

LEGISLATION

1 offer a variety and a maximum of choices in the housing, transportation, work
2 areas and life styles, while creating a visually pleasing built environment; and

3 (N) That various adopted local area plans, including Sector
4 Development and Corridor Plans, establish policies calling for the
5 development of streets that serve all users; and

6 (O) That multiple street projects aimed at improving accessibility for all
7 users have been successfully completed around the City in recent years,
8 including the Lead and Coal Corridors, Martin Luther King Jr. Boulevard and
9 8th Street. These projects have demonstrated the viability of providing for
10 pedestrians, cyclists, transit users and other while minimizing impacts to
11 vehicle travel; and

12 (P) That many opportunities remain, especially in established areas of
13 the City, to improve street rights-of-way for all users, especially where pre-
14 scheduled projects, such as resurfacing, provide opportunities to consider
15 new striping configurations; and

16 (Q) That public demand for multi-modal street infrastructure is
17 increasing across a mutigenerational spectrum of people, especially young
18 entrepreneurs and empty-nesters.

19 BE IT ORDAINED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
20 ALBUQUERQUE:

21 SECTION 2. A new §6-6-5 of ROA 1994 is hereby adopted to read as
22 follows:

23 "§6-5-6-1 SHORT TITLE.

24 SECTION §6-5-6 ROA 1994 shall be known and cited as the "Complete
25 Streets Ordinance".

26 § 6-5-6-2 INTENT AND PURPOSES.

27 (A) The intent of Article §6-5-6 et seq. is as follows:

28 (1) To implement and be so interpreted to comply with the New
29 Mexico Municipal Code (§§ 3-60A-10 et seq. NMSA 1978) and the Constitution
30 of the State of New Mexico (Article 10, Section 6).

31 (2) To express the City's commitment to creating and maintaining
32 Complete Streets within the ~~General and Established Urban Areas specified by~~
33 ~~the Albuquerque/Bernalillo County Comprehensive Plan.~~ [+ City's jurisdiction. +]

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1 use patterns that bolster economic growth and stability, help generate jobs,
2 attract private investment and tourism, create place-making in areas of high
3 activity and can increase retail sales and land values; and

4 (G) That Complete Streets integrate general purpose roadways,
5 sidewalks, bike lanes, transit amenities, traffic calming and convenient
6 crossings, to create a balanced transportation system that meets the needs of
7 motorized and non-motorized travelers and persons with disabilities; and

8 (H) That Complete Streets improve community health by reducing the
9 risk of injuries and encouraging walking and bicycling to help combat obesity
10 and heart disease; and

11 (I) That Complete Streets promote alternative transportation modes,
12 helping to reduce street network congestion and vehicle emissions and
13 increase the capacity of the transportation network; and

14 (J) That the City of Albuquerque is pursuing the development of a
15 Unified Development Ordinance that will establish updated regulations for
16 development in the public right-of-way and encourage new land-use patterns
17 that are best served by balanced transportation systems that facilitate travel
18 by all users; and the Complete Streets Ordinance establishes key City policies
19 for roadway design to be incorporated into that effort; and

20 (K) That Section 2.D.4 of the Albuquerque Bernalillo County
21 Comprehensive Plan establishes as a goal the development of corridors,
22 streets and complementary adjacent land uses that provide a balanced
23 circulation system through efficient placement of employment and services,
24 encouraging bicycling, walking and use of transit as alternatives to
25 automobile travel while providing sufficient roadway capacity to meet mobility
26 and access needs; and

27 (L) That Section 2.D.4.a.2 identifies a means of balancing of the street
28 system by encouraging bicycling, walking and use of mass transit between
29 designated neighborhood, community and regional centers as an
30 implementation technique to achieve a balanced transportation system; and

31 (M) That Section 2.B.5 of the Albuquerque Bernalillo County
32 Comprehensive Plan states that the established urban areas of the City shall

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1 offer a variety and a maximum of choices in the housing, transportation, work
2 areas and life styles, while creating a visually pleasing built environment; and

3 (N) That various adopted local area plans, including Sector
4 Development and Corridor Plans, establish policies calling for the
5 development of streets that serve all users; and

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7 users have been successfully completed around the City in recent years,
8 including the Lead and Coal Corridors, Martin Luther King Jr. Boulevard and
9 8th Street. These projects have demonstrated the viability of providing for
10 pedestrians, cyclists, transit users and other while minimizing impacts to
11 vehicle travel; and

12 (P) That many opportunities remain, especially in established areas of
13 the City, to improve street rights-of-way for all users, especially where pre-
14 scheduled projects, such as resurfacing, provide opportunities to consider
15 new striping configurations; and

16 (Q) That public demand for multi-modal street infrastructure is
17 increasing across a mutigenerational spectrum of people, especially young
18 entrepreneurs and empty-nesters.

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26 § 6-5-6-2 INTENT AND PURPOSES.

27 (A) The intent of Article §6-5-6 et seq. is as follows:

28 (1) To implement and be so interpreted to comply with the New
29 Mexico Municipal Code (§§ 3-60A-10 et seq. NMSA 1978) and the Constitution
30 of the State of New Mexico (Article 10, Section 6).

31 (2) To express the City's commitment to creating and maintaining
32 Complete Streets within the Central and Established Urban Areas specified by
33 the Albuquerque/Bernalillo County Comprehensive Plan.

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1 (3) For residents and visitors, regardless of their age, ability, or
2 financial resources, to comfortably and efficiently use the public right-of-way
3 within these corridors and meet their transportation needs regardless of their
4 preferred mode of travel.

5 (4) To establish the image and identity of street corridors and
6 improve economic activity on those corridors by providing a framework for
7 current and future development that integrates sidewalks, bike facilities,
8 transit amenities, and pedestrian and bicycle crossings into their design.

9 (5) To accommodate and complement improved streetscapes and
10 pedestrian facilities installed according to the provisions of the City Sidewalk,
11 Drive Pad, Curb and Gutter Ordinance (§ 6-5-5-1 ROA 1994), the Street Tree
12 Ordinance (§ 6-6-2-1 ROA 1994) and the Americans with Disabilities Act (ADA).

13 This Article is adopted pursuant to the authority set forth in Article 1 of the
14 Charter of the City of Albuquerque, which was adopted at a special election on
15 June 29, 1971, pursuant to Article 10, Section 6 of the Constitution of the State
16 of New Mexico and pursuant to the authority set forth in Sections 3-19-12 and
17 Sections 3-20-1 to 3-20-16 NMSA 1978.

18 §6-5-6-4 APPLICABILITY

19 This Article shall apply to all roadways and or segments of a roadway on
20 City right-of-way which meet the following criteria:

21 (A) Are located within the Central and Established Urban Areas specified
22 by the Albuquerque/Bernalillo Comprehensive Plan and are listed on the Mid
23 Region Council of Governments Current Roadway Functional Classification
24 Map; or

25 (B) Designated a Complete Street by Resolution of the City Council or
26 action of the Mayor.

27 § 6-5-6-5 DEFINITIONS.

28 COMPLETE STREETS: A roadway with Cross-Sections (including public
29 right of way and public or private easements abutting a public right of way that
30 are designated for a roadway) built at a human scale, designed and operated
31 for equal access by all users, including pedestrians, bicyclists, motorists and
32 transit riders of all ages and abilities, to allow comfortable and convenient
33 street crossings, and pedestrian access to adjacent land uses. Complete

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1 Streets components include, but are not limited to, sidewalks, bike lanes,
2 dedicated bus lanes, comfortable and accessible public transportation stops,
3 frequent and comfortable pedestrian crossing opportunities, median
4 pedestrian islands, accessible pedestrian signals, curb extensions and
5 pedestrian bulb-outs, reduced travel lane widths determined by the design
6 speed of the roadway, context-appropriate curb return radii, roundabouts, or
7 other features that accommodate efficient multimodal travel.

8 **CONNECTIVITY:** Frequency by which streets or roadways intersect, or
9 how closely intersections are spaced.

10 **CONTEXT SENSITIVE DESIGN:** Design that seeks to balance the need to
11 move vehicles efficiently with other outcomes specific to communities and
12 neighboring properties through which a street passes, such as placemaking,
13 pedestrian-friendliness, historic preservation and economic development.

14 **MULTIMODAL LEVEL OF SERVICE:** A set of indicators published by the
15 National Academy of Sciences, National Highway Cooperative Research Board
16 through "Report 616 and any successor document" used to evaluate the
17 convenience and comfort of facilities for transit users, pedestrians, bicyclists
18 and other non-motorized users of the public right of way. These may include,
19 but are not limited to: the connectivity of sidewalks and paths throughout an
20 area, the availability and convenience of road crossings for pedestrians, the
21 separation of non-motorized traffic from motorized traffic, (e.g. sidewalk
22 widths and distance from traffic lanes, presences of separators like bollards or
23 trees), motorized traffic speed control (e.g. traffic calming features), way
24 finding, sense of security (e.g. visibility and lighting of sidewalks), transit
25 stations, and weather protection.

26 **§6-5-6-6 GENERAL POLICY**

27 (A) The following complete streets principles shall apply to all projects
28 on streets that are within the jurisdiction of this ordinance:

29 (1) The overarching goal of any project that affects street
30 configurations, signalizations, and all other design features shall be based on
31 improving Multimodal Level of Service (MLOS) as described in the National
32 Cooperative Highway Research Program's Report 616, Multimodal Level of

1 **Service Analysis for Urban Streets and generally defined as comfortable and**
2 **efficient accommodations for all users.**

3 (2) **On-street bicycle facilities shall be designed and implemented**
4 **as identified by the Mid-Region Council of Governments' Long Range Bikeway**
5 **System Map, the Albuquerque Bikeways and Trails Facility Plan, and the**
6 **Albuquerque Area Comprehensive On-Street Bicycle Plan. All projects on any**
7 **roadway shall include appropriate measures to facilitate the crossing of**
8 **bicycle traffic wherever a designated bicycle facility crosses the street.**

9 (3) **On roadways that serve industrial and/or freight uses,**
10 **complete streets improvements that are consistent with freight mobility and**
11 **support other modes of travel shall be considered;**

12 (4) **Vehicle lane widths shall be governed by the tables for**
13 **General Parameters for Arterial Thoroughfares and Collector Thoroughfares**
14 **as established in the Manual for Context Sensitive Solutions in Designing**
15 **Major Urban Thoroughfares for Walkable Communities published by the**
16 **Institute of Transportation Engineers (ITE) and or any successor documents**
17 **or standards that may result from amendments or replacements. Urban streets**
18 **with vehicle lane widths exceeding 12 feet are strongly discouraged, except**
19 **where motor vehicles and bicycles share lanes on Bicycle Routes designated**
20 **by the Mid-Region Council of Governments' Long Range Bikeway System**
21 **Map.**

22 (5) **Mid-block Pedestrian Crossings are encouraged and may be**
23 **installed as necessary for a project to meet the intent of this ordinance under**
24 **the criteria established in the Manual on Traffic Control Devices (MUTCD)**
25 **Chapter 3B-18, the Urban Street Design Guide of the National Association of**
26 **City Traffic Officials (NACTO), and the Guide for the Planning Design and**
27 **Operation of Pedestrian Facilities by the American Association of State**
28 **Highway and Transportation Officials (AASHTO). Unsignalized mid-block**
29 **crossings are permitted where warranted and should be clearly marked by**
30 **signs and other high-visibility features. Where necessary, mid-block**
31 **pedestrian crossings shall be controlled by pedestrian-activated conventional**
32 **traffic signals or pedestrian hybrid beacons (PHB).**

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1 (6) Curb cuts serving access points blocked by permanent walls,
2 fences or other structures that prohibit entry to a lot shall be replaced with
3 curb, gutter and sidewalk as part of any roadway project.

4 (7) Roadway projects shall be designed to mitigate existing,
5 insufficient multi-modal facilities such as bicycle lanes which do not meet
6 minimum engineering criteria for width.

7 (8) Roadway projects on arterial corridors shall prioritize the
8 comfort of multimodal users by using traffic calming techniques, such as
9 narrowing traffic lanes, and by providing buffers between vehicle traffic and
10 pedestrian and bicycle facilities where possible. This may include striped
11 buffers, adding parallel parking where it does not currently exist or installing
12 parallel stripes delineating existing parking lanes.

13 (B) All major projects involving streets under the authority of this
14 ordinance, including road construction, resurfacing, reconstruction of
15 sidewalks or restriping, shall be considered an opportunity to either retrofit
16 existing streets or construct new streets consistent with the principles of this
17 ordinance.

18 (C) The Department of Municipal Development shall annually submit a
19 memorandum to the City Council listing upcoming projects, to include
20 scheduled Street Maintenance Program projects such as resurfacing and
21 other projects including reconstruction, curb, gutter and sidewalk repair or
22 capital improvement projects. This memorandum shall detail how those
23 projects will be consistent with the principals of this ordinance and shall
24 indicate:

25 (1) The location, scope and estimated cost of the project.

26 (2) Whether the project is to be implemented under the Street
27 Maintenance program or by the Engineering Division.

28 (3) How the project incorporates any existing policies for street
29 improvements established by corridor, neighborhood, area, or sector plans, or
30 the reasons for which implementing such recommendations is not reasonable.

31 (4) Any Complete Streets improvements recommended by the
32 Department of Municipal Development for inclusion as part of the project.

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1 (5) The estimated cost of those Complete Streets improvements
2 (e.g. added engineering costs for new striping diagrams).

3 (6) Whether and when the improvements can be implemented
4 through the existing revenues available for maintenance projects or Capital
5 Improvement Program.

6 (7) Other potential funding sources that may be required.

7 (D) Projects may be exempted in part from the requirements of this
8 ordinance upon review by the Director of Municipal Development or his/her
9 designee, provided they meet one or more of the following criteria;

10 (1) Existing adopted ordinances and policies affecting the street
11 preclude a certain use (e.g. non-motorized vehicles).

12 (2) The project is a maintenance activity that does not involve
13 resurfacing, restriping or reconfiguring the street. Examples of exempt
14 projects include patching, sidewalk repair or cleaning.

15 (3) The project is limited by available publicly owned right-of-way.

16 (4) The project is located on state or federal right-of-way, the City
17 has made an effort to obtain permission for certain features compliant with the
18 provisions of §6-5-6, and the agency with control of the right of way has
19 indicated they will not permit requested features.

20 (E) The City Council may, by resolution, designate certain corridors or
21 street segments for Complete Streets improvements. The resolution shall:

22 (1) Establish the transportation modes to be prioritized or
23 accommodated on the affected corridor.

24 (2) Provide an estimate of costs to plan, design, engineer and
25 construct the improvements; and funding sources for the project.

26 (F) Design and engineering of streets, sidewalks, bikeways and other
27 facilities shall follow the relevant standards set forth in the following
28 documents or any successor documents or standards that may result from
29 their amendment or replacement:

30 (1) Urban Street Design Guide of the National Association of
31 City Traffic Officials (NACTO).

32 (2) Urban Bikeway Design Guide of the National Association of
33 City Traffic Officials (NACTO).

1 (3) **Guide for the Planning Design and Operation of Pedestrian**
2 **Facilities by the American Association of State Highway and Transportation**
3 **Officials (AASHTO).**

4 (4) **Guide for the Development of Bicycle Facilities by the**
5 **American Association of State Highway and Transportation Officials**
6 **(AASHTO).**

7 (5) **Manual for Context Sensitive Solutions in Designing Major**
8 **Urban Thoroughfares for Walkable Communities published by the Institute of**
9 **Transportation Engineers (ITE).**

10 (6) **Report 616, Multi-Modal Level of Service Analysis for Urban**
11 **Streets, National Cooperative Highway Research Program, (NCHRP).**

12 (7) **Proposed Rights-of-Way Guidelines (PROWAG) United**
13 **States Access Board.**

14 (G) **Engineering Criteria. Deviations or alternatives from the**
15 **Development Process Manual for intersection spacing, geometry, alignment**
16 **and other characteristics shall be considered on a case-by-case basis, and as**
17 **approved may be implemented provided they meet the standards set forth in**
18 **the documents specified in §6-5-6-6 (F) or any successor documents or**
19 **standards that may result from their amendment or replacement.”**

20 **SECTION 3. A new Section (N) of §2-12-1 of the Capital Improvement**
21 **Ordinance is adopted as follows:**

22 **“(N) Applications for funding for street projects proposed on those**
23 **streets to which §6-5-6 ROA 1994 applies shall comply with §6-5-6 ROA 1994.**
24 **Additional costs incurred due to required compliance with §6-5-6 ROA 1994**
25 **shall be detailed.”**

26 **SECTION 4. A new Item 19 is added to paragraph §2-12-8 (E) of the Capital**
27 **Improvement Ordinance:**

28 **“(19) All capacity and rehabilitation project located within the Central and**
29 **Established Urban Areas as designated by Albuquerque Bernalillo County**
30 **Comprehensive Plan (excluding those located on the Interstate system) shall**
31 **comply with §6-5-6 ROA 1994.”**

32 **SECTION 5. §4-3-7-5, (B) is amended as follows:**

33 **“(B) For purposes of this dedication the following definitions shall apply:**

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1 **DEFICIENCY.** Deficiency projects are those required to correct inadequate
2 service and bring system capacity to adopted levels of service
3 standards. Deficiency expenditures shall enhance the capacity, safety and
4 efficiency of all modes of travel within the roadway network. New roads and
5 improvements to existing roadway facilities shall include improvements for all
6 transportation and mobility modes, including motor vehicles, transit
7 operations, pedestrians and bicyclists. Deficiency projects shall improve
8 connections between the various transportation and mobility modes and
9 complete missing links within the arterial roadway network. Deficiency
10 projects shall follow complete streets principles as prescribed in §6-5-6.
11 Deficiency projects shall also include the continued development of Intelligent
12 Transportation System (ITS) management tools, managed lanes (using
13 existing lanes for different travel directions depending on demand and time of
14 day), queue jump lanes (providing transit priority) and other traffic
15 management strategies that increase the efficiency of existing and newly-
16 constructed roadways for all transportation and mobility modes. No funds
17 shall be expended to enhance aesthetics on interstate highways.

18 **REHABILITATION.** Rehabilitation projects are those required to extend the
19 service life of an existing facility, improve its operation, improve safety, or
20 restore original performance or capacity. Rehabilitation projects shall follow
21 complete streets principles as prescribed in §6-5-6. Rehabilitation projects
22 shall examine the entire right-of-way to enhance usefulness for all
23 transportation and mobility modes, including improvements for automobiles
24 as well as for transit, pedestrians, and bicyclists. Rehabilitation projects shall
25 prioritize the improvement of connections between the various transportation
26 and mobility modes and shall improve conditions for pedestrians. No funds
27 shall be expended to enhance aesthetics on interstate highways.

28 **TRAILS AND BIKEWAYS.** Trails and Bikeways projects shall prioritize the
29 construction of trails and bikeways that are currently identified as critical links
30 in the Bikeways and Trails Facility Plan and that improve access to transit
31 routes and major destinations”

32 **SECTION 6. SEVERABILITY CLAUSE.** If any section, paragraph, sentence,
33 clause, word, or phrase of this Ordinance is for any reason held to be invalid

1 or unenforceable by any court of competent jurisdiction, such decision shall
2 not affect the validity of the remaining provisions of this Ordinance. The
3 Council hereby declares that it would have passed this Ordinance and each
4 section, paragraph, sentence, clause, word, or phrase thereof irrespective of
5 any provision being declared unconstitutional or otherwise invalid.

6 SECTION 7. COMPILATION. Sections 2 through 5 of this Ordinance shall
7 be incorporated in and made part of the Revised Ordinances of Albuquerque,
8 New Mexico, 1994.

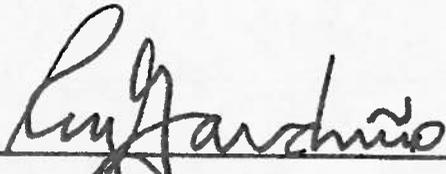
9 SECTION 8. EFFECTIVE DATE. This Ordinance shall take effect five (5)
10 days after publication by title and general summary.

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1 PASSED AND ADOPTED THIS 21st DAY OF January 2015
2 BY A VOTE OF: 9 FOR 0 AGAINST.

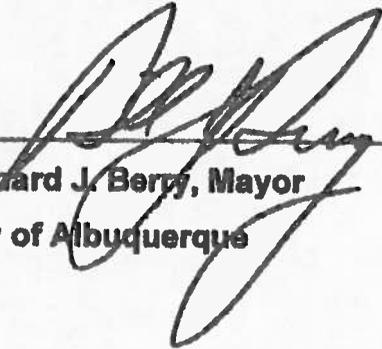
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Rey Garduño, President
City Council

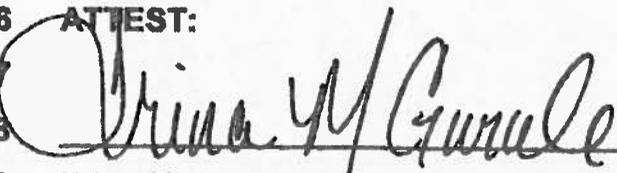
APPROVED THIS 6th DAY OF February, 2015

Bill No. F/S O-14-27



Richard J. Berry, Mayor
City of Albuquerque

ATTEST:



Trina M. Gurule, Acting City Clerk

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1 **WHEREAS, in the last decade, local and regional transit agencies have**
2 **introduced a new generation of public transportation systems, such as**
3 **enhanced bus service and commuter rail; and**

4 **WHEREAS, these new transit services have created new opportunities for**
5 **dense, mixed-use development along transit corridors, which cannot be fully**
6 **realized under adopted planning policies; and**

7 **WHEREAS, increased traffic congestion, despite better transit options,**
8 **warrant new analysis and coordination among city departments; and**

9 **WHEREAS, West Side growth and infrastructure improvements warrant**
10 **additional planning and coordination with regional transportation and land-**
11 **use development; and**

12 **WHEREAS, the unpredictable nature of federal government funding**
13 **emphasizes the need to diversify the economy to increase private sector**
14 **employment; and**

15 **WHEREAS, updating the Comprehensive Plan provides an opportunity to**
16 **identify how to best leverage public sector investment as well as cultural and**
17 **natural assets to improve economic development that benefits the region,**
18 **local businesses, and residents; and**

19 **WHEREAS, a healthy economy can improve the quality of life for all**
20 **residents by providing more resources for parks and open space; services for**
21 **residents; schools; and infrastructure for placemaking – raising property**
22 **values and wages, and improving health and happiness; and**

23 **WHEREAS, there is growing interest and need for sustainability in road and**
24 **utility systems, including reduced energy and water consumption; and**

25 **WHEREAS, significant planning will be needed to adjust water and land**
26 **consumption patterns to support the additional 305,000 residents forecasted**
27 **to locate in Bernalillo County by 2040; and**

28 **WHEREAS, the City's Capital Implementation Program is required by**
29 **Section 2-12-1 ROA 1994 to implement the Albuquerque/Bernalillo County**
30 **Comprehensive Plan and lower-ranking adopted plans and policies; and**

31 **WHEREAS, many Rank 2 and Rank 3 plans are out of date and may no**
32 **longer be useful in effectively identifying and prioritizing projects for the**
33 **Capital Improvement Program; and**

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

5 **WHEREAS, the existing hierarchy of overlapping Rank II and Rank III Plans,**
6 **Zoning Code, Subdivision Ordinance, Planning Ordinance, and Development**
7 **Process Manual (DPM) are intended to implement the growth and development**
8 **vision set out in the Rank I Comprehensive Plan; and**

9 **WHEREAS, the Rank I, Rank II, and Rank III Plans, Zoning Code,**
10 **Subdivision Ordinance, Planning Ordinance, and DPM were all created at**
11 **various points in time and contain overlapping and sometimes conflicting**
12 **policies and regulations that have not been evaluated in a comprehensive**
13 **manner; and**

14 **WHEREAS, these uncoordinated policies and regulations often present**
15 **unnecessary and counter-productive obstacles to both the development**
16 **process and enforcement efforts; and**

17 **WHEREAS, these lower-ranking plans and existing regulations need to be**
18 **analyzed and revised to ensure that they implement an updated Rank I**
19 **Comprehensive Plan and provide a simpler, clearer, and more effective means**
20 **of implementing the growth and development vision; and**

21 **WHEREAS, the City's development review process should be optimized to**
22 **ensure that appropriate analysis and approval procedures for developments**
23 **that implement the City's vision are provided in a timely and effective manner;**
24 **and**

25 **WHEREAS, compiling all land use, transportation and development**
26 **regulations into one Unified Development Ordinance (UDO) may simplify the**
27 **regulatory framework and make it more effective, enforceable and easier to**
28 **understand; and**

29 **WHEREAS, revised land use and development regulations need to balance**
30 **the need for both predictability and flexibility; and**

31 **WHEREAS, an update to the Comprehensive Plan and the regulatory**
32 **framework and processes that implement it, provides an opportunity to foster**
33 **increased collaboration and coordination between the City of Albuquerque**

1 and Bernalillo County by serving as a regional plan for healthy growth,
2 efficient transportation, infrastructure needs, and land use policies and
3 regulations to better reflect new market demands, diversify and bolster the
4 economy, better serve key demographics, support alternatives to the
5 automobile, and improve efforts to grow in ways that are sustainable, respect
6 and preserve natural and cultural resources, and improve the quality of life for
7 all citizens.

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

10 Section 1. The City, in coordination with Bernalillo County, the Mid-
11 Region Council of Governments (MRCOG), and all relevant City and County
12 Departments shall review and, where necessary, update the
13 Albuquerque/Bernalillo County Comprehensive Plan to ensure it accurately
14 reflects a community vision for long-term growth and development that
15 emphasizes a healthy economy, strengthens and incentivizes placemaking,
16 and protects and enhances the region's cultural and natural assets. Goals and
17 policies shall be revised where applicable to reflect current development
18 conditions, market trends, and best practices.

19 Section 2. During and following this update to the Comprehensive Plan,
20 the City shall evaluate how effectively its master plan is implemented by the
21 current Zoning Code, Development Process Manual, Planning and Subdivision
22 Ordinances, and other adopted land use and transportation plans and
23 regulations. The City shall update and integrate these regulations into a new
24 Unified Development Ordinance that implements City and regional growth
25 policies as reflected in the Comprehensive Plan while consolidating and
26 simplifying regulations for use by staff, land owners, residents, developers
27 and the general public.

28 Section 3. The following considerations shall guide the process to
29 update the Comprehensive Plan and subsequent efforts to revise the land use,
30 transportation and development regulations that implement it.

31 A. The planning effort shall include a rigorous public participation
32 process to ensure meaningful input and maximize citizen and stakeholder
33 engagement. This public participation process is intended to engender a

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1 consensus vision for the region's growth and development and attendant
2 policies, which will be implemented in the City via revised zoning and design
3 standards and long-range facility plans.

4 B. The City shall revise its land use and transportation policies and
5 regulations to support and encourage increased densities and mixed uses in
6 the City's Centers and Corridors and place-based development throughout the
7 Plan area with easy access to the full component of services and amenities to
8 meet the daily needs of residents closer to their homes or employment.

9 C. The City shall plan for the long-term development of high-capacity,
10 multimodal corridors through a process involving the affected communities,
11 property owners, and neighborhoods, including increasing the connectivity of
12 outlying areas to the existing network of high-capacity corridors.

13 D. The City shall enhance the usability of all street corridors for all
14 types of travel, with special attention to facilities and amenities for public
15 transit users, bicyclists, pedestrians and the mobility-impaired.

16 E. The City shall work cooperatively with Bernalillo County and MRCOG
17 in planning the timing of public transit, road and utility construction to ensure
18 orderly growth, maximize return on investment, and coordinate capacity
19 increases and street extensions to areas of planned growth in the
20 Comprehensive Plan.

21 F. The Comprehensive Plan shall incorporate city-wide, county-wide
22 and regional planning for facility systems and long-range capital
23 improvements programming. Policies and goals from Rank II Area Plans, Rank
24 III Sector Development Plans and related initiatives, shall be revised,
25 compiled, and/or amended to be consistent with an updated Comprehensive
26 Plan.

27 G. The Comprehensive Plan update shall include recommendations to
28 improve the Capital Implementation Program process to ensure that projects
29 are coordinated across City departments and prioritized based on the extent
30 to which they implement and realize the City's vision for growth and
31 development.

32 Section 4. The City Council directs the City of Albuquerque Planning
33 Department to work with all relevant City departments to update and revise,

1 compile, and/or otherwise amend other land use, development, housing, and
2 transportation plans, as well as existing regulations and ordinances --
3 including but not limited to the Zoning Code, Planning Ordinance, Subdivision
4 Ordinance, and Development Process Manual -- as necessary to be consistent
5 with an updated Comprehensive Plan, ensure its implementation, strengthen
6 enforcement efforts, and incorporate best practices.

7 Section 5. The City shall engage consultants as necessary to complete
8 this project.

9 Section 6. The City Council directs all relevant City departments to work
10 with the City of Albuquerque Planning Department in conjunction with
11 Bernalillo County and City Council Services to revise and update the
12 Comprehensive Plan goals, objectives, and policies as necessary to better
13 implement the City's and County's updated vision for growth and
14 development, and to subsequently revise other City land use, transportation,
15 and development regulations and ordinances.

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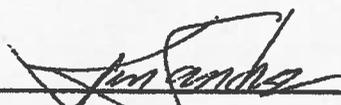
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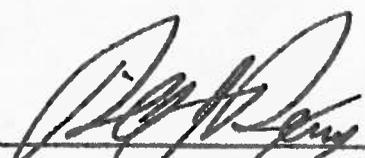
1 PASSED AND ADOPTED THIS 21st DAY OF April, 2014
2 BY A VOTE OF: 8 FOR 0 AGAINST.

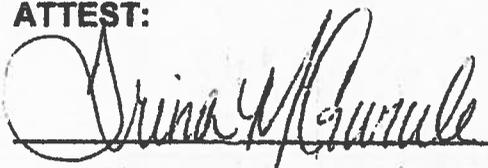
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4 **Excused: Winter**

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8 _____
9 **Ken Sanchez, President**
10 **City Council**

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13 APPROVED THIS 2nd DAY OF May, 2014

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17 **Bill No. R-14-46**

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21 _____
22 **Richard J. Berry, Mayor**
23 **City of Albuquerque**

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26 **ATTEST:**
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28 _____
29 **Trina M. Gurule, Acting City Clerk**

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IV. SUGGESTED SCOPE

The scope, timeline, and workplan will be highly contingent on the winning consultant team's recommendation. The following suggestions are provided as broad, general outlines of what are anticipated to be necessary steps. Any streamlining, innovations in public involvement methods, etc. will be welcomed.

Possible Phasing

Phase 1: Series of kickoff meetings in Fall 2014, presenting evaluation of existing plans, ordinances, and other documents, proposing project scope and timeline for both the Comp Plan and UDO.

Phase 2: Identify potential solutions and approaches, round 2 public involvement (Spring 2015)

Phase 3: Develop draft documents, round 3 of public involvement (may be separate for Comp Plan / UDO)

Funding

The City has appropriated \$600,000 for this project, with additional funding anticipated in based on a final amount to be determined in the coming months as part of the fiscal year 2015 budget process.

The County will contribute \$50,000 in fiscal year 2015, with another \$30,000 anticipated in fiscal year 2016 for Comprehensive Plan updates.

Work plans should include justification for funding exceeding these amounts if needed to perform the work described in this RFP. Any additional funds needed would be requested for future budget cycles. Separate contracts may be required.

A. City of Albuquerque Responsibilities

- City Council Services will provide contract and financial management for the project.
- The City Planning Department will manage the project content and process.
- City staff will take the lead on coordinating across Departments and outside agencies.
- City staff will be responsible for implementing the public involvement process, including logistics, staffing meetings, presenting and facilitating as appropriate, and collating input.
- City staff will be involved in finalizing procedures and implementation steps, particularly the interface with existing procedures and regulations across Departments.
- City GIS staff will take the lead on all required mapping.
- City staff will lead the review and approval process for both the Comp Plan update and UDO adoption.
- City staff will support the consultant in data gathering, research, and analysis.

- City staff will have ultimate responsibility for finalizing policies and regulations based on consultant recommendations and for the final editing and production of draft documents provided by the consultant.

B. Bernalillo County Responsibilities

Bernalillo County Planning Staff will have responsibility for identifying and collaborating on needed updates to the Comprehensive Plan, public involvement efforts in unincorporated areas, and reviewing and finalizing draft language and graphics.

For any Comprehensive Plan elements pertaining to unincorporated areas that require funds in excess of what the County can contribute, the County shall be responsible for providing funding to cover incurred costs for consultant work on drafts and for any related public involvement efforts.

C. Public Involvement Process

The consultant team is expected to take the lead in designing a public involvement strategy for the project, including both the Comp Plan updates and UDO, providing content for meetings, and presenting as appropriate.

Because this effort is expected to be a multi-year, multi-issue project, advisory groups are not expected to be the most effective method for involvement. Rather, place-based workshops, issue-based focus groups, web-based sessions, and other innovative input strategies targeted toward youth and other underrepresented groups, etc. are recommended.

A series of kickoff meetings would likely be required in October/November to give an overview of the process, introduce the planning team, and gather initial input on the project's focus, direction, timeline, and approach.

Public involvement strategies thereafter would need to be designed based on the issues/approaches requiring input and place-based visioning and/or tailoring of policies and regulations.

Strategies must be designed to engage stakeholders appropriately and efficiently, such as neighborhood workshops; issue-based focus groups; targeted presentations to existing associations, organizations; and public bodies; walking tours; and online surveys and web-based interactions.

D. Consultant Responsibilities

The consultant team shall provide project management, technical expertise, graphics, data collection and analysis, best practices research, policy development and testing, and writing/editing/illustrating Plan and UDO elements. Under City Planning's oversight, the

consultant team's work efforts must be coordinated seamlessly so that local knowledge and experience complements the consultant team's expertise and vice versa.

The consultant team will be responsible for providing policies and updates to the Comprehensive Plan as needed to provide proper guidance for strategic directions of UDO regulations and processes in collaboration with City and County staff.

The consultant team will be responsible for drafting all necessary elements of the UDO in collaboration with City staff, including but not limited to updating and/or replacing existing regulations and procedures and creating new elements as deemed appropriate.

E. Project Deliverables

The consultant team shall deliver drafts of all elements for which the team has primary responsibility, including but not limited to updates, replacements, and additions of the following documents:

- Comprehensive Plan
- City Zoning Code
- Subdivision Ordinance
- Development Process Manual
- Planning Ordinance

Deliverables shall be submitted in their original, editable digital formats in their native software programs (e.g. packaged InDesign folders with links and fonts as well as original graphics as Photoshop, Illustrator, etc.).

InDesign shall be used for the printed version of both the Comprehensive Plan and UDO.

The consultant team may be asked to deliver interim documents related to these elements, such as background studies, technical memoranda, and draft policy recommendations.

Specific deliverables will be worked out with the consultant team following awarding of the bid and prior to finalizing the contract.

F. Project Timeline

The City anticipates a 3-4 year process that would start in October 2014. This timeframe would include public review of the final draft(s) and may include the start of the adoption process for updates to the Comprehensive Plan. The public hearing process to adopt the UDO would commence at the end of this process. The workplan and timeline submitted by the winning consultant team will largely determine the timing and order of deliverables.

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File #: R-14-46
Type: Resolution
File created: 3/17/2014
Enactment date: 5/2/2014
Status: Enacted
In control: [City Council](#)
Final action: 4/21/2014
Enactment #: R-2014-022

Title: Evaluating And Updating The Comprehensive Plan Vision For Growth And Development In The City Of Albuquerque; Revising Land Use, Transportation, And Development Regulations To Implement The Comprehensive Plan Vision (Jones, Benton)

Attachments: 1. [R-46](#), 2. [R-46final](#), 3. [R-46Enacted](#)

History (9) Text

9 records	Group	Export	Date	Action	Result	Action Details
	City Clerk		5/2/2014	Published		Action details
	Mayor		5/2/2014	Signed by the Mayor		Action details
	City Council		4/28/2014	Sent to Mayor for Signature		Action details
	City Council		4/21/2014	Accepted with a Recommendation Do Pass (Immediate Action)		Action details
	City Council		4/21/2014	Passed	Pass	Action details
	Land Use, Planning, and Zoning Committee		4/16/2014	Sent to Council for Immediate Action	Pass	Action details
	Land Use, Planning, and Zoning Committee		4/16/2014	Sent to Council with a recommendation of Do Pass	Pass	Action details
	City Council		3/17/2014	Introduced and Referred		Action details

Date	Action By	Action	Result	Action Details
3/17/2014	President	Referred		Action details