

**IDO Annual Update 2023 – Small Area Text Amendment
Exhibit A – Proposed Rail Trail Contextual Standards**

1. Add a new subsection in §14-16-5-2 with text as follows.

5-2 SITE DESIGN AND SENSITIVE LANDS

5-2(L) RAIL TRAIL

5-2(L)(1) Applicability

This Subsection 14-16-5-2(A) applies to development or redevelopment on lots adjacent to the Rail Trail.

5-2(L)(2) Access and Connectivity

On-site pedestrian walkways shall connect to the Rail Trail, as long as such access is coordinated with and approved by the Parks and Recreation Department.

5-2(L)(3) Edge Buffer Landscaping

5-2(L)(3)(a) All new multi-family, mixed-use, or non-residential development other than industrial development shall provide a landscaped edge buffer area at least 5 feet wide and plant at least 1 tree and 3 shrubs every 25 feet along the property line abutting the Rail Trail.

5-2(L)(3)(b) All new industrial development shall provide a landscaped edge buffer at least 15 feet wide along the property line abutting the Rail Trail, as specified in Subsection 14-16-5-6(E)(4)(b).

5-2(L)(4) Wall and Fences

5-2(L)(4)(a) For multi-family residential development, mixed-use development, and non-residential development other than industrial development, walls in any side or rear yard abutting the Rail Trail shall meet the requirements of Subsection 14-16-5-7(D)(3)(d).

5-2(L)(4)(b) For industrial development, chain link fencing (with or without slats) shall not be allowed on any portion of a site visible from the Rail Trail. Chain link fencing is allowed as temporary security fencing during active construction.

5-2(L)(5) Building Height Stepdown

5-2(L)(5)(a) Except within the Downtown Center (DT), a Main Street (MS) corridor, or a Premium Transit (PT) area, any portion of a primary or accessory building within 20 feet in any direction of the Rail Trail shall step down to a maximum height of 48 feet.

5-2(L)(5)(b) Notwithstanding subsection (a) above, a building height stepdown is not required on properties where 100 percent of the outdoor seating and gathering areas required by Subsection 14-16-5-11(E)(3) are located abutting the Rail Trail.

5-2(L)(6) Building Design

5-2(L)(6)(a) In the NR-LM or NR-GM zone districts, any façade facing the Rail Trail shall meet the requirements in Subsection 14-16-5-11(E)(2)(a)3.

5-2(L)(6)(b) At least 50 percent of the Outdoor seating and gathering areas required by Subsection 14-16-5-11(E)(3) shall be located adjacent to the Rail Trail.

2. Add a new subsection in §14-16-5-5(C)(5), renumbering subsequent subsections accordingly, with text as follows.

5-5 PARKING AND LOADING

5-5(C) OFF-STREET PARKING

5-5(C)(5) Parking Reductions

5-5(C)(5)(c) Reduction for Proximity to a City Park or Trail [new]

The minimum number of off-street parking spaces required may be reduced by 10 percent if the proposed development is located within 330 feet in any direction of any City park or trail.

3. Add a new definition in §14-16-7-1 with text as follows.

7-1 DEFINITIONS

Rail Trail

The right-of-way and/or easements designated as the Albuquerque Rail Trail by the Rank 3 Albuquerque Rail Trail Master Plan and mapped by AGIS. For the purposes of this IDO, the Rail Trail corridor is considered both a City trail and a street.