropriate."
- 31 S. Policy D.4.k. "For each mode, potential transportation/emergency
32 response hazards such as grade crossings, obsolete street geometry, and inadequate
33 street lighting shall be minimized."

Underscored Material - New
[Bracketed Material] - Deletion

1 T. Policy D.4.l. "In currently developed areas, the efficiency and safety
2 of existing arterial streets shall be improved to reduce the need for the expansion of
3 freeways and future arterials."

4 U. Policy D.4.m. "In newly developing areas, efficiency and safety of
5 the arterial street system shall be emphasized in order to reduce the need for
6 additional future arterials."

7 V. Policy D.4.q. "Efficient, safe access and transfer capability shall be
8 provided between all modes of transportation."

9 W. Policy D.4.r. "Transportation investments should emphasize overall
10 mobility needs and choice among modes in the regional and intra-city movement of
11 people and goods."

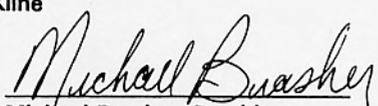
12 X. Add a new policy D.6.g. to read: "g. Concentrations of employment
13 in activity centers should be promoted in an effort to balance jobs with housing and
14 population and reduce the need to travel."

15 "Section 4. That in addition to the above amendments of the adopted
16 Albuquerque/Bernalillo County Comprehensive Plan, non-policy changes, including
17 amendments of the unadopted "Possible Techniques," are authorized for publication
18 in the Comprehensive Plan book as specified in the attachment hereto." (see Attached)

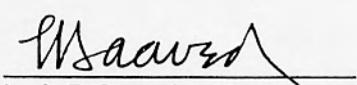
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33

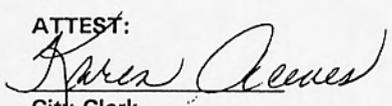
1 PASSED AND ADOPTED THIS 7th DAY OF October, 1991.
2 BY A VOTE OF 7 FOR AND 0 AGAINST.

3 Yes: 7
4 No:
5 Excused: Griego, Kline

6 
7 Michael Brasher, President
8 City Council

9 APPROVED THIS 25 DAY OF October, 1991.

11 
12 Louis E. Saavedra, Mayor
13 City of Albuquerque

14 ATTEST:
15 
16 City Clerk

Underscored Material - New
[Bracketed Material] - Deletion

17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33

Understrored Material - New
[Bracketed Material] - Deletion

1 accomplish appropriate urban densities in planned communities while
2 ensuring an open space network within and around them. Within this
3 overall density policy, housing densities and land use mix, open
4 space, infrastructure size and location, and other public services
5 and facilities are to be prescribed through rank two plans or rank
6 three plans;

7 Section 3. Policy II.B.2.c. of the Comprehensive Plan be
8 amended as follows:

9 "Development within Reserve Areas shall take place either
10 in accordance with an approved planned community master plan (up to
11 three dwelling units per acre), or in accordance with the standards
12 applicable to Rural Areas."

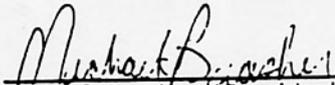
13 Section 4. Policy II.B.2.d. of the Comprehensive Plan be
14 amended as follows:

15 "A planned community master plan approved in accordance
16 with this section and more specific development criteria shall serve
17 to implement the Comprehensive Plan. A planned community master
18 plan shall not be approved if it fails to demonstrate its own sense
19 of place, self-sufficiency, environmental sensitivity, separation
20 from the contiguous Albuquerque urban area by permanent open space
21 and the provision of infrastructure which is not a net expense to
22 the local government(s).
23
24
25
26
27
28
29
30
31
32
33

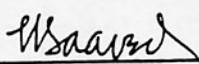
1 PASSED AND ADOPTED THIS 20th DAY OF February, 1991.

2 BY A VOTE OF 8 FOR AND 0 AGAINST.

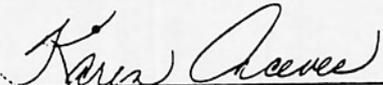
3 Yes: 8
4 Excused: Griego

5
6 
7 Michael Brasher, President
8 City Council

9 APPROVED THIS 27th DAY OF February, 1991

10
11 
12 Louis E. Saavedra, Mayor
13 City of Albuquerque

14 ATTEST:

15
16 
17 Karen Aceves
18 City Clerk

Underscored Material - New
[Bracketed Material] - Deletion

19
20
21
22
23
24
25
26
27
28
29
30
31
32
33

CITY of ALBUQUERQUE
EIGHTH COUNCIL

COUNCIL BILL NO. R-8 ENACTMENT NO. 138-1988

SPONSORED BY: Nadyne C. Bicknell

Underscored Material - New
Bracketed Material - Deletion

1 RESOLUTION
2 ADOPTING THE COMPREHENSIVE PLAN FOR ALBUQUERQUE AND BERNALILLO
3 COUNTY; REPEALING THE THREE ELEMENTS OF THE ALBUQUERQUE/BERNALILLO
4 COUNTY COMPREHENSIVE PLAN ADOPTED IN 1975 AND AS SUBSEQUENTLY
5 AMENDED.
6 WHEREAS, the Council, the governing body of the City of
7 Albuquerque, has retained the authority to adopt master plans for
8 the physical development of areas within its planning and platting
9 jurisdiction, as authorized by Chapter 3, Article 19, NMSA 1978 and
10 by the City Charter as allowed under Home Rule provisions of the
11 Constitution of New Mexico; and
12 WHEREAS, municipal zoning regulations and restrictions are to be
13 in conformance with a comprehensive plan, as provided by Section
14 3-21-5 NMSA 1987; and
15 WHEREAS, the Environmental Planning Commission, acting as
16 advisor to the City in matters related to planning, has reviewed and
17 recommended the 1987 Comprehensive Plan; and
18 WHEREAS, the Environmental Planning Commission recognizes the
19 need for this as well as other comprehensive, master plans to guide
20 the City of Albuquerque, County of Bernalillo and other agencies and
21 individuals involved in land use and environmental decisions to
22 ensure orderly development; and
23 WHEREAS, the Comprehensive Plan is the long-range Rank One Plan
24 as specified by the City Plans Ordinance (Art. 7-4 R.O. 1974),
25 governing lower ranking plans to guide development to respect human,
26 economic and environmental goals and objectives within the planning

Underscored Material - New
[Bracketed Material] - Deletion

1 jurisdiction of the City of Albuquerque; and

2 WHEREAS, the changes within the 1987 Comprehensive Plan are of
3 sufficient magnitude to warrant adoption of the new plan instead of
4 amending the former document; and

5 WHEREAS, the 1987 Comprehensive Plan has been developed in
6 accordance with findings of numerous supporting technical studies
7 and in response to the desires and needs of City and County
8 residents as expressed through the 1983-84 Goals Committee, Plan
9 Revision Oversight Committee, special public input meetings, and
10 public hearings.

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

13 Section 1. That the attached 1987 Comprehensive Plan, including
14 the plan map, but excluding the segments of the plan cited in
15 Section 2.A. and 2.B., be adopted as the Rank One Plan for the City
16 of Albuquerque and County of Bernalillo. It shall hereafter be
17 designated the 1988 Comprehensive Plan.

18 A. The overall densities, character and design of all
19 land uses and development, including residential, agricultural,
20 commercial, industrial, and recreational and open space shall be in
21 accordance with the goals and policies of this Comprehensive Plan.

22 B. The regional network of open space identified on the
23 plan map, and the Open Space Network goals and policies shall be the
24 basis for preservation, protection, acquisition, and coordination of
25 open space to meet the present and future needs of all residents of
26 the area.

27 C. Environmental protection and heritage conservation
28 shall be pursued in accordance with the goals and policies of this
29 Comprehensive Plan.

30 D. The provision, maintenance, and design of public and
31 private facilities and services, including roads, public transit,
32 bikeways, trail corridors, public safety, education, employment
33 solid waste disposal, drainage, and water and sewer systems shall be

1 In accordance with the goals and policies of the Comprehensive Plan.

2 E. The Comprehensive Plan Map, consisting of a map and an
3 overlay map of Major Open Space, is adopted as a constituent part of
4 the Comprehensive Plan.

5 Section 2. That Comprehensive Plan goals and policies shall
6 serve as general guidelines for land use, environmental, and
7 resource management decisions and shall form the foundation for
8 lower ranking plans and land use regulations.

9 A. The Introduction and Context Section shall serve to
10 interpret the origin and intent of goals and policies rather than as
11 adopted Comprehensive Plan policy in itself.

12 B. The possible techniques may serve to implement
13 policies, but are not adopted Comprehensive Plan policies in
14 themselves. They shall be reviewed periodically and revised, if
15 necessary, to achieve general policy objectives.

16 C. All City regulations and ordinances affecting land
17 use, environmental quality, heritage conservation, and community
18 resource management shall conform to general policies of the
19 Comprehensive Plan.

20 D. Criteria governing the size, configuration, land use
21 mix, densities, and other features of planned communities in the
22 Reserve and Rural Areas will be proposed by the City Planner, after
23 working with key members of the private sector, for adoption by the
24 City and County within one year of the effective date of this
25 resolution. The criteria will be used in evaluating and approving
26 planned communities.

27 E. In the course of developing area plans, densities of
28 planned community developments may be studied; if justified by
29 appropriate analysis, including cost-benefit analysis, an area plan
30 can be the basis for amending the planned-community gross density
31 provisions of the Comprehensive Plan.

32 Section 3. That the Monitoring and Implementation Section shall
33 be used as a foundation for procedures to evaluate accomplishments

Underscored Material - New
~~Bracketed Material~~ - Deletion

1 and recommend amendments to the plan and revisions to the work
2 priorities associated with implementation; and such evaluation and
3 adjustment shall be done at least biennially.

4 Section 4. That amendment procedures shall be as provided in
5 Section III of the Comprehensive Plan and in Article 7-4 R.O. 1974,
6 the City Plans Ordinance. Amendments to the attached Comprehensive
7 Plan goals, policies, and map shall be made only upon review and
8 action by the planning commissions and elected officials of both the
9 City and County. Standards for amending plan map boundaries shall
10 be as follows:

11 A. Amendment of the boundary of the Central Urban Area
12 shall be dictated by changing conditions and needs.

13 B. Because of different regulatory provisions in the City
14 Zoning Code, amendment to boundaries between the Established Urban
15 and the Developing Urban areas shall not be permitted except in
16 cases of technical mapping error.

17 C. Adding or deleting Urban Centers and adjustment to
18 boundaries of the Open Space Network may be based on lower ranking
19 plans which cover the land in question.

20 D. Revision to other plan map boundaries shall occur only
21 for compelling reasons of planning policy.

22 Section 5. That lower ranking plans undertaken should include
23 but not be limited to plans for sub-metropolitan areas, urban
24 centers, and the Open Space Network to prepare specific
25 recommendations within general density and character guidelines of
26 the Comprehensive Plan goals, policies, and map. Such plans, like
27 the Comprehensive Plan hereby adopted, are comprehensive plans and
28 master plans for statutory purposes.

29 Section 6. That the Albuquerque/Bernalillo County Comprehensive
30 Plan, adopted by Resolutions 49-1975, 69-1975, 153-1975, and as
31 subsequently amended, are hereby repealed.

32 Section 7. that in the event of conflicts between the
33 Comprehensive Plan and any already-adopted Rank Two or Rank Three

Underscored Material - New
~~Bracketed Material~~ - Deletion

1 Plans, this Comprehensive Plan shall govern.

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

32

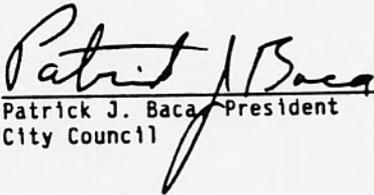
33

Underscored Material - New
[Bracketed Material] - Deletion

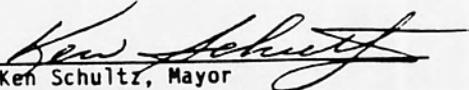
1 PASSED AND ADOPTED THIS 1st DAY OF AUGUST, 1988.

2 BY A VOTE OF 8 FOR AND 0 AGAINST.

3 Yes: 8
4 No: 0
5 Excused: Gallegos

6
7 
8 Patrick J. Baca, President
9 City Council

10
11 APPROVED THIS 30th DAY OF August, 1988.

12
13
14
15 
16 Ken Schultz, Mayor
17 City of Albuquerque

18 ATTEST:
19 
20 City Clerk

21
22
23
24
25
26
27
28
29
30
31
32
33

BERNALILLO COUNTY

BOARD OF COUNTY COMMISSIONERS

1 RESOLUTION NO. 103-88

2 ADOPTING THE COMPREHENSIVE PLAN FOR ALBUQUERQUE AND BERNALILLO COUNTY;
3 REPEALING THE THREE ELEMENTS OF THE ALBUQUERQUE/BERNALILLO COUNTY
4 COMPREHENSIVE PLAN ADOPTED IN 1975 AND AS SUBSEQUENTLY AMENDED.

5 WHEREAS, the Board of County Commissioners, the governing body of the
6 County of Bernalillo, has retained the authority to adopt master plans
7 for the physical development of areas within the jurisdiction of
8 Bernalillo County, as authorized by Section 4-57-1 and 4-57-2, NMSA 1978;
9 and

10 WHEREAS, the County Planning Commission, as the advisory body to the
11 Board of County Commissioners on all matters related to planning, has
12 reviewed the recommended the 1987 Comprehensive Plan; and

13 WHEREAS, the County Planning Commission recognizes the need for this
14 as well as other comprehensive, master plans to guide the City of
15 Albuquerque, County of Bernalillo and other agencies and individuals
16 involved in land use and environmental decisions to ensure orderly
17 development; and

18 WHEREAS, the Comprehensive Plan is the long-range Rank One plan for
19 Albuquerque and Bernalillo County specified by the Plans Ordinance (Art.
20 7-4 R.O. 1974), guiding lower ranking plans to ensure rational
21 development which respects human, economic and environmental needs within
22 Bernalillo County; and

23 WHEREAS, the changes within the 1987 Comprehensive Plan are of
24 sufficient magnitude to warrant adoption of the new plan instead of
25 amending the former document; and

26 WHEREAS, the 1987 Comprehensive Plan has been developed in accordance

Underscored Material - New
Bracketed Material - Deletion

Underscored Material - New
~~[Bracketed Material] - Deletion~~

1 with findings of numerous technical studies and in response to the
2 desires and needs of City and County residents as expressed through the
3 1983-84 Goals Committee, Plan Revision Oversight Committee, special input
4 meetings, and public hearings.

5 NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS, THE
6 GOVERNING BODY OF THE COUNTY OF BERNALILLO:

7 Section 1. That the attached 1988 Comprehensive Plan, including the
8 plan map, but excluding the segments of the plan cited in Section 2.A.
9 and 2.B., be adopted as the Rank One Plan for the City of Albuquerque and
10 County of Bernalillo. It shall hereafter be designated the 1988
11 Comprehensive Plan.

12 A. The overall densities, character and design of all land uses and
13 development, including residential, agricultural, commercial, industrial,
14 and recreational and open space shall be in accordance with the goals and
15 policies of this Comprehensive Plan.

16 B. The regional network of open space identified on the plan map,
17 and the Open Space Network goals and policies shall be the basis for
18 preservation, protection, acquisition, and coordination of open space to
19 meet the present and future needs of all residents of the area.

20 C. Environmental protection and heritage conservation shall be
21 pursued in accordance with the goals and policies of this Comprehensive
22 Plan.

23 D. The provision, maintenance, and design of public and private
24 facilities and services, including roads, public transit, bikeways, trail
25 corridors, public safety, education, employment, solid waste disposal,
26 drainage, and water and sewer systems shall be in accordance with the
27 goals and policies of the Comprehensive Plan.

28 E. The Comprehensive Plan Map, consisting of a map and an overlay
29 map of Major Open Space, is adopted as a constituent part of the
30 Comprehensive Plan.

31 Section 2. That Comprehensive Plan goals and policies shall serve as
32 general guidelines for land use, environmental, and resource management
33 decisions and shall form the foundation for lower ranking plans and land

1 use regulations.

2 A. The Introduction and Context Section shall serve to interpret the
3 origin and intent of goals and policies rather than as adopted
4 Comprehensive Plan policy in itself.

5 B. The possible techniques may serve to implement policies, but are
6 not adopted Comprehensive Plan policies in themselves. They shall be
7 reviewed periodically and revised, if necessary, to achieve general
8 policy objectives.

9 C. All County regulations and ordinances affecting land use,
10 environmental quality, heritage conservation, and community resource
11 management shall conform to general policies of the Comprehensive Plan.

12 D. Criteria governing the size, configuration, land use mix,
13 densities, and other features of planned communities in the Reserve and
14 Rural Areas will be proposed by the City/County Planner, after working
15 with key members of the private sector, for adoption by the City and
16 County within one year of the effective date of this resolution. The
17 criteria will be used in evaluating and approving planned communities.

18 E. In the course of developing area plans, densities of planned
19 community developments may be studied; if justified by appropriate
20 analysis, including cost-benefit analysis, an area plan can be the basis
21 for amending the planned-community gross density provisions of the
22 Comprehensive Plan.

23 Section 3. That the Monitoring and Implementation Section shall be
24 used as a foundation for procedures to evaluate accomplishments and
25 recommend amendments to the plan and revisions to the work priorities
26 associated with implementation; and such evaluation and adjustment shall
27 be done at least biennially.

28 Section 4. That amendments to the attached Comprehensive Plan goals,
29 policies, and map shall be made only upon review and action by the
30 planning commissions and elected officials of both the City and County.
Standards for amending plan map boundaries shall be as follows:

31 A. Amendment of the boundary of the Central Urban Area shall be
32 dictated by changing conditions and needs.

33

1 B. Amendment to boundaries between the Established Urban and the
2 Developing Urban areas shall not be permitted except in cases of
3 technical mapping error.

4 C. Adding or deleting Urban Centers and adjustment to boundaries of
5 the Open Space Network may be based on lower ranking plans which cover
6 the land in question.

7 D. Revision to other plan map boundaries shall occur only for
8 compelling reasons of planning policy.

9 Section 5. That lower ranking plans undertaken should include but
10 not be limited to plans for sub-metropolitan areas, urban centers, and
11 the Open Space Network to prepare specific recommendations within general
12 density and character guidelines of the Comprehensive Plan goals,
13 policies, and map. Such plans, like the Comprehensive Plan hereby
14 adopted, are comprehensive plans and master plans for statutory purposes.

15 Section 6. That the Albuquerque/Bernalillo County Comprehensive
16 Plan, adopted by Resolutions 601, 635 and 660, and as subsequently
17 amended, are hereby repealed.

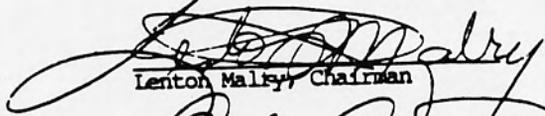
18 Section 7. That in the event of conflicts between this Comprehensive
19 Plan and any already-adopted Rank Two or Rank Three Plans, this
20 Comprehensive Plan shall govern.

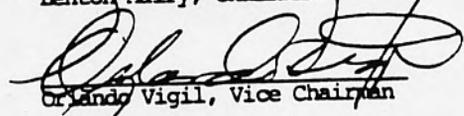
21
22
23
24
25
26
27
28
29
30
31
32
33

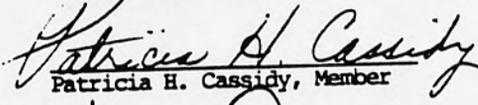
1 PASSED and ADOPTED this 23rd day of August, 1988.

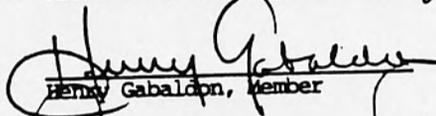
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33

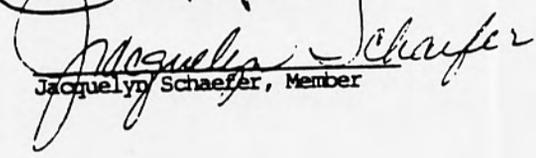
BOARD OF COUNTY COMMISSIONERS


Lenton Malky, Chairman

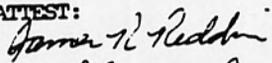

Orlando Vigil, Vice Chairman

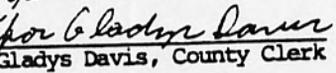

Patricia H. Cassidy, Member


Henry Gabaldon, Member


Jacquelyn Schaefer, Member

ATTEST:




Gladys Davis, County Clerk

Underscored Material - New
[Bracketed Material] - Deletion

**Former Mayor
1997-2001**

Honorable Jim Baca

Planning Director

Robert McCabe, AIA, 1998-2001