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Appendices

APPENDICES

A. Definitions

access management – the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections, as well as median and auxiliary lane treatments and the spacing of traffic signals along roads.

acequia - an irrigation ditch operated and maintained by the MRGCD or an acequia association. See also irrigation system.

active transportation – a means of getting around that is non-motorized and instead powered by human energy. The most common examples of active transportation are walking and biking.

Activity Center – *See Center, Activity*

adaptive reuse – rehabilitation or renovation of existing buildings or structures for any use(s) other than the present use(s).

affordable housing – in general, housing costs that are less than 30% of the occupant's income are considered affordable for that occupant. Affordable housing is often discussed in terms of the populations that housing is affordable to – if it is affordable to households at or below some percentage of the Area Median Income (AMI), which is an estimate from the Department of Housing and Urban Development (HUD) of how much money families in a given area earn on average.

Assistance programs are often provided for families who earn less than 80, 50, or 30 percent of the AMI.

Americans with Disabilities Act (ADA) – federal civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life. Title II of the Act requires state and local governments to make accommodations for individuals with disabilities when developing public infrastructure (transportation infrastructure in particular), facilities, services, and policy.

Areas of Change – a City Development Area category where growth is desired and can be supported by multi-modal transportation, that includes designated Centers, most Corridors, Metropolitan Redevelopment Areas, and master planned areas such as industrial parks and planned communities. Development of higher density and intensity, typically with a mix of uses, is encouraged within Areas of Change. *See also Centers, Corridors, Development Area, Metropolitan Development Area, planned community*

Areas of Consistency – a City Development Area category that includes single-family residential neighborhoods, parks, Open Space, and parcels where further development is not desired, such as airport runways. In Areas of Consistency, the focus is on protecting and enhancing the character of single-family neighborhoods and green

spaces. Revitalization and development that do occur should be at a scale and density (or intensity) similar to immediately surrounding development in order to reinforce the existing character of established neighborhoods. *See also Development Area, density, intensity, Open Space.*

arroyo, channelized – a concrete-lined channel that diverts or confines stormwater flows for flood protection. Also known as a drainage channel.

arroyo, unchannelized – a natural watercourse with a nearly flat floor that is usually dry except after heavy rains.

arroyo corridor – the entire 100-year floodplain of a channelized or unchannelized arroyo, 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.

arterial street – a major high-capacity street that provides relatively high-speed mobility through the city and/or connects regional destinations. The *Long Range Transportation System Guide* includes three types of arterials – Regional Principal Arterial, Community Principal Arterial, and Minor Arterial – that range in travel speed and travel mode priority.

Bosque - the Spanish word for woods that refers to the cottonwood forest along the Rio Grande, protected as a State Forest and managed by the City Open Space division in coordination with the Middle Rio Grande Conservancy District.

Bus Rapid Transit (BRT) – a type of transit service that combines the flexibility and cost-effectiveness of bus service with the high quality of service typically found on dedicated transit rail lines. A variety of characteristics make this type of bus service faster, more reliable, and attractive to a wide variety of potential riders by reducing delays due to traffic and queuing. These features include the use of dedicated bus-only lanes, often in the middle of the street; transit signal priority systems; level boarding; off-board fare payment; stops typically spaced about one-half mile apart; and frequent service (buses every 15 minutes or less). BRT development may be accompanied by streetscape improvements and/or other public investments along BRT corridors that help catalyze private investment, particularly near transit stops. *See also transit-oriented development.*

by-right zoning – zoning that does not require a discretionary public hearing to approve projects for permitted uses that meet required design standards. Sometimes referred to as "straight zoning."

capital investment – any addition or alteration to real property that substantially adds to the value of the property, appreciably prolongs the useful life of the property, becomes a part of or is permanently affixed to the property so that removal would cause material damage, or is intended to become a permanent installation. Also known as capital infrastructure.

capital investment plan - an approved timetable or schedule of future capital improvements, with cost estimates and the anticipated means of financing each project, to be carried out during a specific period and listed in order of priority. The City's Capital Implementation Program (CIP) oversees capital expenditures, following a biannual Decade Plan. The County's Capital Improvement Program (CIP) oversees capital expenditures, following a biennial Capital Improvement Plan. In both the City and the County, these plans are the basis for the General Obligation (GO) Bond questions that voters

either approve or reject every other year. The City and County each have their own CIP and plan for administering CIP funds.

ceja – the Spanish word for eyebrow that also refers to a jutting edge along the top of a mesa or upland plain. *See also escarpment.*

Centers – areas of higher-intensity, higher-density development and activity, typically with a mix of uses, where growth is expected and encouraged. There are five types of Center in the Comp Plan, each describing a varying level of intensity and market area size: Downtown, Urban Center, Activity Center, Employment Center, and Village Center. *See also density, intensity, Center descriptions below.*

Center, Activity – area that provides a mix of neighborhood-scale commercial and residential uses to serve the area within a 20-minute walk or short bike ride. *See also neighborhood-scale development.*

Center, Downtown – regional hub for concentrated job and commercial activity supported by high-density housing in a highly walkable, mixed-use built environment.

Center, Employment – area of higher-intensity uses with large employers that are intended to remain predominantly industrial, business, and retail. These areas tend to be auto-oriented and provide freight access, but should also offer opportunities for transit access and allow pedestrians and cyclists to get around within the business park.

Center, Urban – area intended to develop as a distinct, walkable district that incorporates a mix of employment opportunities, services, and residential uses at densities and intensities lower than Downtown, but higher than other Centers. Urban Centers should be well-served by transit and are intended to become more walkable over time.

Center, Village – small area in the unincorporated county intended to develop as a walkable, mixed-use district with human-scale buildings and character appropriate to its setting. *See also human scale, walkable*

character – elements of a neighborhood or community that relate to both the physical characteristics of the built environment and the social and cultural characteristics of the residents. From a land use policy perspective, the social and cultural aspects of community character can be difficult to define, but the physical character of the built environment is made up of the predominant patterns relating to building height and massing, setbacks and stepbacks, façades, and landscaping.

Citizens Academy – a community education program in which Planning Department staff can engage with residents, developers, decision-makers, and City department and outside agency staff to help them better understand existing policies and ordinances, as well as how to effectively participate in the land development process and other City planning efforts.

clear sight triangle – an area on lots at the intersection of two or more streets that must be left clear of landscaping, fences, or buildings that obstruct the ability of drivers to around the corner.

climate change – long term change in Earth's climate, or in the climate of a region or city. Generally refers to change occurring since the mid- to late-20th century attributed largely to increased levels of greenhouse gases in the atmosphere produced by the use of fossil fuels. *See also greenhouse gas.*

cluster development – a concentration of buildings concentrated in one or more areas on a site, allowing remaining land to be

used for recreation, common open space, and/or preservation of environmentally sensitive features.

collector – street that provides connectivity between destinations on arterials and neighborhoods. The *Long Range Transportation System Guide* includes two types of collectors – major and minor. Major collectors should prioritize bicyclists and pedestrians and allow cyclists to travel for long segments of their trips.

community facility – a building or complex with programmed activities that is owned and operated by the City or County and that offers pleasant, safe places where residents can learn, recreate, and socialize with other members of the community. Includes community centers, senior and multi-generational centers, and libraries.

Community Green Space – the combination of City and County parks, Open Spaces, and trails, as well as parks, open space, and infrastructure owned and/or managed by other government land management agencies that protect natural or cultural resources. The land may be accessible to the public for passive and active recreation. Open space and recreation may or may not be the primary use of the land, and use restrictions may exist.

Community Planning Areas – areas in the City and County designated for focused planning efforts where planning staff can work with residents to identify issues, opportunities, character elements, priority capital improvements, and recommendations for Comp Plan and IDO updates. CPAs are intended to make the planning process more equitable and effective by allowing planning staff to address all of Albuquerque's diverse and vibrant communities within existing staff and resource constraints.

complete community – a community that provides safe and convenient access to the goods and services needed in daily life by people of all ages and abilities to be able to live, work, learn, shop, and play. This includes a variety of housing and employment options, affordable transportation options, quality schools, grocery stores and other commercial services, civic amenities, public open space and recreational facilities, and entertainment.

Commuter Corridor – *See Corridor, Commuter.*

Complete Streets – a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods. Both Bernalillo County and the City of Albuquerque adopted Complete Streets Ordinances in 2015.

Comprehensive Plan – a policy document that describes the community's vision for the future of the built and natural environment and provides goals, policies, and actions to achieve that vision. This Comp Plan is jointly adopted by the City of Albuquerque and Bernalillo County.

connectivity - the extent to which people or vehicles can access various destinations, which is often considered an element of livability. Connectivity improvements include road and sidewalk repair or installation, trail connection, bike and pedestrian facilities, better signal coordination, and transit network improvements.

context-sensitive – responsive to and compatible with existing historic, community, scenic, aesthetic, and environmental conditions.

Corridors – major roads and the area one block on either side of those roads that are designated to connect Centers and have higher-intensity uses. There are five types of Corridor in the Comp Plan, each designated for different travel modes and intensities: Main Street, Premium Transit, Major Transit, Multi-Modal, and Commuter.

Corridor, Commuter – a Corridor type intended for long-distance vehicle trips with higher speeds and traffic volumes than other Corridors. Development along these Corridors can be auto-oriented, with access control to reduce traffic impacts and maintain vehicle flow.

Corridor, Main Street – a Corridor type characterized by linear development along a pedestrian-friendly street, typically emphasizing small and local retail and office uses. Unlike other Corridors, Main Streets tend to be less than one mile long, so they share some characteristics with Centers.

Corridor, Major Transit – a Corridor type that prioritizes high-frequency and local transit service over other modes to ensure a convenient and efficient transit system. Walkability is important near transit stops along these corridors, but otherwise they are generally auto-oriented.

Corridor, Multi-Modal – a Corridor type that prioritizes pedestrian and transit users along the street, with bicycle facilities on nearby parallel streets. Along Multi-Modal corridors, redevelopment of aging, auto-oriented strip developments into mixed use development, with transitions to and minimal impact on nearby residential neighborhoods, is encouraged. See also development.

Corridor, Premium Transit – a Corridor type that is anticipated to be served by high-quality, high-capacity, high-frequency public transit, which could include bus rapid transit and the Rail Runner, for example. These Corridors are planned for mixed-use and transit-oriented development within walking distances of transit stations, with adequate transitions to single-family residential neighborhoods behind the Corridor. Development along these corridors should be varied and include public spaces and pedestrian amenities.

crucial habitat – place that contains the resources – including food, water, shelter, and space – that are necessary for the survival and reproduction of wildlife.

cultural landscape – an area that exhibits the interaction between human activity and natural habitat, and includes areas with religious and cultural significance. In Albuquerque and Bernalillo County, cultural landscapes include natural features like the Rio Grande and the acequia system, wildlife corridors, and culturally significant roadways like Route 66.

cultural resources – sites, structures, landscapes, objects, or natural features that are significant to and help interpret the history of a local cultural group and may be threatened by time and new development.

curb cut – small ramp built into the curb of a sidewalk, generally used for driveways or to allow pedestrians, cyclists, and people with disabilities to access pedestrian crossings more easily.

dedication – a legal transfer of property by the owner to another party, often used here to refer to a transfer of property, particularly open space, from private ownership to the City or County.

density – a measure of people per unit area, often dwelling units per acre for planning purposes. The Comp Plan often uses moderate- or high-density in Centers and along Corridors to refer to areas that are denser than the traditional single-family detached residential neighborhood, but does not specify a numeric density measurement.

Downtown and Urban Centers should have the highest densities in the city, but in general Centers and Corridors should be denser than surrounding neighborhoods.

Developing Center – Centers that have been approved by the City or County based on planned or anticipated development over the next 20 years, but have yet to develop as of this publication.

Developing Urban Area – a Development Area category in the County for areas that have recently undergone or are planned or programmed for future residential and commercial development. *See also Development Area.*

development – the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure. May also include any mining, excavation, landfill, or land disturbance. Unless the Comp Plan specifies "new," development includes redevelopment of existing buildings or land and infill development.

Development Area – designated areas with policies that guide future land use, density, development, design, and decision-making. With the 2016 Comp Plan update, Development Area designations have not changed for Bernalillo County, but the City's development areas have been replaced with Areas of Change and Areas of Consistency. *See also Areas of Change, Areas of Consistency.*

development context – the pattern and density of development in an area related to whether it is rural, suburban, or urban.

development envelope – area within a site that is suitable for development, which does not include setbacks; easements; or other site features to be protected, including sensitive and conservation areas, steep slopes, and floodplains.

district – a term that the Comp Plan uses to identify primarily commercial areas, distinguished from residential neighborhoods. See also *neighborhood*.

Downtown – *See Centers, Downtown.*

drought – a prolonged period of low rainfall and resulting water shortage.

easement – a grant of one or more property rights by a property owner for use by the public, a corporation, or another person or entity. Easements are often used to accommodate infrastructure, public right-of-way, and conservation areas across private property.

East Mountain Area – the area in Bernalillo County generally lying to the east of the western edge of the Sandia, Manzanita, and Manzano mountains.

economic base – the portion of a city's economy based on the collection, production, and distribution of goods and services beyond it – regionally, nationally, and internationally. Growing and strengthening the community's economic base is one of the key components in economic development that creates prosperity and economic mobility for residents of the community.

Employment Center – *See Center, Employment.*

entrepreneur – a person who organizes and operates a business or businesses, taking on greater than normal financial risks in order to do so.

environmental justice - the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

environmentally sound – product or process that, from beginning to end, minimizes damage to the environment.

equity – the result of assessing, prioritizing, and providing for the different needs of people, neighborhoods, and places within the larger community to move toward equal access, opportunities, services, and amenities over time.

escarpment – a steep slope or cliff that is formed by erosion or vertical movement along a fault line. *See also ceja.*

Established Urban Area – Development Area designated by the 2013 Comp Plan where land is generally divided into urban lots or has an adopted detailed master plan as of January 1975. Much of the Established Urban Area from the 2013 Comp Plan was in the city and is treated in the 2016 Comp Plan update within the Areas of Change and Consistency and Centers and Corridors frameworks. The remaining Established Urban Area in the county is generally adjacent to more urban areas of the city. *See also Areas of Change, Areas of Consistency, Centers, Corridors, Development Area.*

Facility Plan – a Rank 2 plan for major infrastructure construction or improvements (e.g. Facility Plan: Electric System Transmission and Generation).

fee simple ownership – the highest form of land ownership, in which the property owner holds the title to the land and any improvements to that land.

floodplain – the area within the 100-year flood boundary of a waterway, as described by the Federal Emergency Management Agency's Flood Insurance Rate Maps.

functional classification – the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

General Obligation (GO) Bonds – bonds backed by the full faith and credit of the City of Albuquerque. They may be redeemed by any regular source of City funding, but as a policy matter are generally redeemed by property taxes paid to the City.

green infrastructure – natural vegetation, landscape design, and engineering techniques that retain, absorb, and often cleanse stormwater runoff. Green infrastructure also prevents or reduces the amount of runoff that flows directly into storm drains where it can overwhelm the sewer system and contaminate local waterways.

greenhouse gas – a gas that contributes to the greenhouse effect and climate change by absorbing infrared radiation. Greenhouse gases include carbon dioxide and chlorofluorocarbons. *See also climate change.*

hazard mitigation – the effort to reduce loss of life and property by lessening the impact of disasters.

historic resource – an object, site, building, structure, or district that is eligible for listing on the State Register of Cultural Properties.

holding zone – an area or zoning district in the county in which development is limited until the approval of a sector development plan or a planned community's master plan, particularly within the Developing Urban and Reserve Areas.

housing density – *See density.*

human services – any of the services provided to support human needs, including but not limited to housing, meals, day care, behavioral health, and employment training.

impact fees – fees assessed by the City or County to builders of new commercial and residential buildings that represent a fair, proportionate share of the cost of the parks, roads, drainage facilities, and public safety facilities necessary to serve that new development.

impervious surface – any surface or pavement that does not allow stormwater to infiltrate or drain into the soil below, instead of running off into the drainage system and collecting surface pollutants.

infill development – the development of new commercial or residential buildings on scattered vacant sites or small groups of sites in an otherwise built up area.

infrastructure – facilities and services (e.g. roads, electricity, natural gas, telecommunications, and water/sewer systems) needed to sustain industrial, residential, and commercial activities.

intensity – a measurement of uses, impact, and traffic in a given area. The Comp Plan generally refers to intensity for non-residential development, while using density for residential development. Centers and Corridors should have more intense development than areas outside of Centers and Corridors. *See also Centers, Corridors, density.*

irrigation system – the MRGCD's system of water facilities including: acequias, ditches, laterals, canals, interior and riverside drains and wasteways, which convey water to irrigators or return unused irrigation water to the Rio Grande. Some facilities may also convey stormwater as licensed by the MRGCD. See also *acequia.*

jobs-housing balance – the ratio of employment opportunities to dwelling units in a given area. When jobs and housing are balanced,

there is less need for long commutes, which leads to reduced auto travel and congestion.

land bank – public or community-owned entity that acquires land and/or the development rights to land in order to maintain, manage, and repurpose vacant or blighted land. Land banks often acquire multiple adjacent properties in order to control land use and plan for long-term community development in the public interest.

level of service – the ratio of the number of facilities or size of a particular facility to the population that the facility or group of facilities is serving, which translates to the burden of use on that facility. Often used for public facilities and services, like transportation and parks.

local street – streets with slower traffic that connect through neighborhoods or low-intensity commercial districts and provide safe access for pedestrians and cyclists.

Main Street Corridor – *See Corridor, Main Street.*

Major Public Open Space (MPOS) – an integrated network of land and water that has 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 passive recreation, or defining the boundaries of the urban environment. The MPOS network is City-owned Open Space and is part of a larger system of public open spaces, trails, and parks managed by City, County, State, and Federal agencies. *See also Open Space.*

major street network – the network of major streets, including arterials and collectors, that connects neighborhoods to destinations in the area. This network is mapped in the Long Range Transportation System Guide as the Long Range Roadway System. *See also arterial street, collector street.*

Major Transit Corridor – *See Corridor, Major Transit.*

master development area – *See planned community.*

master planned community – *See planned community.*

metric – *See performance metric.*

Metropolitan Redevelopment Agency – a municipal agency that promotes redevelopment – both housing and commercial – in distressed neighborhoods through strategic planning, metropolitan development areas, working with community groups and leaders to establish priorities, purchasing property for anchor projects, issuing requests for proposals, and setting up public-private partnerships.

Metropolitan Redevelopment Area – a distressed or blighted area that has been designated as appropriate for a metropolitan redevelopment project by the local planning commission and governing body. Development within a Metropolitan Redevelopment Area is overseen by the Metropolitan Redevelopment Agency and must follow an established Metropolitan Redevelopment Plan.

mixed-use development – development that mixes residential and non-residential uses either within a single building or interrelated on a single property as part of a single phase of a development project to create places for people to live, work, learn, shop, and play together.

mixed-use zoning – land use regulations that permit a combination of different uses within a single development or site.

multi-modal – a transportation system that focuses on moving people, as opposed to cars, by including various travel modes (i.e. walking, cycling, automobile, and transit) and improving the connections between those different modes. *See also travel mode*

Multi-Modal Corridor – *See Corridor, Multi-Modal.*

natural feature – landscape and geologic elements, such as mountains, open space, rivers, floodplains, soil, plants, and wildlife. These features are important elements of our cultural heritage and the Comp Plan includes policies to protect them from the impacts of development.

neighborhood – typically a collection of blocks that include one or more single-family residential areas that may be characterized by distinct demographic, social, or economic characteristics; schools; parks and open space; or boundaries defined by physical barriers such as major roads, railroads, or natural features. The City and County do not decide boundaries of individual neighborhoods but do recognize neighborhood associations that register to receive notice of nearby development or capital projects as required by zoning codes or governmental processes. See also *district*.

neighborhood-oriented – development or businesses whose use meets the daily needs of nearby residents. This may include small grocery stores and retail, cafes and restaurants, and community facilities.

neighborhood-scale – compatible with abutting single-family residences, with building height stepped down within a reasonable distance of the shared property line, frontage façade articulated to look similar in width to abutting houses facing the same street, site design that minimizes intense activity at the shared property line, and signage that minimizes negative visual impacts.

Northwest Mesa – the portion of the Plan area north of Central Avenue and generally to the west of the river floodplain.

open space – (*note the lower case*) a general term for land intended to remain undeveloped but that is not owned or managed by the City or County.

Open Space – (*note the upper case*) a dynamic network of land left in its natural state and owned and/or managed by the City or County. This land may be maintained to preserve natural and cultural landscapes, provide low-impact recreational and educational opportunities, or to serve as a transition between incompatible uses. Open Space includes existing and proposed parks, Open Space, trail corridors, and environmentally sensitive areas. *See also Major Public Open Space.*

Open Space Network – the Open Space Network is composed of Open Space, trail corridors, and other areas of low intensity use. By creating a connected network, we can protect natural and cultural resources, provide opportunities for outdoor recreation and education, and shape the urban form by providing undeveloped edges to urban areas.

parking facility – any land or structure designated for automobile parking on or off street, including parking structures, surface lots, and metered on-street parking spaces.

parquito/parklet – a small public sidewalk extension created by converting one or two on-street parking spaces into a public space using non-permanent materials and incorporating elements such as seating, trees, flowers, shrubs, umbrellas, bike parking, or lighting. Parquitos are generally constructed and programmed by a private entity, and built using non-permanent material in order to be easier, faster, and less expensive to build.

pedestrian realm – the area of a roadway dedicated to pedestrians, and generally including sidewalks and landscaping between the automobile realm (travel way) and businesses or residences. *See also roadway, travel way.*

pedestrian refuge – a median or island in the center of a multi-lane street designed to protect pedestrians and allow them to safely cross the street, only having to worry about crossing one direction of traffic at a time. Pedestrian refuges are often raised above the street level (at curb height) and may have landscaping to create a comfortable environment for pedestrians waiting to cross.

performance measure – the result of analysis to compare past conditions with current conditions in order to evaluate progress toward a goal or policy. ***See also performance metric.***

performance metric – a target, benchmark, threshold, or specific indicator used to compare past data with current data as a way of evaluating or measuring progress toward a goal or policy. While this term is used interchangeably with "measure" in the Comp Plan, a metric signals the intended direction toward a desired goal, while performance measure is a more general term used to refer to this kind of analysis.

pervious surface – any surface or pavement that allows stormwater to infiltrate or drain into the soil below, instead of running off into the drainage system and collecting surface pollutants. Options include paver stones with gravel or sand in between them and pervious concrete.

planned community – a development approved by the City or County that follows established Planned Communities Criteria with sufficient population to support or require infrastructure, community

facilities, and commercial services. Planned communities should have a mix of uses that allows them to be self-sufficient, with minimal impact on surrounding communities and with no infrastructure costs to the City or County. In the County, planned communities may be proposed only in Reserve or Rural Development Areas. In the City, only existing planned communities will be allowed to continue to be built out – no new planned communities will be approved.

Premium Transit Corridor – *See Corridor, Premium Transit.*

public-private partnership – a contractual agreement between a private party and a government entity to provide a public asset, facility, or service. Through this agreement, each party shares resources, skills, and assets, as well as the risks and rewards associated with implementation and/or delivery.

public services – services and programs funded by the City or County that include solid waste management, emergency services, and health and social services.

Reserve Area – a Development Area category in the County for land in rural areas that may be appropriate for future planned communities that should be self-sufficient and include employment, infrastructure, community facilities and services, recreation opportunities and Open Space, and a variety of housing types and residential densities. *See also Development Area, planned community.*

resilience – a community's capacity to absorb shocks and stresses to its social, economic, environmental, and technical systems and infrastructures so as to still be able to maintain essentially the same functions, structures, systems, and identity.

right-of-way – a strip of land designated for certain transportation and public facilities, including roadways, railroads, and utility lines.

Generally publicly owned or granted to the City or County through an easement. *See also easement.*

roadway – the whole cross-section of a street, which includes both the auto-oriented travel way and the pedestrian realm.

Rural Area – a Development Area category in the County describing land with agriculture or open space potential, and associated with rural lifestyles, that should be protected from the impacts of dense development. *See also Development Area.*

Sandia Foothills – a steep hilly area generally bounded by the municipal limits to the north and south, the Cibola National Forest on the east, and Tramway Boulevard on the west.

scale – the size and orientation of buildings and facilities in an area, often relative to the users and/or existing structures. See also *neighborhood scale.*

scenic view – view from a public right-of-way that frames natural features, such as the mountains, river, volcanoes, or mesas, where impacts from development, including buildings and utility lines, should be minimized.

Semi-Urban Area – a Development Area category in the County for formerly Rural Areas with more dense, clustered development that provide a transition between Rural and Developing or Established Urban Areas. Development in these areas should preserve important natural views and features, as well as the viability of agricultural uses. *See also Developing Urban Area, Development Area, Established Urban Area, Rural Area.*

small-scale water system – a water supply system that serves five or more dwelling or commercial units through facilities which are under central or common ownership and/or management.

sprawl – a development form characterized by a population that is widely dispersed in low-density development, rigidly separated uses, a lack of well-defined, thriving activity centers, and a lack of transportation and housing options.

street grid – an arrangement of city streets where the majority of streets run at right angles to one another, forming a grid pattern.

strip development – commercial development along a street, designed in such a way that each individual establishment faces the street has direct access to both the street and a parking area, which generally lies between the building and the street.

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.

sustainable – meeting the needs of the present without compromising the ability of future generations to meet their own needs. Sustainability is central to the long-term economic, environmental, and social success of the city and county and is the core principle underpinning planning.

traditional community – a community characterized by long-established customs and lifestyles. In the Albuquerque area, traditional communities include Pueblos, land grant communities, and agricultural communities around acequias. *See also acequias.*

transit – shared passenger transport system that is publicly owned and/or available for use by the general public. The Comp Plan often refers to "good transit," which generally means transit that runs every 30 minutes or less and is not limited to peak-hour times.

transit center – a location with a structurally substantial waiting area for multiple transit lines – including premium, high frequency, and/or local services – which can simultaneously serve multiple transit vehicles and provides comprehensive system information. A transit center is often built in association with a park-and-ride facility to allow commuters to transfer between various modes.

transit-oriented development (TOD) – a high-density mixed-use development within walking distance – ¼- or 1/8-mile (660 feet) – of a transit station that is designed to maximize access to transit and other urban amenities, such as retail, services, and public spaces.

transit station - a designated place where high-capacity transit vehicles stop for passengers to board or alight from the vehicles. Usually associated with high-frequency, premium transit service such as bus rapid transit or commuter rail, transit stations are distinguished from transit stops by having level-boarding platforms and passenger amenities such as ticket vending machines and real-time transit information, as well as common transit stop amenities such as seating and/or shelters. Transit Centers are considered transit stations.

transit stop – a designated place where transit vehicles stop for passengers to board or alight from a bus. Boarding and alighting are generally accomplished from the street curb by means of steps or deployable ramps. The level of amenity at a transit stop tends to reflect the level of usage. Stops at busy locations may have shelters, seating and possibly electronic passenger information systems; less busy stops may use a simple pole and route sign to mark the location.

transition – one of several strategies to serve as a buffer between two distinct and potentially incompatible uses. Transitions include using zoning that allows medium-intensity uses between zones with low-intensity and high-intensity uses, such as single-family residential areas and industrial areas, which should buffer less intense uses from more intense uses through elements such as walls, trees, landscaping, or gradual increases in intensity and scale. *See also intensity, scale.*

travel demand management (TDM) – the application of strategies and policies that reduce and/or redistribute vehicle travel (specifically single-occupancy vehicles) in space or in time. TDM techniques may include carpool and vanpool programs, increased transit and active transportation options, and traveler information about routes.

travel mode – any of the various options for moving around a city, including but not limited to walking, biking, driving, or using transit.

travel way – the part of a roadway that is dedicated to automobile travel. *See also roadway.*

Urban Center – *See Center, Urban.*

Village Center – *See Center, Village.*

vulnerable populations – segments of the population that is disadvantaged in some way and requires particular care, consideration, and/or protection from risks that may not impact other groups. Vulnerable populations may include, but are not limited to racial and ethnic minorities; children; and people who are low-income, uninsured, elderly, homeless, or physically or mentally disabled.

walkability – a measure of how friendly and area is to pedestrians.

walkable – pedestrian-oriented, with amenities that make the pedestrian experience safer and more comfortable, human-scale

buildings and facilities, diverse businesses and services, and sufficient density to reduce walking distance. *See also density, human scale.*

wayfinding – signage and information systems that guide people through the physical environment and help them better understand and experience a place.

workforce housing – affordable housing, often near employment centers, targeted to the needs of lowest-income residents, often earning below 80% of the area median income. *See also affordable housing.*

zoning – the division of a municipality into parcel-specific districts with regulations governing the use, placement, spacing, and size of land and buildings.

18-hour district – area that offers services, amenities, and job opportunities that are accessible during most hours of the day, especially in the evening when typical suburban amenities are closed.

B. Stakeholder & Public Engagement Summary

Introduction

The public involvement processes and techniques used during the Comp Plan update were tailored to fit the nature of the project and to include the diverse stakeholders and residents in Albuquerque and Bernalillo County.

Between February 2015 and June 2016, there were numerous and varied opportunities for engaging in and contributing to the Comp Plan update process. Public meetings and workshops were supplemented by an online survey, Q&A sessions, interviews with local developers, and neighborhood-specific meetings in response to community requests.

Public engagement objectives:

- Establish transparency in the planning process

- Empower residents to become involved with the project

- Provide early and ongoing opportunities for stakeholders to raise issues and concerns

- Facilitate equitable and constructive communication between the public and the project team

- Provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities, and solutions

- Offer alternative accommodations to encourage participation of all stakeholders regardless of race, ethnicity, age, disability, income, or primary language

Image credit: City of Albuquerque

At a series of community visioning workshops, residents discussed and mapped their vision for different parts of the city and county.

Engagement Strategy

To meet public engagement objectives, a wide range of meeting structures, communication tools, and locations were integrated into an engagement strategy tailored to the needs of different populations living and working in Albuquerque and Bernalillo County.

This public engagement strategy included regular email and social media updates, an online survey, meetings with interested individuals and groups, and advertised public meetings. Through this range of opportunities, residents were able to learn about the project as well as to ask questions and provide input in a variety of ways. Each element of the public engagement strategy is outlined below, with information about the logistics, content, and participation.

PUBLIC MEETINGS & OPEN HOUSES

Public meetings and open houses were held at key milestones during the project – at the beginning of the project and then generally following the release of Comp Plan drafts. The goal of the meetings was generally to inform the public about progress and changes made to the Comp Plan.

Usually beginning with an informational presentation, public meetings and open houses provided an informal format for engagement and participant feedback. At each open house, maps and posters with information relevant to the current project stage were displayed on easels. Project team staff were available to answer questions and record comments from attendees.

In general, public meetings were held at multiple locations throughout the different quadrants of the city and in the county to be accessible to residents throughout the Comp Plan area. The map at the end of Appendix A illustrates the location of different meetings and the number of people who attended those meetings.

FOCUS GROUPS

Three intensive rounds of topic-specific focus groups offered stakeholders a more in depth and intimate platform for engagement, covering subjects related to the Comp Plan Elements such as transportation, economic development, and housing. Focus groups were open to the general public, and key community leaders and agency representatives – often with implementing roles related to particular Comp Plan Elements – were also active participants.

The first round of focus groups in July 2015 worked to identify the key priorities,

Image credit: City of Albuquerque

Public meetings allow residents to learn about the project and discuss their ideas and questions.

challenges, and opportunities within each Element and inform the content and organization of the Comp Plan. In November/December 2015 focus groups, participants reviewed draft Comp Plan content for each Element. A final round of focus groups in April 2016 finalized Comp Plan content prior to the submittal to the City's review and approval process.

The project team facilitated and took notes at these meetings. Comments were used to revise and further develop Comp Plan goals, policies, actions, and performance metrics.

VISIONING WORKSHOPS

Visioning workshops were held at the beginning of the project to both inform residents about the process and gather information about how residents see Albuquerque changing and growing in the future. Workshops are an engaging, interactive way for stakeholders to learn and give feedback in a group setting where they are able to discuss their ideas with others in their community. Map-based exercises focus conversations on relevant issues and provide a common communication tool for expressing issues and concerns related to the Comp Plan.

At each Comp Plan workshop, a welcome presentation oriented people to the Plan's update process, and provided background context to explain how changes in our region over the past 20 years (and changes that are anticipated in the future) require updates to City and County planning approaches. Instant polling during the presentation also captured participants' demographics and gave people the chance to respond to multiple choice questions and rank priority topics and concerns.

Following the presentation, participants worked together in small groups to mark base maps with colored stickers representing different types of land uses. This allowed each group to indicate where they would like to locate different kinds of housing, businesses, and natural areas, as well as where transportation connections are needed. While the two county-wide workshops used maps showing all of Bernalillo County, the four area-specific workshops used maps showing the four quadrants of the city: southwest, southeast, northwest, and northeast. The area-specific maps allowed participants to communicate ideas about and locations for different land uses, transportation elements, and public amenities at a finer level of detail.

Project team staff acted as facilitators and note takers at each table to help the group establish objectives for their map exercise, and to come to consensus on the main development patterns and ideas communicated by their map at the conclusion of the exercise. Then, representatives from each table presented their maps to the entire group, followed by a Q&A session.

Workshop maps were later photographed and digitized by the project team and used to develop a computer-based land use scenario. Notes taken at each table were also collected and entered into a database.

Image credit: City of Albuquerque

During community visioning workshops, groups of residents shared their ideas about what kinds of development they envision for the city and county, and where they want to see that development.

Los Griegos Health and Social Services Center, May 20, 2015

Hiland Theater May 21, 2015

Manzano Mesa Multigenerational Center, June 23, 2015

Unser Library June 24, 2015

Alamosa Community Center, June 24, 2015

Holiday Park Community Center, June 25, 2015

STAKEHOLDER MEETINGS

Throughout the project, staff were available to meet with neighborhood associations and coalitions, community organizations, students, businesses, interested individuals, and City and County staff and boards. These meetings were in response to requests from groups and individuals who wanted to be able to ask questions and discuss issues of particular interest and concern to them with the project team.

SURVEY

To capture input from people not able to attend county-wide or area-specific workshops, an online survey replicated questions from the visioning workshop instant polling. Over 1,115 people responded to the survey, provided in English and Spanish. Survey responses helped to establish guiding principles and priority topics for the Comp Plan.

COMMUNITY EVENTS

The project staff attended a variety of community events where they had information about the project, opportunities to provide feedback, and activities to engage residents. These events engaged residents in an informal way and reached out to residents who were unable to attend public meetings. They could learn about the project, ask questions, and provide feedback.

Image credit: City of Albuquerque

The ABC to Z Project Team attended a variety of community events, including CiQlovia and local markets.

SPEAKER SERIES

The project team organized a Saturday event as part of the ABC Library's People Create Cities speaker series in December 2015. Facilitated by author, columnist, and professor V.B. Price, a panel of current and former City staff discussed the history of the Comprehensive Plan and other planning efforts in the Albuquerque area.

PROJECT WEBSITE

The project website provided project information, FAQs, and access to draft Comp Plan content and public meeting

Image credit: City of Albuquerque

Advertising for the project included local print media, radio advertisements, and on bus stops across the city.

announcements. The website also featured workshop maps, polling and survey results, and focus group notes. Visitors to the website could submit comments directly via the website or send comments to the project team.

EMAIL UPDATES

Frequent email updates were the primary communication tool for keeping the public informed about the progress of the Comp Plan update. Email newsletters announced milestones in the project and public meetings to encourage residents to participate in a variety of ways. People could sign up to receive email updates via the project website and at all public events. While the number of residents who received each email update varied based on new sign-ups and those who unsubscribed, the stakeholder list included close to 10,000 area residents.

Regular articles and notices were included in the City Planning Department's Neighborhood News and information was disseminated by the County's neighborhood office as well.

PUBLIC COMMENT

The project team produced two public drafts of the Comp Plan prior to submitting the update to the City's formal approval process. These drafts were available on the project website for the public to review and submit comments via email. In addition to individual public comments, the project team received many comments from organizations, agencies (MRCOG, PNM, ABCWUA, etc.), and City and County departments.

The project team reviewed all comments submitted through email or through the project website. Where appropriate, comments were incorporated into the next draft of the Comp Plan.

SOCIAL MEDIA

Facebook was an effective tool for reaching a broader audience with regular, brief project updates that allowed stakeholders and area residents to stay up-to-date on the project status and ask questions of the project team.

How Public Input Shaped This Plan

GUIDING PRINCIPLES

From the workshops, online survey, and first round of focus groups emerged the key community values and priorities that were most important to guide the Comprehensive Plan update. By identifying common themes and patterns in the feedback, these values were distilled down into six guiding principles, which were integrated into the Comp Plan and content and policies in each chapter.

The six guiding principles are:

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

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

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

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

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

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

VISION UPDATE

Public feedback confirmed that the Centers and Corridors growth concept from the previous Comp Plan is still valid, but also highlighted which current conditions in the region need to be addressed. The Vision section of the Comp Plan includes information about the environment, economy, housing, and demographics.

PLAN STRUCTURE

The graphic and user-friendly style of the updated Comp Plan reflects public input that the document should be more accessible and understandable by the entire community.

CHAPTER TOPICS

While most chapter topics were maintained from the previous Comp Plan version, some were added or greatly expanded in response to growing community interest. These included the addition of the Vision, Community Identity, and Resilience & Sustainability chapters, and the expanded Economic Development chapter.

POLICIES

With the transition away from sector development plans in the City, many community members emphasized the value of specific existing policies within those documents – policies which had served their neighborhoods well and they wanted to see maintained. This led to the integration of numerous sector plan policies into the updated Comp Plan. For policies deemed effective and good planning practice for all neighborhoods, such as improving pedestrian access and connectivity, the geographic application of these policies was extended to serve the entire plan area.

PUBLIC ENGAGEMENT TIMELINE

February

2015

May

July

September

November

February - March 2015

Kickoff Events
- 2 Public
- 18 Staff Working Sessions (Open to Public)

May - June 2015

Visioning Workshops
- 2 County-Wide
- 4 City Quadrants

July 2015

Focus Groups
- 22 by topic

September 2015

Vision Events
- 4 Public
- 2 Staff
- 1 Biz/Dev

Nov - Dec 2015

Focus Groups
- 11 by topic/ chapter

May - August 2015

Survey (at Visioning Workshops and Online)

March 2015 - January 2017

Presentations to, Focus Groups with, and Meetings with Neighborhood Associations, Community Organizations, and Interested Individuals. Email Newsletter, Website Updates, and Social Media Outreach.

January 2016
Public Draft

May 2016
Revised Draft

June 30 2016
EPC Draft

Oct 17 2016
Council Redline Draft

Dec 2016
Council Greenline Draft

January - April 2016
Public Comments on January Draft

May - June 2016
Public Comments on May Draft

July - Aug 2016
Public Comments on EPC Draft

January

April

June

August

October

December/January

2016

January 2016
Open Houses
- 4 Public
- 1 Biz/Dev

April 2016
Public Meetings & Focus Groups
- 3 Public
- 2 Staff
- 4 Focus Groups

June 2016
Public Meetings
- 5 Meetings
- 1 Open House

July 2016
EPC Study Sessions
- 2 Sessions

Aug/Sept 2016
EPC Hearings
- 3 EPC Hearings

Nov/Dec 2016
LUPZ Hearings
- 2 LUPZ Hearings

Jan 2017
Council Hearings
- 2 Council Hearings

PUBLIC ENGAGEMENT PARTICIPATION

The size of the symbols on this map represents the total number of attendees over all Comp Plan meetings at that location, as illustrated below:

- 0-15
- 16-30
- 31-45
- 46-60
- 60+

Please note that many locations were used for multiple meetings. The number on each symbol corresponds to the list of locations on the facing page. For each location, the meeting dates are listed.

Locations are approximate and may have been adjusted for legibility.

1. **Alamosa Community Center**

   6900 Gonzales Rd. SW 87121
   June 24, 2015 | Sept 21, 2015

1. **Albuquerque City Hall**

   1 Civic Plaza NW 87102
   July 16, 2015

2. **Dekker/Perrich/Sabatini**

   7601 Jefferson St. NE 87109
   June 25, 2015 | Sept 22, 2015 |
   Jan 28, 2016 | April 4, 2016

3. **Downtown Main Library**

   501 Copper Ave. NW 87102
   Sept 22, 2015

4. **Epicenter**

   199 Central Ave, NE 87102
   June 18, 2016

5. **Greater Albuquerque Chamber of Commerce**

   1 Civic Plaza NW 87102
   July 16, 2015

6. **Highland Senior Center**

   131 Monroe St. NE 87108
   April 14, 2016

7. **Hiland Theater**

   4800 Central Ave SE 87108
   May 21, 2015 | Sept 22, 2016

8. **Holiday Park Community Center**

   11710 Comanche Rd. NE 87111
   June 25, 2015 | June 14, 2016

9. **Los Duranes Community Center**

   2920 Leopoldo Rd. NW 87104
   Jan 27, 2016

10. **Los Griegos Health & Social Services Center**

    1231 Candelaria NW 87107
    May 20, 2015

11. **Manzano Mesa Multigenerational Center**

    501 Elizabeth St. SE 87123
    June 23, 2015 | June 13, 2016

12. **Mid-Region Council of Governments**

    809 Copper Ave. NW 87102
    June 13-21, 2015

13. **North Domingo Baca Multigenerational Center**

    7521 Carmel Ave. NE 87113
    Jan 27, 2016

14. **Patrick J. Baca Library**

    8081 Central Avenue NW
    June 24, 2015 | Sept 21, 2015 |
    April 14, 2016

15. **Plaza del Sol**

    600 2nd St. NW 87102
    May 20, 2015 | July 14-21, 2016 |
    Sept 21-22, 2015 | Nov 30, 2015 |
    Dec 1-4, 2015 | June 17, 2016

16. **Raymond Sanchez Community Center**

    9800 4th St. NW 87114
    Dec 9, 2015

17. **South Valley Multipurpose Senior Center**

    2008 Larrazolo Rd. SW 87105
    Jan 28, 2016

18. **Taylor Ranch – Don Newton Community Center**

    4900 Kachina St. NW 87120
    Jan 28, 2016 | June 15, 2016

19. **Transit Center – Alvarado**

    100 1st St. SW 87102
    April 15, 2015 | July 17-22, 2015

20. **Westside Community Center**

    1250 Isleta Blvd. SW 87105
    Dec 10, 2015

C. City Area & Sector Development Plan History

CITY SECTOR PLANS: A HISTORY

The City of Albuquerque first adopted a Comprehensive Plan in 1975, and substantial revisions were made to that document in 1988. This was over a decade after adopting the most recent version of its Zoning Code in 1975. Unlike the Comprehensive Plan, this Zoning Code was not unique to Albuquerque. It simply reflected the national best practices for zoning at the time. This suburban-model Zoning Code had commercial areas separate from residential areas and auto-oriented development standards for plenty of parking, large setbacks from fast-moving auto traffic on arterial corridors, and suburban residential platting dimensions. These standards often did not match or reflect the existing development patterns from Albuquerque's 100-, 200- and 300-year old neighborhoods. In response, many communities created plans that better reflected their context and character.

1970s and Early 1980s

The City began adopting Sector Development Plans (SDPs) in the 1970s for areas where the zoning code's suburban standards didn't match, allow, and/or guide development and redevelopment that reflected the existing context and character of unique and historic neighborhoods. Over time, the City adopted more and more SDPs, radiating out from Albuquerque's oldest neighborhoods to other areas of the City. These plans were regularly a mix of policy and regulation, with zoning tailored to a particular area but not always connected to the City's Zoning Code.

Many SDPs adopted in the 1970s and early 1980s were done to satisfy a federal requirement for housing and/or redevelopment funds. These plans were focused on detailing demographics, social issues, and infrastructure needs – providing justification for federal funding assistance, but oftentimes not providing applicable policy guidance, strategies to address identified issues and needs, nor zoning that reflected existing development patterns and/or desired land uses.

Mid-1980s-2000

In the 1980s through 2000, some SDPs were adopted for R-D (residential and related uses zone, developing area) sectors on Albuquerque's edges as a condition of annexation into the City and/or to provide a master plan for development. These plans were typically created by private developers and contain no goals, policies, or special zoning. Rather, they set out a master plan of development as envisioned by a large property owner or by a community. Many master plans were also developed and approved for large properties or

development projects that are essentially site development plans for subdivision with specific design standards.

Other types of SDPs in this time frame were developed and adopted to also jointly act as Metropolitan Redevelopment Plans. These Sector/MR plans occasionally had policies but more often assessed physical conditions that contributed to "blight" in these areas and identified potential public/private projects that might catalyze redevelopment in these areas. They sometimes established special zoning categories that supported redevelopment strategies and/or strategies to stabilize residential neighborhoods, all with varying degrees of success.

2000-2015

In the case of SDPs developed and adopted after 2000, many function almost like stand-alone, miniature Comprehensive Plans plus Zoning Codes. They often address and include a wide range of topics specific to development, social services, parks, quality of life, and infrastructure. These plans were developed over years with the help of neighbors, property owners, and other stakeholders and represent careful planning and finely crafted, negotiated consensus about the vision for development in the area

and the trade-offs for benefits and outcomes most desired by area residents. Despite this important work, much of the special zoning is not connected to or coordinated with the Zoning Code. Recently, we have also seen the failure of updates to several SDPs after years of work with community members and other stakeholders. In Martineztown, Trumbull, La Mesa, West Route 66, and Coors Corridor, disputes over zoning matters prevented updates that reflect more modern goals, policies, and priorities.

By 2015, the City had adopted over 50 SDPs, covering almost half of Albuquerque's parcels, each with different structure, priorities, topics, and levels of detail. Some have no policies; some have almost 100. Some have been revisited and amended several times since original adoptions; some have never been touched since adoption decades prior. The uneven geographic coverage of the adopted plans, and broad differences in the depth of content the plans contain, also present an equity problem for the city and its residents.

PLANNING & DEVELOPMENT IMPLICATIONS

The City still has no definitive number of how many adopted, implementable sector

plans it has on its books. Despite numerous attempts at creating a definitive list, there are too many caveats and too many unknowns lost to the mists of time. In the course of trying to track down the adoption history of each plan, City staff discovered several plans that were thought to have been adopted, but never were. Several plans that were thought to only have been adopted as Metropolitan Redevelopment Plans were discovered to also have been adopted as Sector Development Plans. Several times over the course of a year of work to create a definitive list, staff discovered that they had been using multiple plans that they thought to have been the most recent, but had been amended without changes tracked nor reflected in the plans.

One could argue that eventually the City could track everything down and create a definitive list. But experience has shown that plans need to be amended on a regular basis to stay relevant, and every amendment is an opportunity for staff planners, enforcement personnel, and the public to miss the update and use old versions of plans. In the worst cases, important development decisions are made based on policy and/or zoning regulation that was clarified, updated, amended or even removed.

Planning needs to take place with stakeholders on a regular basis. The City has spent the last forty years creating over 50 plans, and it would take a larger staff than is currently in place and another 40 years to update them all, not to mention to do a similar level of planning for the half of Albuquerque that has had no such special planning effort. Instead, Long Range staff in the City Planning department has developed a different idea to provide regular planning services for all communities in Albuquerque. It would be a proactive planning program, to help implement the updated Vision of the Comprehensive Plan and to honor, update, and confirm the hard work and planning that has come before.

Table A-1: City Area & Sector Development Plans with Goals and Policies Incorporated into the Comp Plan (see Figure A-1 for map)

PLAN	ADOPTED	LAST AMENDED
Barelas SDP	2008	2014
Coors Corridor Plan	1984	2003
Downtown 2025 SDP*	2000	2014
Downtown Neighborhood Area SDP	2012	
East Gateway SDP	2010	2013
High Desert SDP	1993	2001
Huning Castle & Reynolds Addition SDP	1981	2002
Huning Highland SDP	1988	2005
La Cueva SDP	2000	2007
La Mesa SDP	1976	1978
Los Candelarias Village Center*	2001	
Los Duranes SDP**	2012	
Los Griegos Neighborhood Development Plan	1987	1992
Martineztown / Santa Barbara SDP	1990	2002
Nob Hill Highland SDP	2007	2014
North Fourth Street Corridor Plan	2010	
North I-25 SDP	2010	2012
North Valley Area Plan**	1993	
Northwest Mesa Escarpment Plan**	1987	1989
Old Town SDP	1977	1997
Rio Grande Blvd. Corridor Plan**	1989	

PLAN	ADOPTED	LAST AMENDED
Sandia Foothills Area Plan	1983	
Sawmill/Wells Park SDP*	1983	2015
South Broadway Neighborhoods SDP*	1986	2002
South Martineztown SDP	1995	2002
South Yale SDP	2009	
Southwest Area Plan**	2001/2002	
University Neighborhoods SDP	1980	1991
Uptown SDP	2009	2013
Volcano Cliffs SDP	2011	2015
Volcano Heights SDP	2013	2014
Volcano Trails SDP	2011	2014
West Mesa SDP	1976	1978
West Route 66 SDP	1987	2009
Westside Strategic Plan **	1997	2014

* Also a Metropolitan Redevelopment Area Plan or associated with one.
**Also a Bernalillo County plan.

Table continues
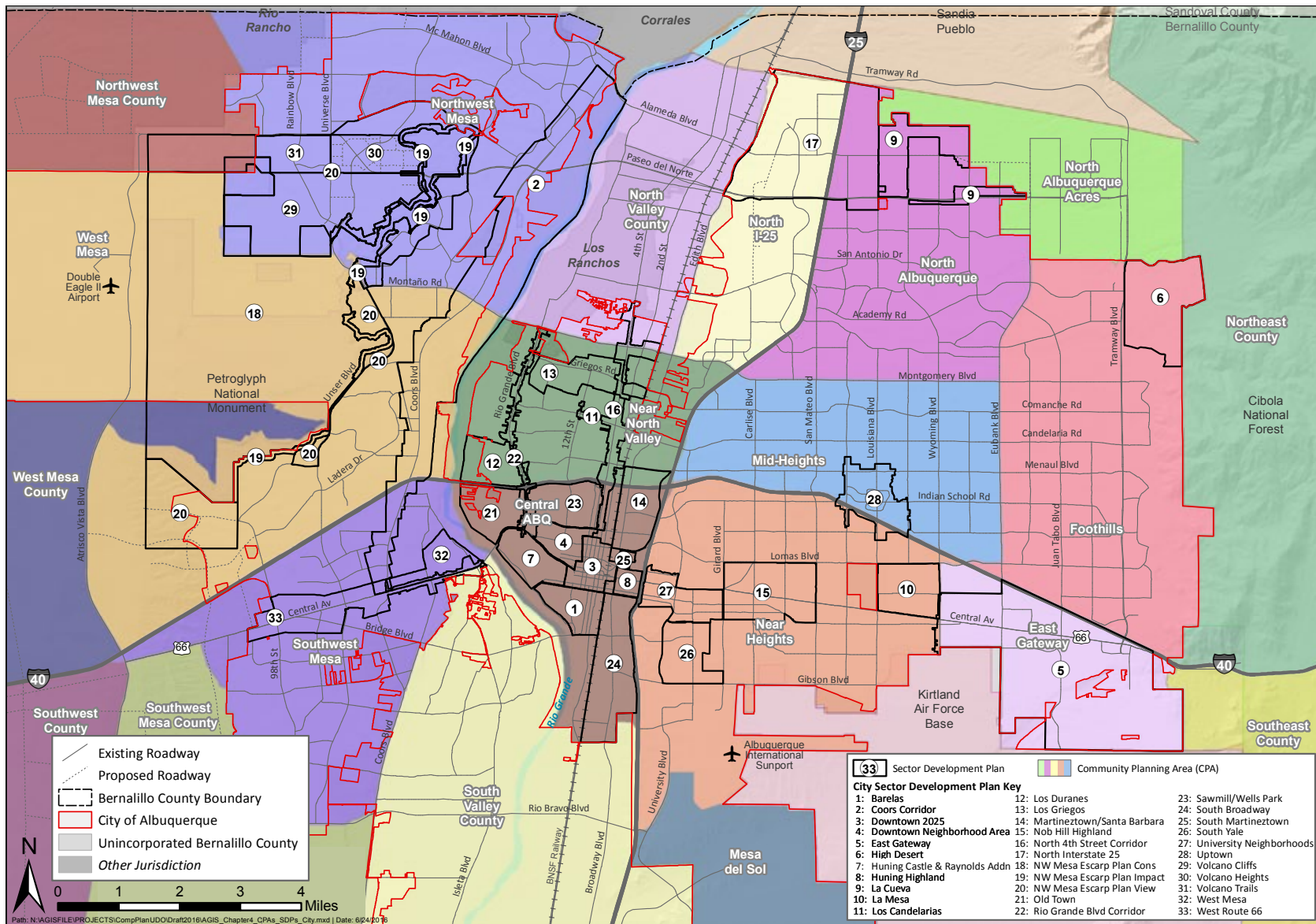
Figure A-1: City Sector Development Plans With Policies that Are Incorporated into the Comp Plan

Table A-2: City Sector Development Plans Without Policies

PLAN	ADOPTED	LAST AMENDED
Academy Tramway Eubank SDP	1990	
East Atrisco SDP	1984	
El Rancho Atrisco Phase II SDP	1985	
El Rancho Atrisco Phase III SDP	1981	
Heritage Hills East SDP	1987	
La Cuesta SDP	1982	
Lava Shadows SDP	1984	
McClellan Park SDP*	1984	1995
Nor Este SDP	1987	
Quintessence SDP	1993	
Rio Bravo SDP	1999	2009
Riverview SDP	1985	1994
Seven Bar Ranch SDP	1985	
St. Joseph Hospital / Civic Auditorium Area SDP	1979	
Tower / Unser SDP	1989	2009
Trumbull Neighborhood SDP	1981	2011
University of Albuquerque SDP	1980	2007
Vineyard SDP	1994	2000
Window G SDP	1996	1997

* Also a Metropolitan Redevelopment Area Plan or associated with one.

Table A-3: City Master Plans

PLAN	ADOPTED / APPROVED*
Alameda Business Park Master Plan	1998
Albuquerque Academy	1982-1990
Albuquerque Indian School Development Regulations	2005
Albuquerque International Sunport Master Plan	2002
Albuquerque West Master Plan	2006
Atrisco Business Park Master Plan	1992
Balloon Fiesta Park Master Plan	1998
Clifford West Business Park Master Plan	1997
Double Eagle II Airport Master Plan	2003
Fountain Hills Plaza Master Plan	2007
Gateway Industrial Park Master Plan	2000
Group Nine Industrial Park	1990
Jefferson Commons	1988
Jefferson Commons Phase II	2003
Journal Center Master Plan	2001
Ladera Industrial Park Master Plan	2003
Las Lomitas Industrial Park Master Plan	2005
Lueking Park Master Plan	2004
Manzano Mesa Master Development Plan	1996
Mesa Del Sol Level A Community Master Plan	2005
Mesa Del Sol Level B Community Master Plan	2008

PLAN	ADOPTED / APPROVED*
Newport Industrial Park West	1975
North Domingo Baca Park Master Plan	2006
North Gateway Industrial Park Master Plan	2000
NZ Commercial Center Master Plan	1986
Paradise Hills Master Plan	1963-1985
Paseo del Norte & Golf Course Master Plan	1997
Renaissance A Master Plan for the New Southwest	1985
Richfield Park Master Plan	1986
Sandia Science & Technology Park Master Development Plan	2001
Sunport Park	1985-1990
The 25	1999
Volcano Business Park Master Plan	1987-1998
Volcano Point Master Plan	2007
West Four Hills/South Eubank Planning Guidelines	1980
Westland Master Plan	2000-2016

* The adopted/approved date is the year of original adoption/approval. If another date is shown, it refers to a subsequent, major amendment of the master plan. Minor amendments of master plans may have occurred in the past and may occur in the future per City Code.

D. Sector Development Plans

City Sector Development Plans and Area Plans as adopted and/or amended by March 2017, listed in **Tables A-1 and A-2 in Appendix C**, are hereby included by reference in this Comp Plan as historical documents to be used for informational purposes and to inform future planning in the relevant areas. With adoption of the updated Comp Plan in 2017, the adopted policies from these plans have been incorporated into policies within the Comp Plan Elements.

Sector Development and Area Plans are not established or amended through the Comp Plan, and their inclusion here does not affect them in their current form or affect any future amendments. They are included here to provide a snapshot as of February 2017 of the history, issues, objectives, goals, vision, regulations, and zoning of and in these plan areas and because they are an important part of the historical record of land use and planning in the Albuquerque area.

E. How the City Will Plan with Communities in the Future

WHAT HAPPENS TO SECTOR DEVELOPMENT PLANS AND MASTER PLANS?

In the case of Sector Development Plans (SDPs) with goals and policies (**see Table A-3**), the goals and policies have been integrated into the Comprehensive Plan in the appropriate chapters, oftentimes compiled with similarly intentioned goals and policies from other plans. A spreadsheet of all 1100 policies from these 31 Area, Corridor, and Sector Plans was used to track where and which chapter each policy was used.

For SDPs with special zoning regulations, their zoning standards will be used to inform and develop a new Integrated Development Ordinance, with zoning tailored as appropriate to implement the updated Comp Plan policies, protect single-family residential neighborhoods, and create distinctive, vibrant places throughout Albuquerque.

SDPs that were developed and adopted as master plans – such as Westland and Mesa del Sol – will remain in place as standalone plans. Site development plans with specific design standards approved as master plans for larger, distinct developments - such as business and industrial parks - may also remain to ensure design and development continuity into the future.

Other SDPs that do not have goals and policies or zoning for areas that have subsequently developed will not be carried forward, but the areas within their former boundaries will be included in the proactive planning program.

HOW WILL THE CITY PLAN WITH NEIGHBORS, PROPERTY OWNERS, AND STAKEHOLDERS IN THE FUTURE?

The City's Long Range Planning Section of the Urban Design & Development Division proposes two initiatives to replace and improve upon sector development planning efforts going forward.

Citizens Academy

Long Range Planning staff and the Office of Neighborhood Coordination would host a Citizens Academy at least once or twice per year to provide education and training about the City's planning and zoning framework, the development process, the City's review and approval process for projects, including how and when public notice and input are required, and other timely topics important to participants. The Citizens Academy would

be offered over multiple evenings and would be targeted to neighbors, property owners, business owners, developers, decision-makers, staff from multiple departments and agencies, and other stakeholders. Informed participants and stakeholders will be able to make better decisions about investments, site layouts, mixes of uses, and how to participate in the planning, review, and development processes to make sure important issues and concerns are adequately addressed.

Community Planning Area Assessments

One of the best outcomes of sector planning efforts with communities was building understanding about the development process; the strengths and challenges of each sector; and the desires of area residents, property owners, and other stakeholders. These efforts often added to the capacity of neighbors, property owners, developers, decision-makers, staff from multiple agencies, and other stakeholders to envision a desired future for particular places, plan strategically for improvements, suggest tailored zoning for a better built environment, and prioritize actions.

Long Range Planning staff seeks to offer the same education and benefits to all communities in Albuquerque by creating a rotating schedule of proactive planning efforts within each Community Planning Area (CPA) across the city.

The advantage of engaging communities through a process of assessing CPAs is the ability to engage people at a scale that feels relevant and recognizable for area residents and stakeholders and that addresses a coherent set of issues and opportunities. However, it is important that area assessments include community-wide needs and issues in the framework of a larger context. Neighborhoods are critical, but they are not islands; they are affected by, benefit from, and contribute to the larger community.

Some goals of the process:

- Identify community priorities for use of limited shared resources

- Conduct ongoing, proactive assessments as part of long-range planning efforts

- Coordinate and align City and community goals and policies

- Engage and empower residents

- Include residents equitably across the city

- Coordinate with City departments and other agencies

- Clearly communicate community goals with City Council and EPC

Community Planning Areas

The following list of CPAs is based on a previous planning effort from 1995 that created the CPA concept and began to identify and define distinctive community identities for each area. A map and more detailed descriptions of each CPA can be found in the **Community Identity chapter**. Maps and demographic information for each CPA can be found in **Appendix H.**

- Central Albuquerque
- East Gateway
- Foothills
- Mesa del Sol
- Mid Heights
- West Mesa
- Near Heights
- North Albuquerque
- North I-25
- Near North Valley
- Northwest Mesa
- Southwest Mesa

CPA Process Overview

City Community Planning Areas will be assessed on a five-year cycle. Assessments will be performed for each of the City's 12 CPAs over four years and the Comp Plan will be updated in the fifth year based on recommendations in the assessments.

Based on demographic information from the U.S. Census, each CPA will be analyzed for its vulnerability to factors associated with community health risks. Demographic data gathered below for each CPA will be analyzed, and each CPA would be placed in a quadrant of a matrix with two spectrums: population and need (see **Figure A-2**). This matrix could be used to inform discussions about priority capital investments.

Planning staff will work with area stakeholders to track performance measures identified by the Comp Plan and recommend updates to policies in the Comp Plan or regulations in City zoning standards. As issues come up that

must be addressed, this process can be used to make a detailed investigation and result in effective policies and change. Facility Plans and the IDO should be amended as needed to ensure discoveries made during the CPA assessment process will inform amendments to the appropriate plan or regulation.

Long Range Planning staff would work as a team to visit each CPA over the course of four months, gathering and analyzing data, working with stakeholders to identify and create interactive web-based maps of special places and areas of opportunity, and prioritize capital projects and partnerships for the City over the next five years. This process is intended to be much more hands-on and inclusive, as staff will work primarily in the community, attending standing meetings of area groups and organizations, performing walking tours and audits, going door-to-door with businesses in key areas, setting up office hours in a local coffee shop, library, or community facility, and holding workshops in area venues.

One result of this process would be an assessment report for each CPA with area history; narratives about community character, values, and concerns; recommendations for policy and/or regulatory changes to address issues; a priority list of capital projects to be included in updates to the Comp Plan; and a

priority list of partnerships to be included in updates to the Comp Plan.

Planning staff would also help create a website for each CPA with the interactive map of special places and areas of opportunity, a discussion board, demographic and survey results, a resource list of stakeholders and service providers, and other documents gathered during the assessment process.

Finally, Planning staff would work with the Office of Neighborhood Coordination and Council Services to facilitate ongoing coordination on implementation projects by various departments and communication with neighborhood associations, non-profits, area leaders and businesses, and other stakeholders.

Figure A-2: Community Planning Area Investment Priorities Matrix

COMMUNITY PLANNING AREA ASSESSMENT OUTLINE

1. Introduction & Purpose

2. Process Details

2.1 Participation

2.2 Outreach & Engagement Opportunities

3. Area Description*

3.1 Location

3.2 Description & History

3.3 Issues & Opportunities

4. Community Profile

This section will provide a snapshot of the CPA based on available data (see **Table A-4**** for a description of the data that will be included in this profile). Each sub-section will include a brief explanation of the data as necessary and appropriate.

4.1 Demographic Profile

4.2 Housing Profile

4.3 Economic Profile

4.4 Transportation Profile

4.5 Community Health Profile

4.6 Parks & Open Space Profile

4.7 Historic Resource Inventory

4.8 School Profile

4.9 Existing Policies & Regulations

4.10 Public Investment

5. Recommendations

5.1 Character:
Protect and enhance these elements as key aspects of distinctive neighborhood character.

5.2 Public Investment:
Prioritize the following projects as most important to the community and with the most potential to enable and catalyze desired changes.

5.3 Programs:
Prioritize public-private partnerships to develop the following programs and events.

5.4 Policies:
Recommend policy changes in the ABC Comp Plan.

5.5 Regulations:
Recommend regulatory changes in the Integrated Development Ordinance.

5.6 Next Steps:
Identify implementation coordination needed with departments and agencies to address issues and opportunities.

*For the first round of CPA assessments, this section will draw from narrative content of formerly adopted Sector Development Plans as well as from community input during the CPA assessment process.

**In the Availability column, "N" indicates that there is not currently a mechanism for collecting or analyzing the data, but it is expected to be available within five years. "In progress" in this column indicates that data for the metric is being compiled as of the adoption of the Comp Plan in 2017.

Table A-4: Community Planning Area Assessment Data

COMMUNITY PROFILE SECTION	DATA	GEOGRAPHY	AVAILABILITY	TIME FRAME	TRACKED BY	ANALYSIS BY
Demographic Profile	Population	CPA	Y	ACS - 5 year	Census	Planning [A]
Demographic Profile	Population Growth Rate	CPA / City / County / ABQ Area	Y	ACS - 5 year	Census	MRMPO
Demographic Profile	Age	CPA	Y	Annual (show 5 years)	Census	Planning [A]
Demographic Profile	Population Pyramid	CPA / City / County / ABQ Area	Y	Annual (show 5 years)	MRMPO	MRMPO
Demographic Profile	Ethnicity	CPA	Y	Annual (show 5 years)	Census	Planning [A]
Demographic Profile	Income	CPA	Y	ACS - 5 year	Census	Planning [A]
Demographic Profile	Educational attainment	CPA	Y	Annual (show 5 years)	Census	Planning [A]
Housing Profile	Total Households & Average Household Size	CPA	Y	ACS - 5 year	Census	Planning [A]
Housing Profile	Housing tenure (owner/renter/vacant)	CPA / City / County	Y	Snapshot	MRMPO	Planning [A]
Housing Profile	Housing Mix	CPA	Y	ACS - 5 year	Census	Planning [A]
Housing Profile	Housing mix vs. demand	CPA / City / County	Y	Snapshot	MRMPO	Planning [A]
Housing Profile	Housing Affordability	CPA	Y	ACS - 5 year	Census	Planning [A]
Housing Profile	Percentage of households paying >30% of income for housing (owner & renter)	CPA / City / County	Y	ACS - 5 year	Census	Planning [A]
Housing Profile	Low- to moderate-income housing units completed with MFA funds	CPA / City / County	Y	Annual (show 5 years)	MFA	Planning [A]
Housing Profile	Mixed-income or affordable housing projects with MFA funds	CPA / City / County	Y	Annual (show 5 years)	MFA	Planning [A]
Economic Profile	Housing & Jobs	CPA	Y	Snapshot	MRMPO	MRMPO
Economic Profile	# Households by income category	CPA / City / County	Y	ACS - 5 year	Census	Planning [A]
Economic Profile	Business registrations	CPA / City / County	Y	Annual (show 5 years)	Planning [ABC]	AGIS
Transportation Profile	Auto traffic counts	CPA	Y	Annual (show 5 years)	MRMPO	MRMPO
Transportation Profile	Commute to Work by mode (bike, SOV, carpool, transit, walking, work at home, other)	CPA / City / County	Y	ACS - 5 year	Census	Planning [A]

Table continues

Table A-4: Community Planning Area Assessment Data (continued)

COMMUNITY PROFILE SECTION	DATA	GEOGRAPHY	AVAILABILITY	TIME FRAME	TRACKED BY	ANALYSIS BY
Transportation Profile	Average commute time by travel mode	CPA / City / County	Y	ACS - 5 year	Census	MRMPO
Transportation Profile	Crash data - bikes, peds, autos, alcohol-involved	CPA / Centers / Corridors / City / County	Y	Point in time capture / aggregate for year	UNM/ NMDOT	MRMPO
Transportation Profile	List of transit routes that serve stops/stations within CPA	CPA	Y	Snapshot	ABQ RIDE/ MRMPO	AGIS/ MRMPO
Transportation Profile	Households within 1/4 mile of transit station	CPA / City / County	Y	Snapshot	ABQ RIDE/ MRMPO	MRMPO
Transportation Profile	Households within 1/4 mile of transit stop	CPA / City / County	Y	Snapshot	ABQ RIDE/ MRMPO	MRMPO
Transportation Profile	Jobs within 1/4 mile of transit station	CPA / City / County	Y	Snapshot	ABQ RIDE/ MRMPO	MRMPO
Transportation Profile	Jobs within 1/4 mile of transit stop	CPA / City / County	Y	Snapshot	ABQ RIDE/ MRMPO	MRMPO
Transportation Profile	Pedestrian facilities (sidewalks)	CPA / Centers / City / County / ABQ Area	In progress	Snapshot	DMD	Planning [A]
Transportation Profile	Percentage of roads with sidewalks on at least one side	CPA / Centers / Corridors / City / County	N	Annual (show 5 years)	DMD	AGIS
Transportation Profile	# of bikeway miles added / # of miles of trails developed or renovated / # of miles of trails maintained	CPA / Centers / City / County / ABQ Area	Y	Snapshot	DMD	Planning [A]
Transportation Profile	Number of proposed links from LRTS Guide and City Bikeways & Trails Facility Plan completed	CPA / City / County	Y	Snapshot	DMD	Planning [A]
Transportation Profile	Walk score	CPA / Centers	Y	Snapshot	Walkscore. com	Planning [A]
Transportation Profile	Bike traffic counts (where available - MRMPO permanent locations only)	CPA / ABQ Area	Y	Point in time capture / aggregate for year	MRMPO	MRMPO
Transportation Profile	Pedestrian / Bike traffic counts	CPA / ABQ Area	N	Snapshot	Planning [A]	Planning [A]
Community Health Profile	# of residents engaged in Citizens Academy	CPA / City	Y	Annual (show 5 years)	Planning [A]	Planning [A]

Table continues

Table A-4: Community Planning Area Assessment Data (continued)

COMMUNITY PROFILE SECTION	DATA	GEOGRAPHY	AVAILABILITY	TIME FRAME	TRACKED BY	ANALYSIS BY
Community Health Profile	Recognized Neighborhood Associations	CPA	Y	Snapshot	AGIS	N/A
Community Health Profile	Percentage of households at or below (30 / 50 / 80 / 120%) AMI	CPA / City / County	Y	ACS - 5 year	Census	Planning [A]
Community Health Profile	Percentage of households below poverty	CPA / City / County	Y	ACS - 5 year	Census	Planning [A]
Community Health Profile	Percent of dwelling units within 30 minute transit trip to health facilities	CPA / City / County	In progress	Snapshot	MRMPO	MRMPO
Community Health Profile	Percent of dwelling units within 10 minute walk of community facility	CPA / City / County	Y	Snapshot	AGIS	MRMPO
Community Health Profile	Percent of dwelling units within 10 minute walk of full-service grocery	CPA / City / County	N	Snapshot	MRMPO	MRMPO
Community Health Profile	Air quality permits	CPA / City / County	Y	Annual (show 5 years)	Enviro Health	AGIS
Community Health Profile	Rate of cancer	CPA / City / County	Y	Annual (show 5 years)	NM DOH	AGIS
Community Health Profile	Rate of obesity	CPA / City / County	Y	Annual (show 5 years)	NM DOH	AGIS
Community Health Profile	Rate of respiratory disease	CPA / City / County	Y	Annual (show 5 years)	NM DOH	AGIS
Community Health Profile	EPA-regulated contaminated sites	CPA / City / County	Y	Snapshot	U.S. EPA	Planning [A]
Community Health Profile	Location of vulnerable populations	CPA	Y	Snapshot	U.S. EPA	Planning [A]
Community Health Profile	Number of flood events causing residential damage	CPA / City / County	N	Annual (show 5 years)	DMD [A] / EHD [A]	Planning [A]
Parks & Open Space Profile	Percent of households within 10 minute walk of park	CPA / City / County	Y	Annual (show 5 years)	P&R [A] / AGIS	MRMPO
Parks & Open Space Profile	Percent of total area that is park land	CPA	Y	Annual (show 5 years)	P&R [A]	AGIS
Parks & Open Space Profile	Park land acreage per capita	CPA / City / County	Y	Annual (show 5 years)	P&R [A]	AGIS

Table continues

Table A-4: Community Planning Area Assessment Data (continued)

COMMUNITY PROFILE SECTION	DATA	GEOGRAPHY	AVAILABILITY	TIME FRAME	TRACKED BY	ANALYSIS BY
Parks & Open Space Profile	Recent Parks & Open Space projects	CPA	Y	Annual (show 5 years)	P&R [A]	AGIS
Historic Resource Inventory	Number/area of registered historic districts	CPA / City / County	Y	Snapshot	AGIS	Planning [A]
Historic Resource Inventory	Number of registered historic buildings and landmarks	CPA / City / County	Y	Snapshot	AGIS	Planning [A]
School Profile	Public Schools serving CPA	CPA	Y	Snapshot	APS	Planning [A]
School Profile	Percent of dwelling units within 10 minute walk of a public school	CPA / City / County	Y	Snapshot	AGIS	MRMPO
School Profile	School capacity for each public school within districts that serve the CPA	CPA / City / County	Y	Snapshot	APS	APS
Existing Policies & Regulations	Existing zoning	CPA	Y	Snapshot	AGIS	AGIS
Existing Policies & Regulations	Applicable Policies and Regulations	CPA	Y	Snapshot	Planning [A]	Planning [A]
Existing Policies & Regulations	Building permits issued, by type	CPA / City / County	Y	Annual (show 5 years)	Planning [A]	Planning [A]
Existing Policies & Regulations	Ratio of building permits in Areas of Change vs. Consistency	CPA / City	Y	Annual (show 5 years)	AGIS	AGIS
Existing Policies & Regulations	Building permits issued in Centers and Corridors by project type	CPA / City / County	Y	Annual (show 5 years)	Planning [ABC]	AGIS
Existing Policies & Regulations	Number of variances / Zone Change requests	CPA / City / County	Y	Annual (show 5 years)	AGIS	Planning [A]
Existing Policies & Regulations	Land use mix	Centers / CPA / City / County	Y	Snapshot	AGIS	MRMPO
Existing Policies & Regulations	Acres of unbuilt but developable land	Development Areas / City / County / CPA	Y	Snapshot	MRMPO	MRMPO
Public Investment	CIP spending by category	CPA / City / County	N	Annual (show 5 years)	CIP [ABC]	Planning [A]
Public Investment	Metropolitan Redevelopment Areas	CPA	Y	Snapshot	AGIS	Planning [A]
Public Investment	Other Public Investments	CPA	N	Annual (show 5 years)	TBD	Planning [A]

F. Neighborhood Associations

The following maps (Figures A-3 – A-14) indicate all of the Recognized Neighborhood Associations in each City Community Planning Area as of December 2016. A list of County Neighborhood Associationby CPA can be found in Table A-7 at the end of this appendix.

Neighborhood Associations are not established through the Comp Plan. Information about current Neighborhood Associations is provided here for informational purposes only. A current map and list of Neighborhood Associations is available from the Office of Neighborhood Coordination: https://www.cabq.gov/council/office-of-neighborhood-coordination/
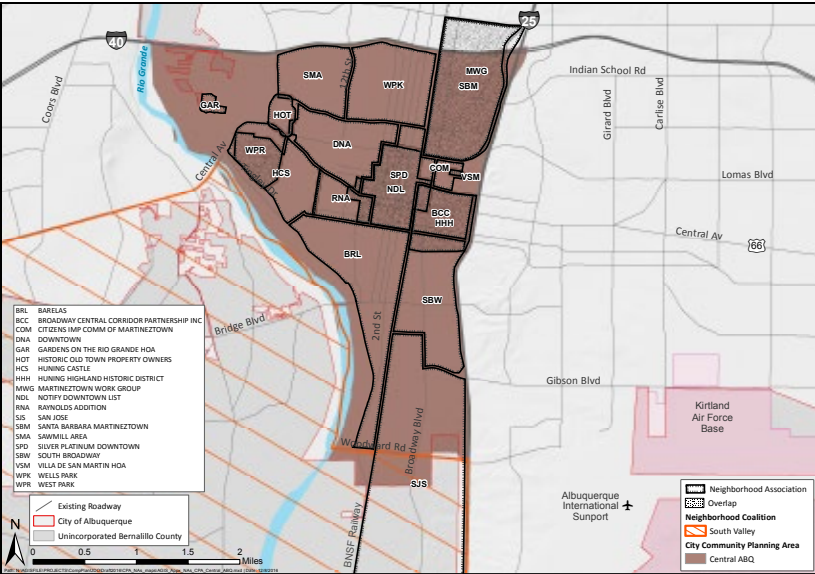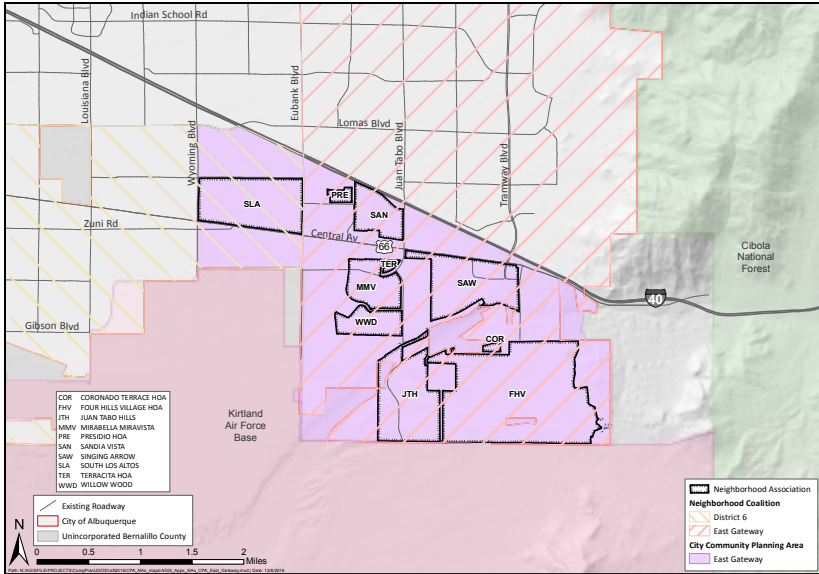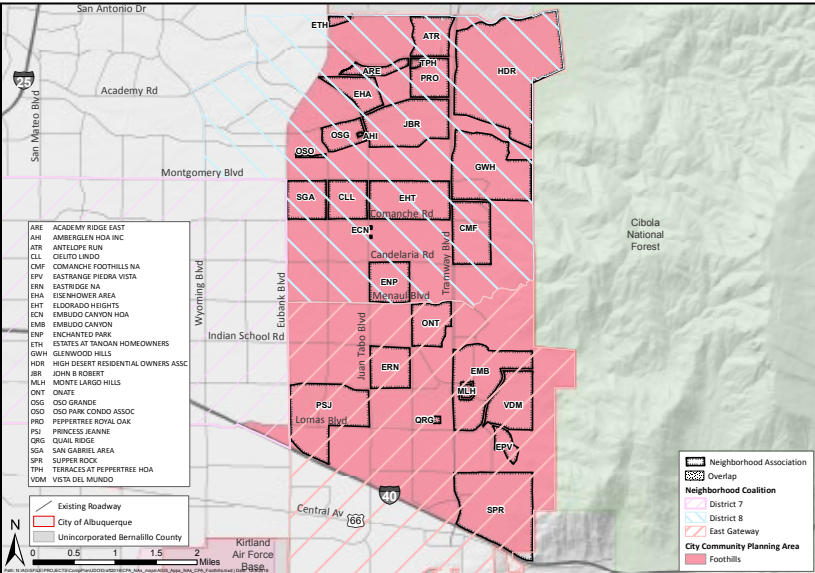
Figure A-3: Central ABQ

Figure A-4: East Gateway

Figure A-5: Foothills
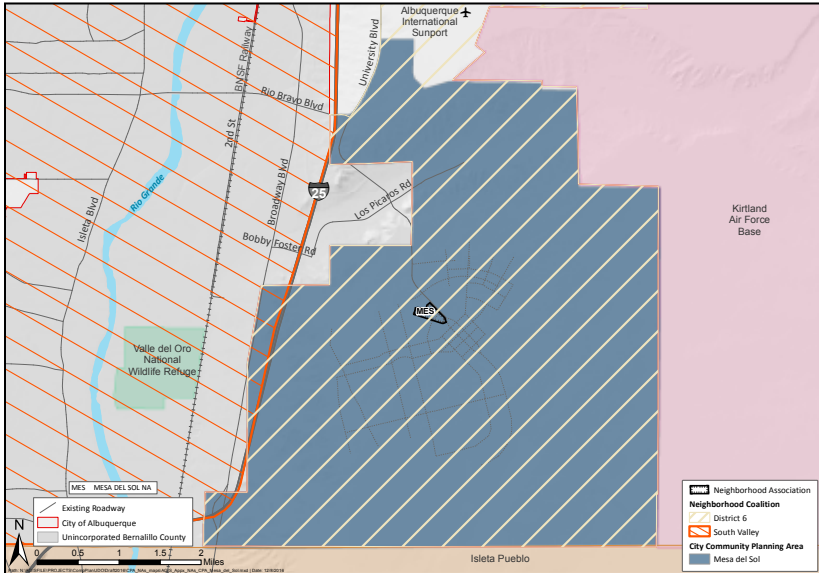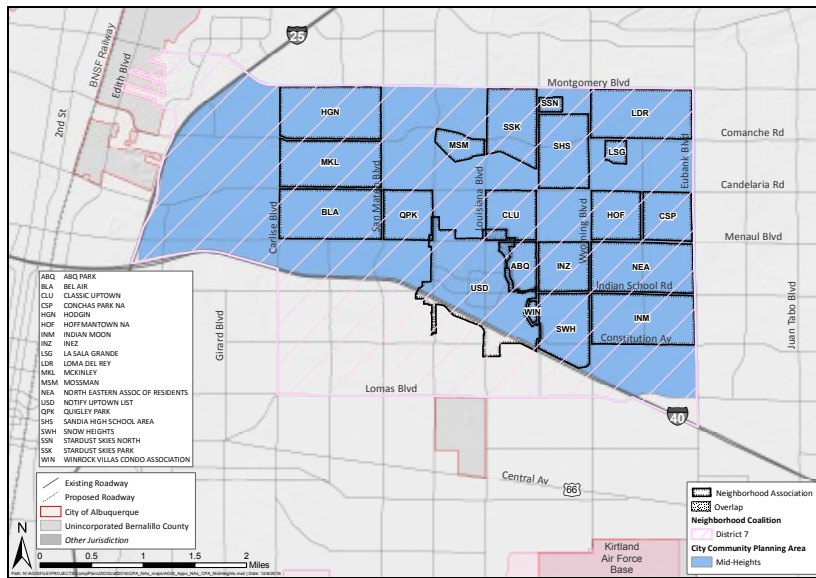

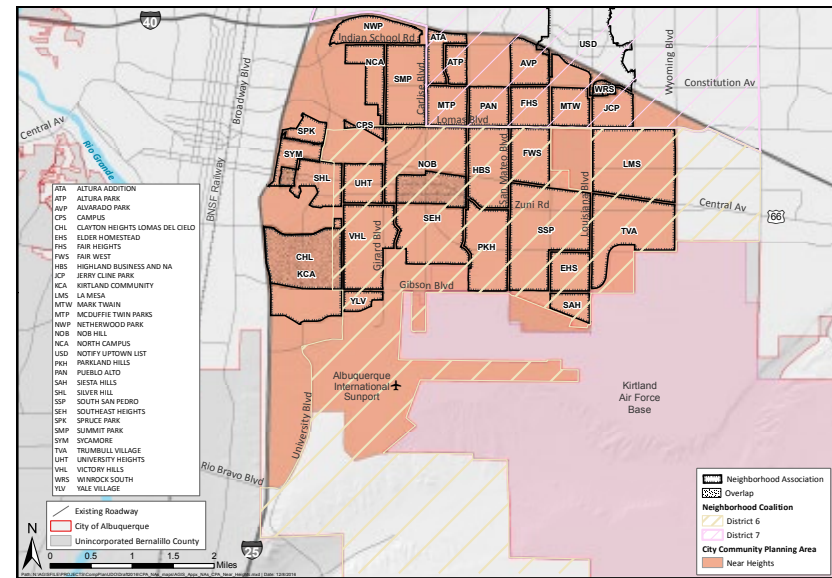Figure A-6: Mesa del Sol

Figure A-7: Mid Heights
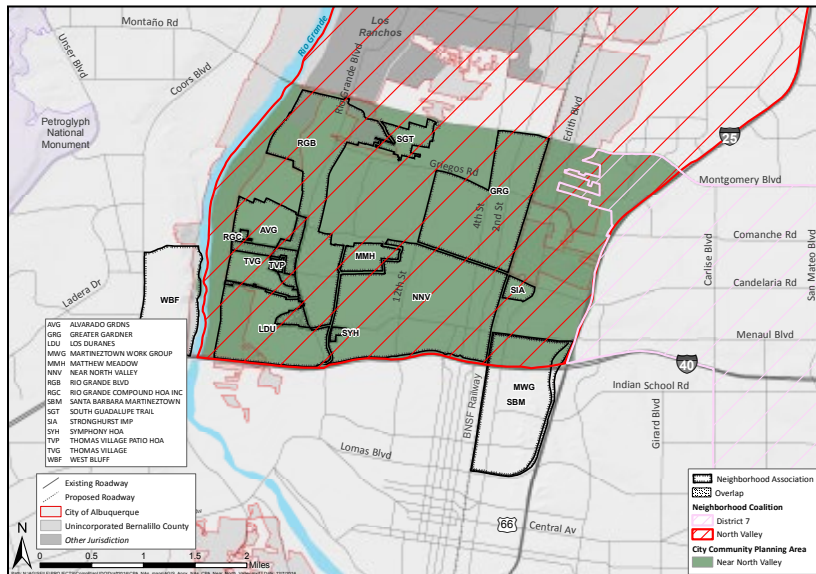

Figure A-8: Near Heights
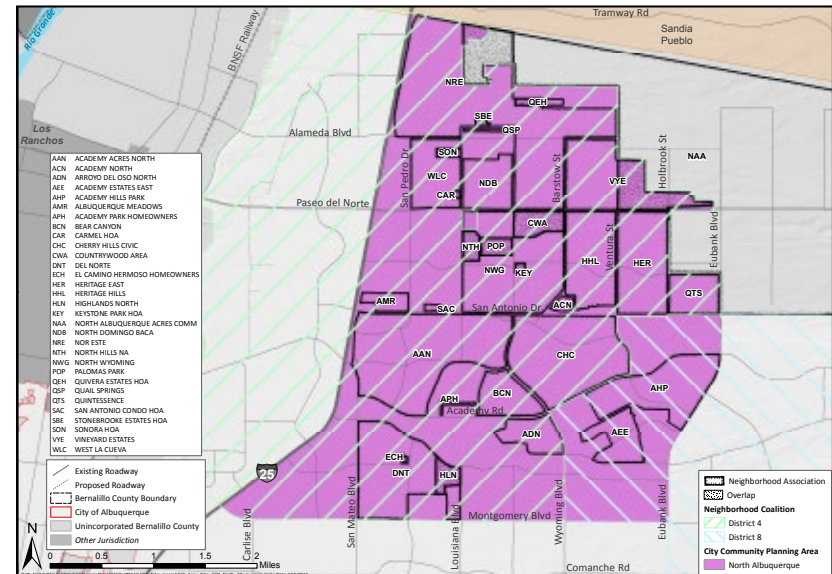

Figure A-9: Near North Valley
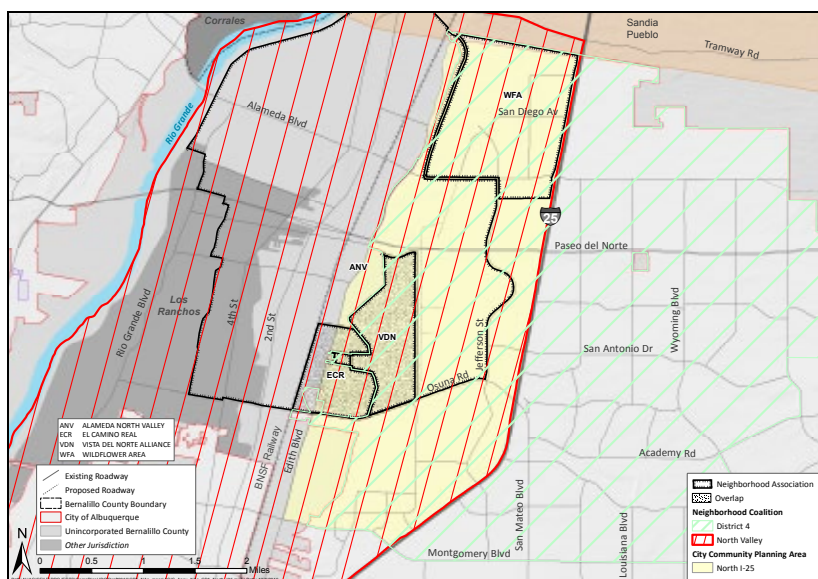

Figure A-10: North Albuquerque
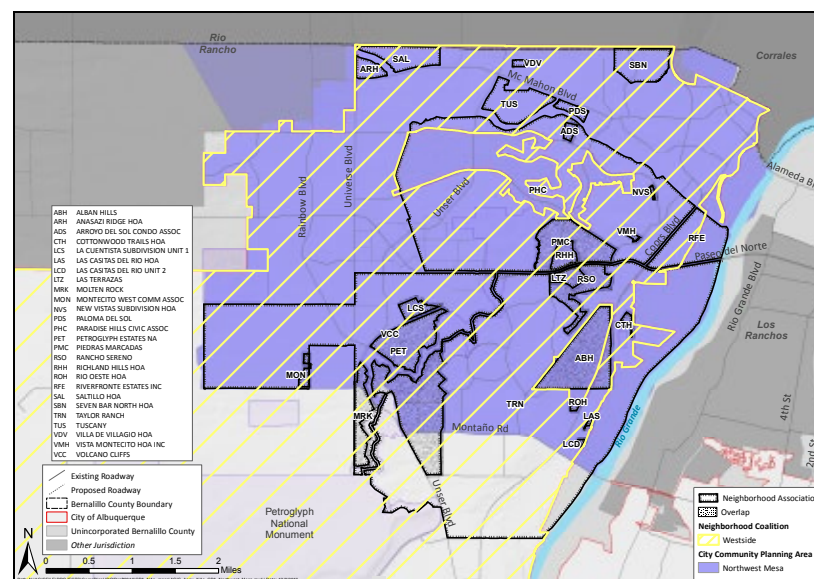
Figure A-11: North I-25
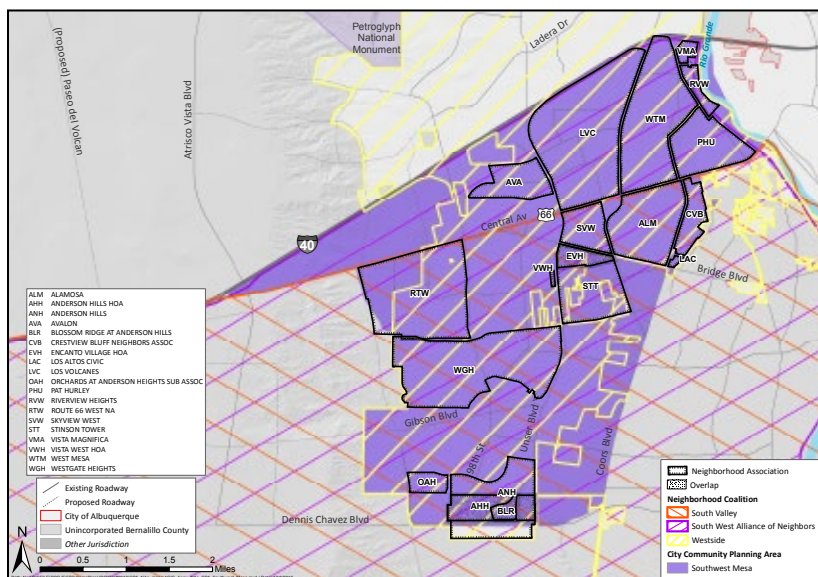

Figure A-12: Northwest Mesa
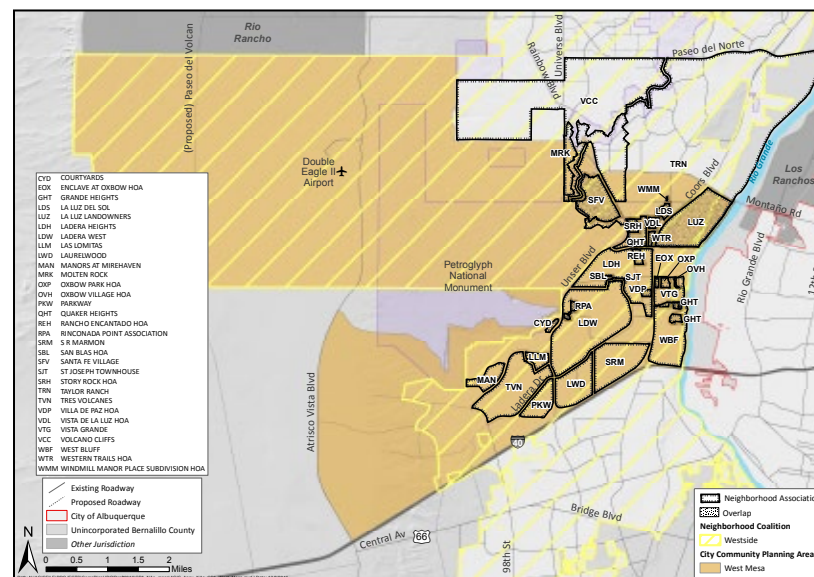

Figure A-13: Southwest Mesa

Figure A-14: West Mesa

Table A-5: County Neighborhood Associations by CPA

CPA NAME	COUNTY NEIGHBORHOOD ASSOCIATION
Central ABQ	Barelas Community Coalition
	Mountain View
	Mountain View Community Action
	San Jose
	South Valley Coalition & South Valley Alliance
	Southwest Alliance of Neighbors
East Gateway	East Gateway Coalition
	Four Hills Village
Foothills	Alliance of Sandia Heights Neighborhoods
	East Gateway Coalition
Mesa del Sol	Mesa Del Sol
	Mountain View
	Mountain View Community Action
	South Valley Coalition & South Valley Alliance
Mid-Heights	Loma Del Rey
Near North Valley	Los Duranes
	North Edith Corridor
	North Valley Coalition
North Albuquerque Acres	Alliance of Sandia Heights Neighborhoods
	North Albuquerque Acres
	Oakland Heights
	Sandia Heights

Table continues

CPA NAME	COUNTY NEIGHBORHOOD ASSOCIATION
North I-25	Alameda North Valley
	El Camino Real
	North Edith Corridor
	North Valley Coalition
North Valley County	Alameda North Valley
	Daniel / Jacobson
	El Camino Real
	El Paraiso
	La Cienega Del Norte
	Maria Diers
	Merritt Acres
	North Edith Corridor
	North Osuna Valley
	North Valley Coalition
	Western Meadows
Northeast County	Acequia de Carnuel
	Alliance of Sandia Heights Neighborhoods
	Canyon Estates
	Columbine Thompson
	East Gateway Coalition
	East Mountain Coalition
	Echo Canyon
	Forest Park
	Hermosilla Estates
	Los Suenos
	Monticello
	Mountain Shadows

Table continues

CPA NAME	COUNTY NEIGHBORHOOD ASSOCIATION
Northeast County (continued)	Paa-Ko Communities
	Pinon Ridge Estates
	Ponderosa Ranch Estates
	Sandia Heights
	Sandia Knolls
	Sandia Park Scenic Byway
	Sierra Vista Estates
	Sierra Vista West
	The Lands of Edward P. Bass
	Ventana del Sol
	Vista Bonita
	Wildflower
Northwest Mesa	Alameda North Valley
	Alban Hills
	Bosque del Acres
	North Valley Coalition
	Paradise Hills
	Rio Oeste
	Riverfronte Estates
	Sky View Acres
	Taylor Ranch
South Valley County	Adobe Acres
	Atrisco Viejo
	Barelas Community Coalition
	Blake Road
	Conita Real

Table continues

Table A-5: County Neighborhood Associations by CPA (continued)

CPA NAME	COUNTY NEIGHBORHOOD ASSOCIATION
South Valley County (continued)	Crestview Bluff
	Far South Valley
	Foothill
	Mountain View
	Mountain View Community Action
	Pajarito Village
	San Jose
	South Valley Coalition & South Valley Alliance
	Southside Farms Community
	Southwest Alliance of Neighbors
	Sunset Southwest
	Sunstar
	Vecinos Del Bosque
	Yakima
Southeast County	Acequia de Carnuel
	East Gateway Coalition
	East Mountain Coalition
	Four Hills Village
	Heatherland Hills
	Horseshoe Valley
	Neighbors of Nichols Road
	Ramblewood
	Rancho Verde
	Sabino Canyon
	Sandia Mountain Ranch

CPA NAME	COUNTY NEIGHBORHOOD ASSOCIATION
Southeast County (continued)	Sedillo Road
	South Skyland
	Tablazon
	Thunderbird Lane
	Far South Valley
Southwest County	Pajarito Mesa
	South Valley Coalition & South Valley Alliance
	Southwest Alliance of Neighbors
Southwest Mesa	Alamosa
	Atrisco Viejo
	Avalon
	Crestview Bluff
	Route 66 West
	South Valley Coalition & South Valley Alliance
	Southwest Alliance of Neighbors
	Stinson Tower
	West Mesa
Southwst Mesa County	Far South Valley
	Pajarito Mesa
	Route 66 West
	South Valley Coalition & South Valley Alliance
	Southwest Alliance of Neighbors
West Mesa	Taylor Ranch

Table continues

G. Centers & Corridors

In this Comp Plan, we have modified and updated the Center and Corridor designations from the 2013 Comp Plan. This appendix contains tables that describe Center and Corridor designations in this Comp Plan. **Tables A-6 and A-7** below describe how Center and Corridor designations have changed since the 2013 Comp Plan. For more detailed descriptions of Centers and Corridors, see the **Land Use and Transportation chapters**.

PREVIOUS NAME	NEW NAME	DESCRIPTION OF CHANGE
Major Activity Center Community Activity Center	Downtown Urban Center Activity Center	• Prioritizes Downtown as its own Center, with the highest level of intensity. • Establishes two Urban Centers, with less intensity than Downtown but still serving a more regional market than Activity Centers. • Emphasizes a neighborhood scale and market size for mixed-use centers throughout the Plan area.
NEW	Employment Center	• Prioritizes job creation. • Focuses on industrial, office, and retail opportunities. • Tends to be auto-oriented, with excellent access to the freight network.
Specialty Activity Center	Deleted	• Removed designations for lands not under City jurisdiction.
Rural Village Activity Center	Village Center	• Emphasizes the size of the center rather than the location (i.e. rural).

Table A-6: Centers Framework Changes

PREVIOUS NAME	NEW NAME	DESCRIPTION OF CHANGE
Express Corridor	Commuter Corridor	• More clearly communicates the primary users of this corridor type.
Major Transit Corridor	Premium Transit Corridor Major Transit Corridor	• Prioritizes key corridors for the highest level of public investment in high-quality, high-capacity transit service. • Prioritizes high-frequency transit in corridors consistent with regional transportation plans. • Updates designations consistent with the Mid-Region Council of Governments Metropolitan Transportation Plan.
Enhanced Transit Corridor	Multi-Modal Corridor	• Encourages balancing priorities between transit and vehicle traffic within a shared roadway, with improved pedestrian environment and protected or parallel bike facilities.
NEW	Main Street	• Creates a new designation for streets with neighborhood scale retail and pedestrian-oriented building design, orientation, and scale.

Table A-7: Corridors Framework Changes

Figure A-15: Centers and Corridors
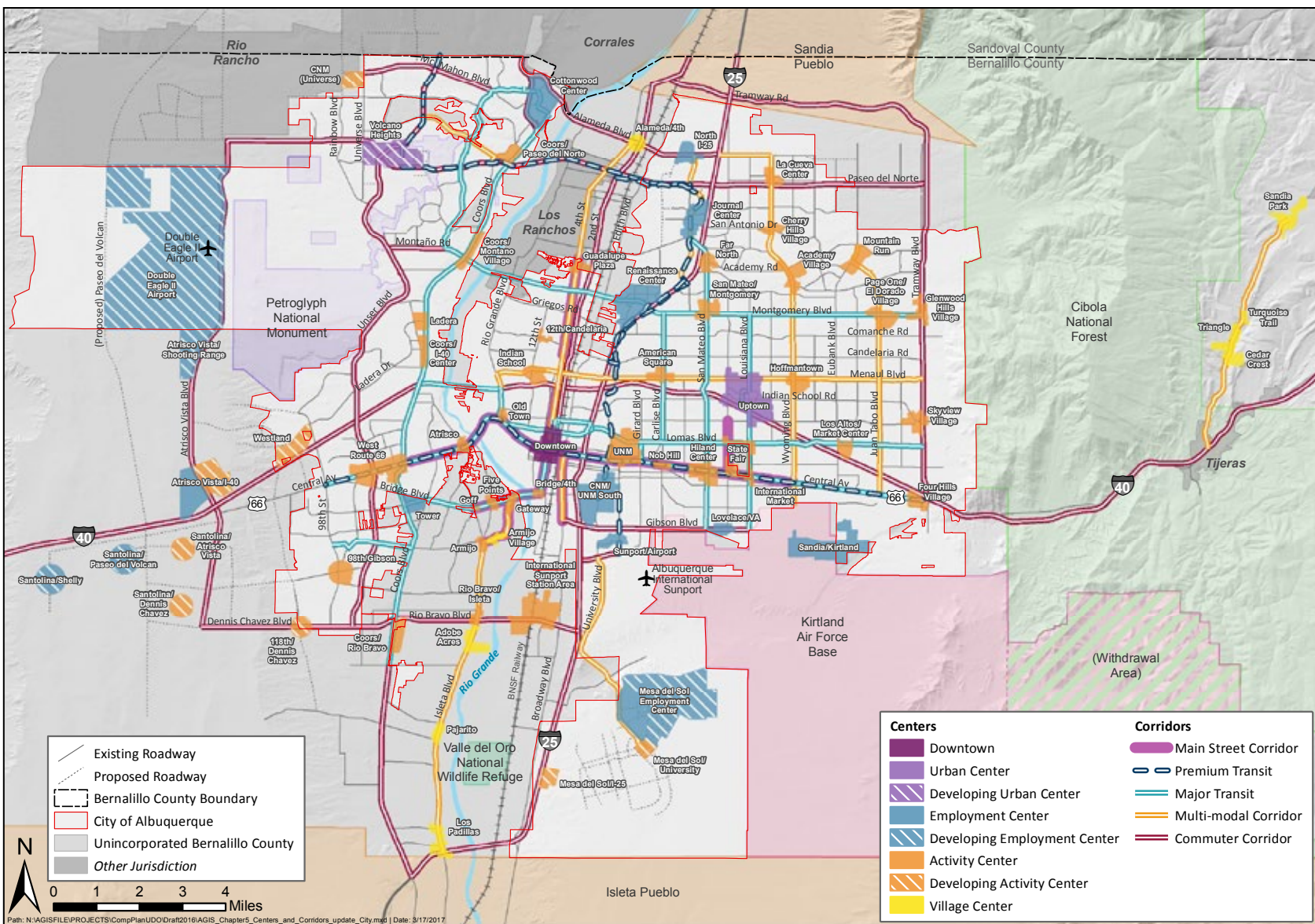
Table A-8: Centers

CENTER TYPE	NAME	EXISTING OR DEVELOPING	CITY OR COUNTY	PLAN AREA
DOWNTOWN	DOWNTOWN	EXISTING	CITY	AREA OF CHANGE
URBAN	UPTOWN	EXISTING	CITY	AREA OF CHANGE
URBAN	VOLCANO HEIGHTS	DEVELOPING	CITY	AREA OF CHANGE
ACTIVITY	12TH/CANDELARIA	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	98TH/GIBSON	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	118TH/DENNIS CHAVEZ	DEVELOPING	CITY/COUNTY	AREA OF CHANGE
ACTIVITY	ACADEMY VILLAGE	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	AMERICAN SQUARE	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	ATRISCO	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	BRIDGE/4TH	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	CHERRY HILLS VILLAGE	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	CNM (UNIVERSE)	DEVELOPING	CITY	AREA OF CHANGE
ACTIVITY	COORS/I-40 CENTER	EXISTING	CITY	AREA OF CHANGE

CENTER TYPE	NAME	EXISTING OR DEVELOPING	CITY OR COUNTY	PLAN AREA
ACTIVITY	COORS/MONTANO VILLAGE	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	COORS/PASEO DEL NORTE	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	FAR NORTH	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	FOUR HILLS VILLAGE	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	GLENWOOD HILLS VILLAGE	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	GUADALUPE PLAZA	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	HILAND CENTER	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	HOFFMANTOWN	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	INDIAN SCHOOL	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	INTERNATIONAL MARKET	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	LA CUEVA CENTER	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	LADERA	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	LOS ALTOS/MARKET CENTER	EXISTING	CITY	AREA OF CHANGE

Table A-8: Centers (continued)

CENTER TYPE	NAME	EXISTING OR DEVELOPING	CITY OR COUNTY	PLAN AREA
ACTIVITY	MESA DEL SOL/ UNIVERSITY	DEVELOPING	CITY	AREA OF CHANGE
ACTIVITY	MESA DEL SOL/I-25	DEVELOPING	CITY	AREA OF CHANGE
ACTIVITY	MOUNTAIN RUN	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	NOB HILL	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	OLD TOWN	EXISTING	CITY	AREA OF CONSISTENCY
ACTIVITY	PAGE ONE/ EL DORADO VILLAGE	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	SAN MATEO/ MONTGOMERY	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	SKYVIEW VILLAGE	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	STATE FAIR	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	UNM	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	WEST ROUTE 66	EXISTING	CITY	AREA OF CHANGE
ACTIVITY	WESTLAND	DEVELOPING	CITY	AREA OF CHANGE
ACTIVITY	118TH/DENNIS CHAVEZ	DEVELOPING	COUNTY/ CITY	DEVELOPING URBAN/RURAL

Table continues

CENTER TYPE	NAME	EXISTING OR DEVELOPING	CITY OR COUNTY	PLAN AREA
ACTIVITY	ARMIJO	EXISTING	COUNTY	SEMI URBAN
ACTIVITY	ATRISCO VISTA/I-40	DEVELOPING	COUNTY	RESERVE
ACTIVITY	COORS/RIO BRAVO	EXISTING	COUNTY	SEMI URBAN
ACTIVITY	FIVE POINTS	EXISTING	COUNTY	ESTABLISHED/ SEMI URBAN
ACTIVITY	GATEWAY	EXISTING	COUNTY	ESTABLISHED/ SEMI URBAN
ACTIVITY	GOFF	EXISTING	COUNTY	ESTABLISHED/ SEMI URBAN
ACTIVITY	INTERNATIONAL SUNPORT STATION AREA	EXISTING	COUNTY	DEVELOPING URBAN
ACTIVITY	RIO BRAVO/ ISLETA	EXISTING	COUNTY	SEMI URBAN
ACTIVITY	SANTOLINA/ ATRISCO VISTA	DEVELOPING	COUNTY	RESERVE
ACTIVITY	SANTOLINA/ DENNIS CHAVEZ	DEVELOPING	COUNTY	RESERVE
EMPLOYMENT	CNM/UNM SOUTH	EXISTING	CITY	AREA OF CHANGE
EMPLOYMENT	COTTONWOOD CENTER	EXISTING	CITY	AREA OF CHANGE
EMPLOYMENT	DOUBLE EAGLE II AIRPORT	DEVELOPING	CITY	AREA OF CHANGE

Table continues

Table A-8: Centers (continued)

CENTER TYPE	NAME	EXISTING OR DEVELOPING	CITY OR COUNTY	PLAN AREA
EMPLOYMENT	JOURNAL CENTER	EXISTING	CITY	AREA OF CHANGE
EMPLOYMENT	LOVELACE/VA	EXISTING	CITY	AREA OF CHANGE
EMPLOYMENT	MESA DEL SOL I	EXISTING	CITY	AREA OF CHANGE
EMPLOYMENT	MESA DEL SOL II	DEVELOPING	CITY	AREA OF CHANGE
EMPLOYMENT	NORTH I-25	EXISTING	CITY	AREA OF CHANGE
EMPLOYMENT	RENAISSANCE CENTER	EXISTING	CITY	AREA OF CHANGE
EMPLOYMENT	SANDIA/ KIRTLAND	EXISTING	CITY	AREA OF CHANGE
EMPLOYMENT	SUNPORT/ AIRPORT	EXISTING	CITY	AREA OF CHANGE
EMPLOYMENT	ATRISCO VISTA/I-40	EXISTING	COUNTY	RESERVE
EMPLOYMENT	ATRISCO VISTA/ SHOOTING RANGE	DEVELOPING	COUNTY	RESERVE
EMPLOYMENT	SANTOLINA/ PASEO DEL VOLCAN	DEVELOPING	COUNTY	RESERVE
EMPLOYMENT	SANTOLINA/ SHELLY	DEVELOPING	COUNTY	RESERVE
EMPLOYMENT	TOWER	EXISTING	COUNTY	DEVELOPING URBAN

CENTER TYPE	NAME	EXISTING OR DEVELOPING	CITY OR COUNTY	PLAN AREA
VILLAGE	ADOBE ACRES	EXISTING	COUNTY	SEMI URBAN
VILLAGE	ALAMEDA/4TH	EXISTING	COUNTY	RURAL
VILLAGE	ARMIJO VILLAGE	EXISTING	COUNTY	SEMI URBAN
VILLAGE	CEDAR CREST	EXISTING	COUNTY	RURAL
VILLAGE	LOS PADILLAS	EXISTING	COUNTY	RURAL
VILLAGE	PAJARITO	EXISTING	COUNTY	RURAL
VILLAGE	SANDIA PARK	EXISTING	COUNTY	RURAL
VILLAGE	TRIANGLE	EXISTING	COUNTY	RURAL
VILLAGE	TURQUOISE TRAIL	EXISTING	COUNTY	RURAL

Table continues

Table A-9: Corridors

CORRIDOR NAME & SEGMENT(S)	CORRIDOR TYPE	LRTS DESIGNATION	2040 MTP PRIORITY TRANSIT
2ND ST: Mountain Rd. - Gold St.	Major Transit	Community PA	Priority Route
2ND ST: Roy Rd. - Mountain Rd.	Commuter	Regional PA	
4TH ST: Bridge Blvd. - Lead Ave.	Major Transit	Minor Arterial / Local	Priority Route
4TH ST: Marquette - Alameda Blvd.	Multi-Modal	Minor Arterial	
4TH ST: Bridge Blvd. - McKnight, Matthew - city limit	Main Street		
ALAMEDA BLVD: I-25 - County Line	Commuter	Regional PA	
ALAMEDA BLVD: Wyoming - I-25	Multi-Modal	Regional PA	
ARENAL/86TH/BENAVIDES: Coors Blvd. - Snow Vista	Major Transit	Community PA	Priority Route
ATRISCO VISTA: Dennis Chavez - Paseo del Norte	Commuter	Regional PA	
BRIDGE BLVD/TOWER RD: 4th St. - Coors Blvd. & 4th St. - Goff	Major Transit/ Main Street	Community PA	Priority Route
BROADWAY BLVD: Central Ave. - Gibson & MLK - Gibson	Multi-Modal/ Main Street	Regional PA	
CARLISLE: Lomas - Montgomery	Major Transit	Minor Arterial	Priority Route
CENTRAL AVE: Tramway Blvd. - 98th St. & Wyoming Blvd. - 64th St.	Premium Transit/ Major Transit/ Main Street	Community PA	Priority Route
COORS BLVD: Gun Club - I-25	Commuter	Regional PA	
COORS BLVD: Gun Club Rd. - Tower	Major Transit	Regional PA	Priority Route
COORS BLVD: Tower Rd. - Seven Bar Loop	Major Transit	Regional PA	Priority Route
COORS BYPASS: Coors Rd. - Alameda Blvd.	Commuter	Regional PA	Priority Route

Table continues

CORRIDOR NAME & SEGMENT(S)	CORRIDOR TYPE	LRTS DESIGNATION	2040 MTP PRIORITY TRANSIT
COTTONWOOD DR: Ellison - Seven Bar Loop	Major Transit		Priority Route
DENNIS CHAVEZ BLVD: Atrisco Vista - Coors Blvd.	Commuter	Regional PA	
EL PUEBLO: 2nd - Jefferson	Premium Transit		
ELLISON DR: Cottonwood Dr. - NW Transit Center via Cibola Loop	Major Transit		
ELLISON DR: Northwest Transit Center - Golf Course Rd.	Major Transit	Regional PA	Priority Route
GIBSON BLVD: Broadway Blvd. - Kirtland AFB (Gibson Gate)	Commuter	Regional PA	
GIRARD BLVD: Lomas - Central	Major Transit	Major Collector	Priority Route
GOLF COURSE RD/TAYLOR RANCH RD: Montano to McMahon	Major Transit	Minor Arterial	Priority Route
I-25	Commuter	Interstate	Priority (Partial)
I-40	Commuter/ Major Transit	Interstate	Priority (Partial)
ISLETA BLVD: I-25 - Bridge Blvd. & Goff - Bridge	Multi-Modal/ Main Street	Community PA	
JEFFERSON ST. (OSUNA RD.): I-25 - Paseo del Norte	Premium Transit/ Multi-Modal	Community PA	Priority Route
JEFFERSON ST. (OSUNA RD.): Paseo del Norte - Alameda BLVD	Multi-Modal	Community PA	
JUAN TABO BLVD: Central Ave. - Academy Rd.	Multi-Modal	Community PA	
LOMAS BLVD: Central Avenue - Tramway BLVD	Major Transit	Regional PA	Priority Route
LOUISIANA BLVD: Gibson - Montgomery (with loop on Americas Pkwy)	Major Transit	Community PA	Priority Route

Table continues

Table A-9: Corridors (continued)

CORRIDOR NAME & SEGMENT(S)	CORRIDOR TYPE	LRTS DESIGNATION	2040 MTP PRIORITY TRANSIT
MC MAHON BLVD: Golf Course Rd. - Universe	Commuter	Regional PA	
MENAUL BLVD: Tramway Blvd. - Rio Grande Blvd. (via Indian School Rd.)	Multi-Modal	Community PA	
MONTAÑO RD: Unser Blvd. - Taylor Ranch Rd.	Commuter	Regional PA	
MONTAÑO RD: Taylor Ranch Rd. - I-25	Major Transit	Regional PA	Priority Route
MONTGOMERY BLVD: I-25 - Tramway Blvd.	Major Transit	Regional PA	Priority Route
MOUNTAIN RD: 3rd St. - I-25	Major Transit	Major Collector	Priority Route
NM14	Multi-Modal		
PAN AMERICAN FWY E & W: Comanche Rd. - Jefferson St.	Premium Transit		
PARADISE BLVD: Unser - Paseo del Norte (via Eagle Ranch Rd.)	Multi-Modal	Minor Arterial	
PASEO DEL NORTE: Jefferson - Volcano Heights (VH) Transit St.	Premium Transit/ Commuter	Regional PA	Priority
PASEO DEL NORTE: Tramway Blvd. - Jefferson	Commuter	Regional PA	
PASEO DEL NORTE: VH Transit St. - Atrisco Vista	Commuter	Regional PA	
RIO BRAVO BLVD: Coors - I-25	Commuter	Regional PA	
RIO GRANDE BLVD: Central Ave. - I-40	Major Transit	Minor Arterial	Priority Route
ROY RD: I-25 - 4th St.	Commuter	Regional PA	
SAN MATEO BLVD: Gibson Blvd. - Jefferson St.	Major Transit	Community PA	Priority Route
SAN PEDRO: Central - Constitution	Main Street		

CORRIDOR NAME & SEGMENT(S)	CORRIDOR TYPE	LRTS DESIGNATION	2040 MTP PRIORITY TRANSIT
SEVEN BAR LOOP: Cottonwood Dr. - Coors Blvd.	Major Transit	Major Collector	Priority Route
SUNPORT BLVD: I-25 - Yale Blvd.	Commuter		
TRAMWAY BLVD: Central Ave. - Tramway Rd.	Commuter	Regional PA	
TRAMWAY RD: Tramway Blvd. - I-25	Commuter	Regional PA	
UNIVERSITY BLVD: Ave. Cesar Chavez - Pan American Fwy E & W (incl. Ave. Cesar Chavez to Yale)	Premium	Minor Arterial	Priority Route
UNIVERSITY BLVD: Mesa del Sol area - Sunport Blvd.	Multi-Modal	Minor Arterial	
UNSER BLVD: VH Transit St. - Westside Blvd.	Premium Transit/ Commuter	Regional PA	Priority Route
UNSER BLVD: Dennis Chavez Blvd. - VH Transit St.	Commuter	Regional PA	
WYOMING BLVD: Kirtland AFB - Alameda Blvd.	Multi-Modal	Regional PA	
YALE BLVD: Sunport (airport) - Ave. Cesar Chavez	Premium Transit	Minor Arterial	Priority Route

Table continues

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H. Statistical & Map Information

TABLES AND FIGURES

Figure A-16: Community Planning Areas, City and County

Unincorporated Bernalillo County

A	Northwest County	F	South Valley County
B	Northwest Mesa County	G	North Valley County
C	West Mesa County	H	North Albuquerque Acres
D	Southwest County	I	Northeast County
E	Southwest Mesa County	J	Southeast County

City of Albuquerque

K	West Mesa	Q	North Albuquerque
L	Northwest Mesa	R	Mid Heights
M	Southwest Mesa	S	Near Heights
N	Near North Valley	T	Mesa del Sol
O	Central ABQ	U	Foothills
P	North I-25	V	East Gateway

Table A-10: Community Planning Areas: Area, Population, Housing, Population Density, and Housing Unit Density, 2010 & 2014

	COMMUNITY PLANNING AREA*	AREA (SQ. MI.)	2010				2014			
			POP.	HOUSING UNITS	POP. DENSITY	HOUSING UNIT DENSITY	POP.	HOUSING UNITS	POP. DENSITY	HOUSING UNIT DENSITY
Unincorporated Bernalillo County — A, B, C, D**	WEST COUNTY	228.01	3498	1949	15	9	8081	2627	35	12
E	SOUTHWEST MESA COUNTY	24.92	5,829	2,377	234	95	7,109	2,840	285	114
F	SOUTH VALLEY COUNTY	26.78	45,320	18,273	1,692	682	45,149	17,488	1,686	653
G	NORTH VALLEY COUNTY	11.06	17,394	7,825	1,572	707	17,462	7,819	1,578	707
H	NORTH ALBUQUERQUE ACRES	6.38	9,345	4,706	1,464	737	10,676	5,344	1,672	837
I	NORTHEAST COUNTY	120.12	21,321	10,643	178	89	19,775	9,947	165	83
J	SOUTHEAST COUNTY	180.82	10,215	5,205	56	29	10,656	4,983	59	28
City of Albuquerque — K	WEST MESA	9.09	35,863	18,529	3,943	2,037	38,672	18,832	4,252	2,071
L	NORTHWEST MESA	20.98	69,081	35,104	3,292	1,673	75,018	37,315	3,575	1,778
M	SOUTHWEST MESA	16.36	71,390	30,685	4,365	1,876	75,924	31,748	4,642	1,941
N	NEAR NORTH VALLEY	9.20	24,674	11,206	2,681	1,218	25,394	10,991	2,759	1,194
O	CENTRAL ABQ	7.50	24,632	11,222	3,285	1,497	23,319	10,201	3,110	1,360
P	NORTH I-25	7.82	7,915	4,305	1,013	551	8,713	4,119	1,115	527
Q	NORTH ALBUQUERQUE	13.54	59,599	30,843	4,403	2,279	60,671	29,539	4,482	2,182
R	MID HEIGHTS	11.24	50,632	24,560	4,503	2,184	48,838	23,034	4,344	2,049
S	NEAR HEIGHTS	17.63	74,559	36,636	4,230	2,078	77,189	36,397	4,379	2,065
T	MESA DEL SOL	31.27	1,675	612	54	20	2,119	636	68	20
U	FOOTHILLS	15.43	79,783	39,496	5,171	2,560	80,577	37,244	5,222	2,414
V	EAST GATEWAY	7.79	30,293	13,289	3,890	1,706	30,726	13,286	3,946	1,706
	TOTAL	765.94	643,018	307,465			666,068	304,390		

*See **Figure A-16** for a map of all Community Planning Areas. See **Figures A-18 – A-29** for detailed maps of each City Community Planning Area.

** Due to Census boundaries, the Northwest, Northwest Mesa, West Mesa, and Southwest County Community Planning Areas have been combined for the purpose of this data. See Figure A-17 for an illustration of this change.

Source: American Community Survey, 2006-2010 and 2010-2014.
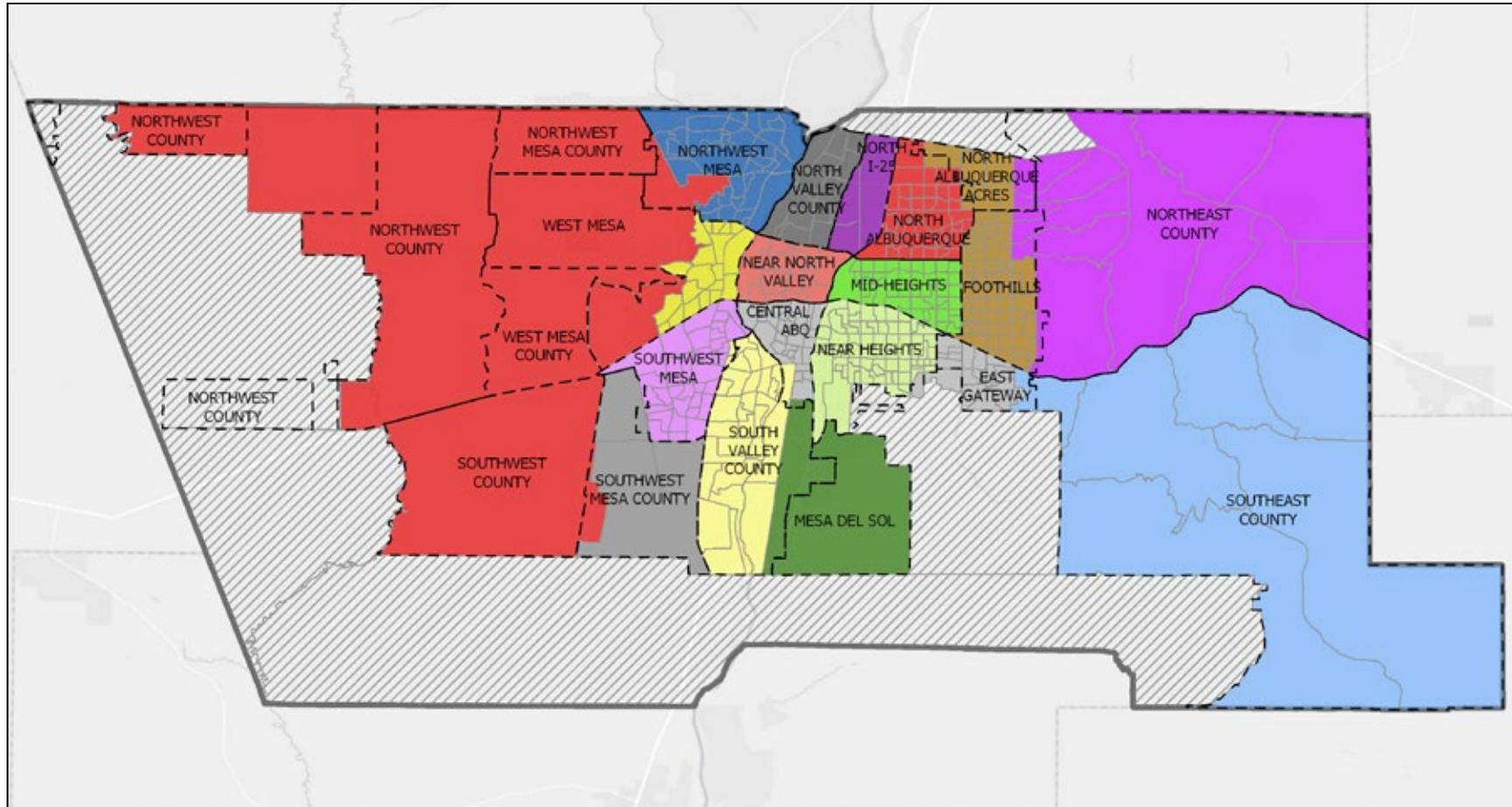
Figure A-17: Census Block Group Boundaries used to Determine Population, Housing, and Density for Table A-9

Note: Community Planning Area boundaries do not follow Census boundaries exactly. This map shows how Census Block Group boundaries used for the data in **Table A-9** sometimes extend beyond Community Planning Area Boundaries. For this reason, any Census data used to describe a Community Planning Area may vary slightly form actual conditions.
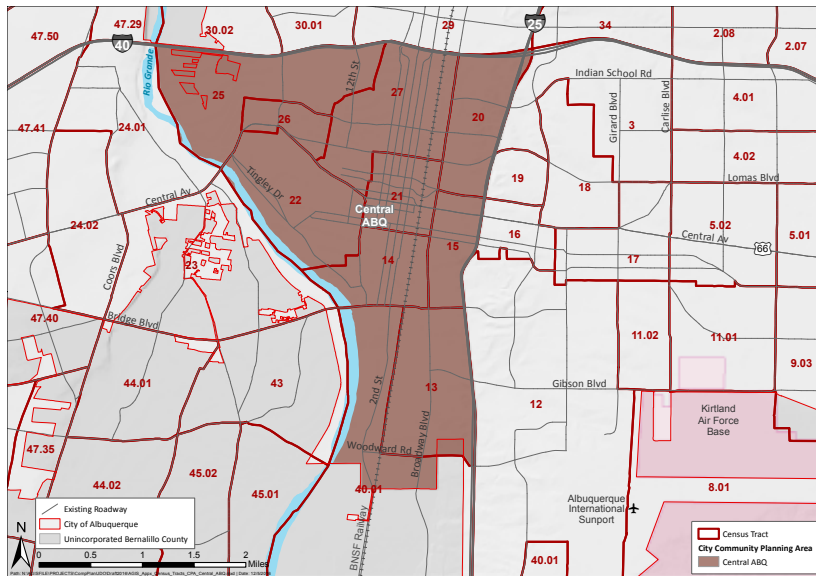
Figure A-18: Central ABQ
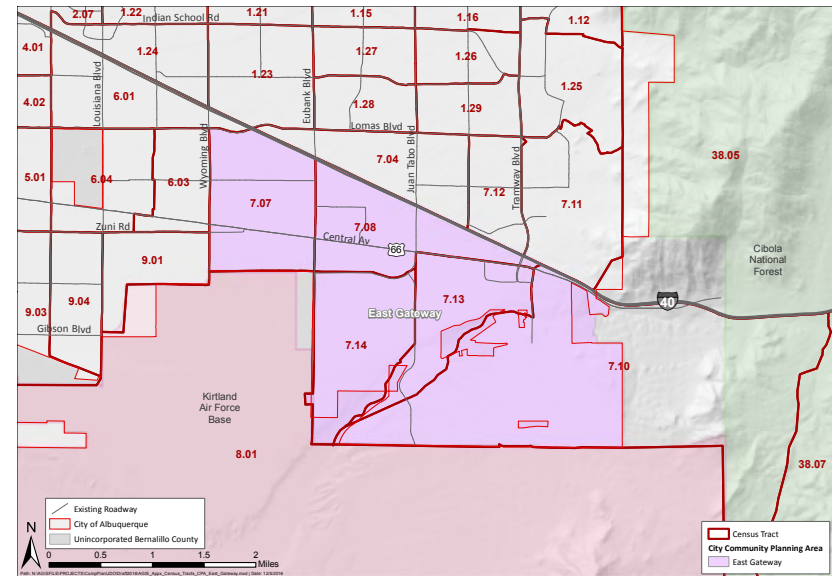
Figure A-19: East Gateway
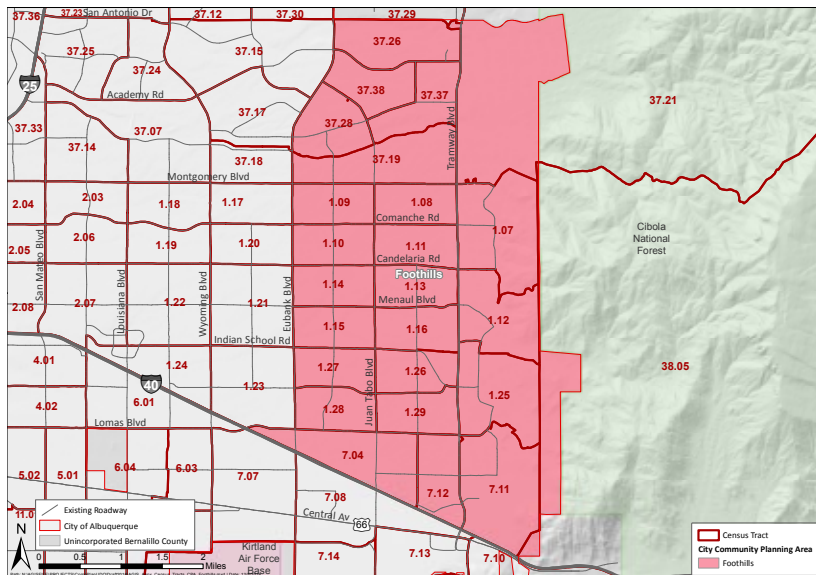
Figure A-20: Foothills

Figure A-21: Mesa del Sol
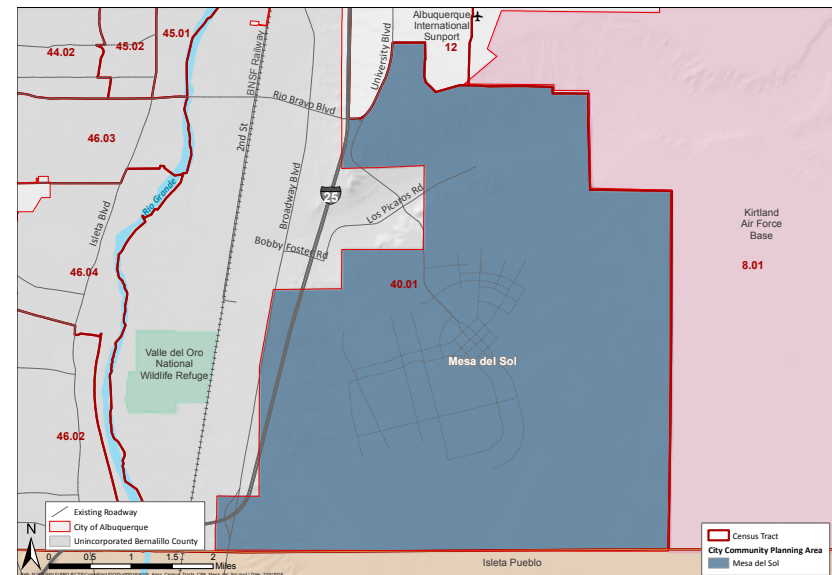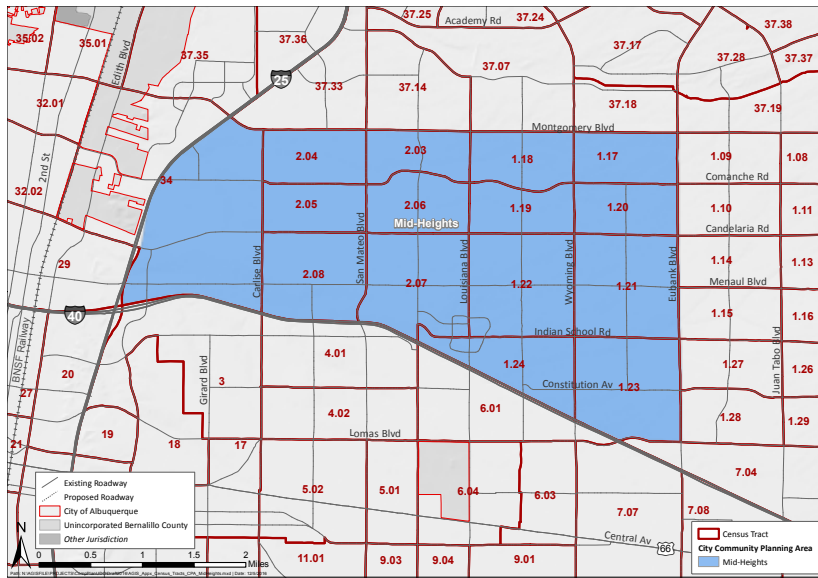
Figure A-22: Mid Heights
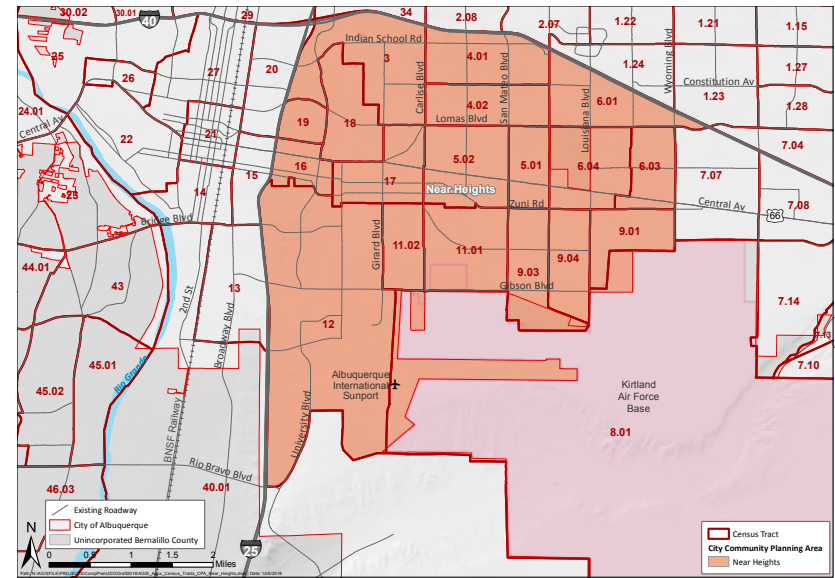
Figure A-23: Near Heights
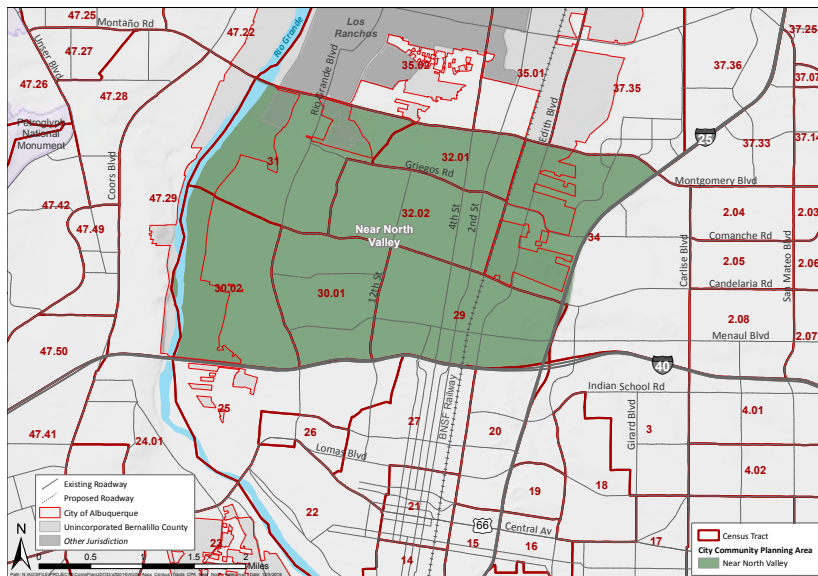
Figure A-24: Near North Valley
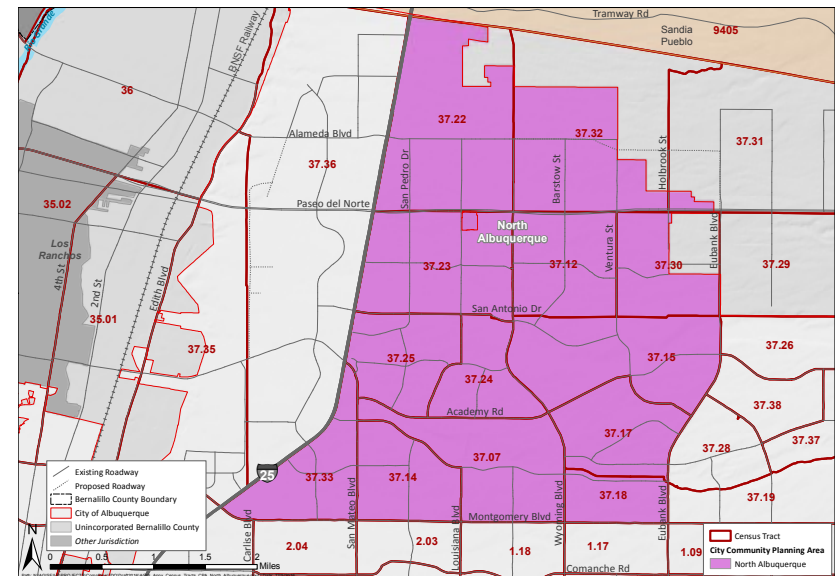
Figure A-25: North Albuquerque
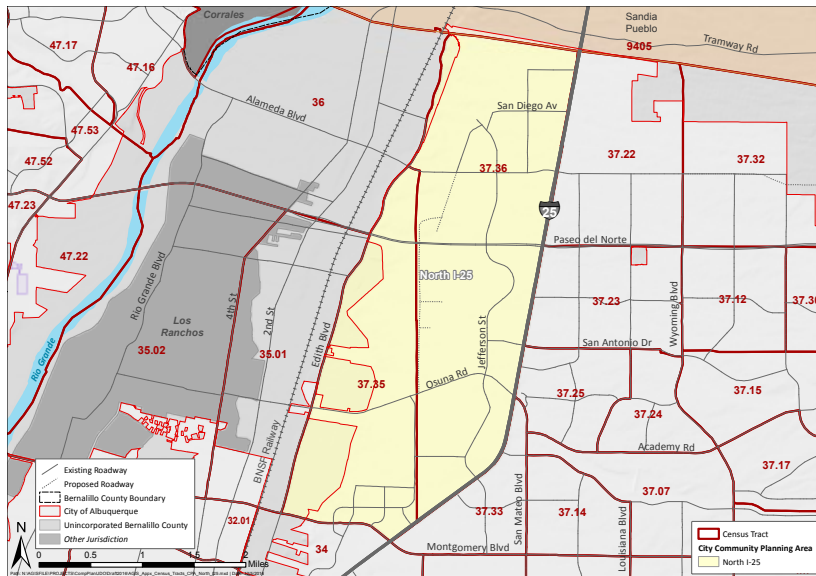
Figure A-26: North I-25
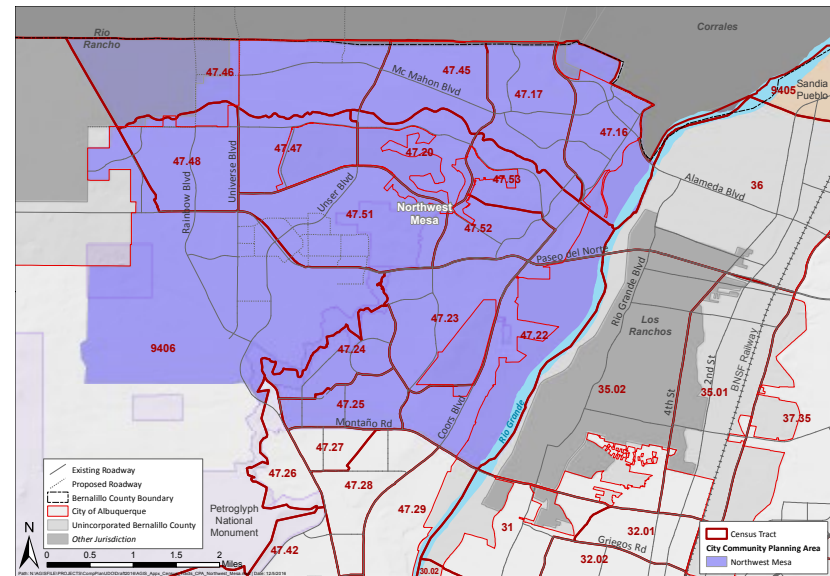
Figure A-27: Northwest Mesa
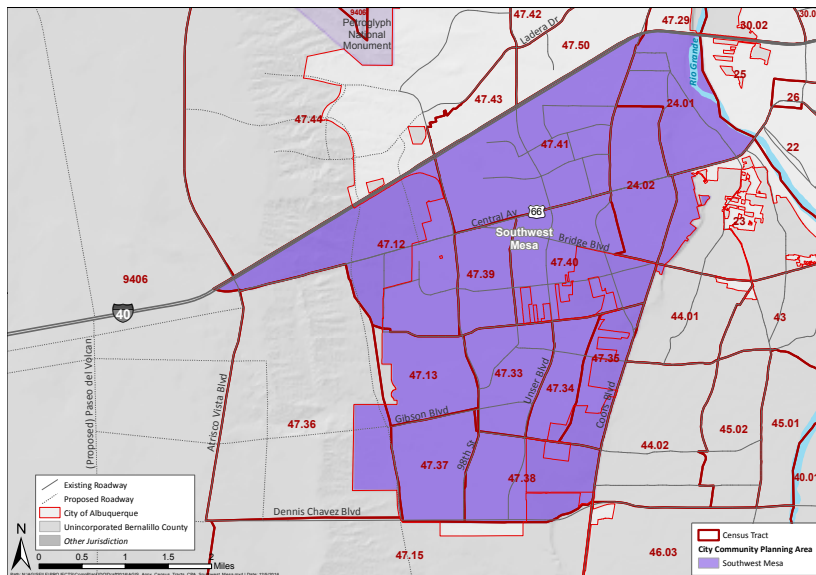
Figure A-28: Southwest Mesa
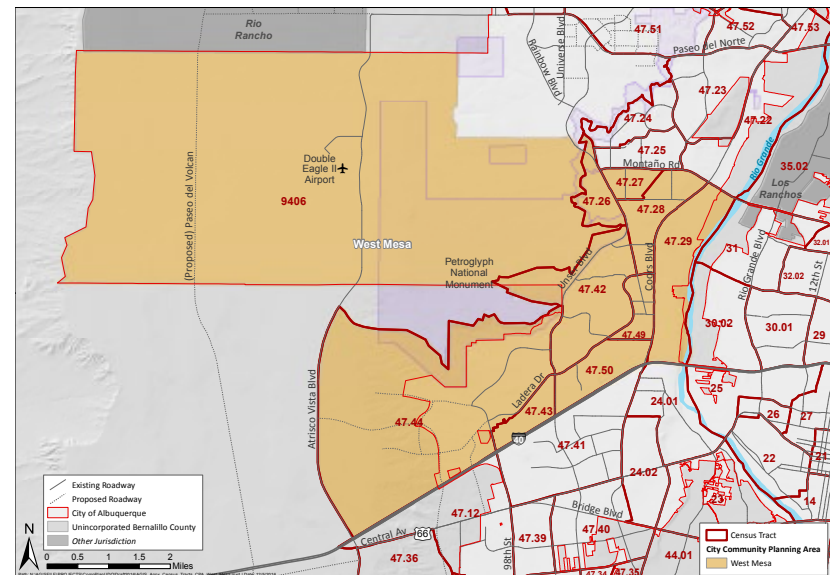
Figure A-29: West Mesa
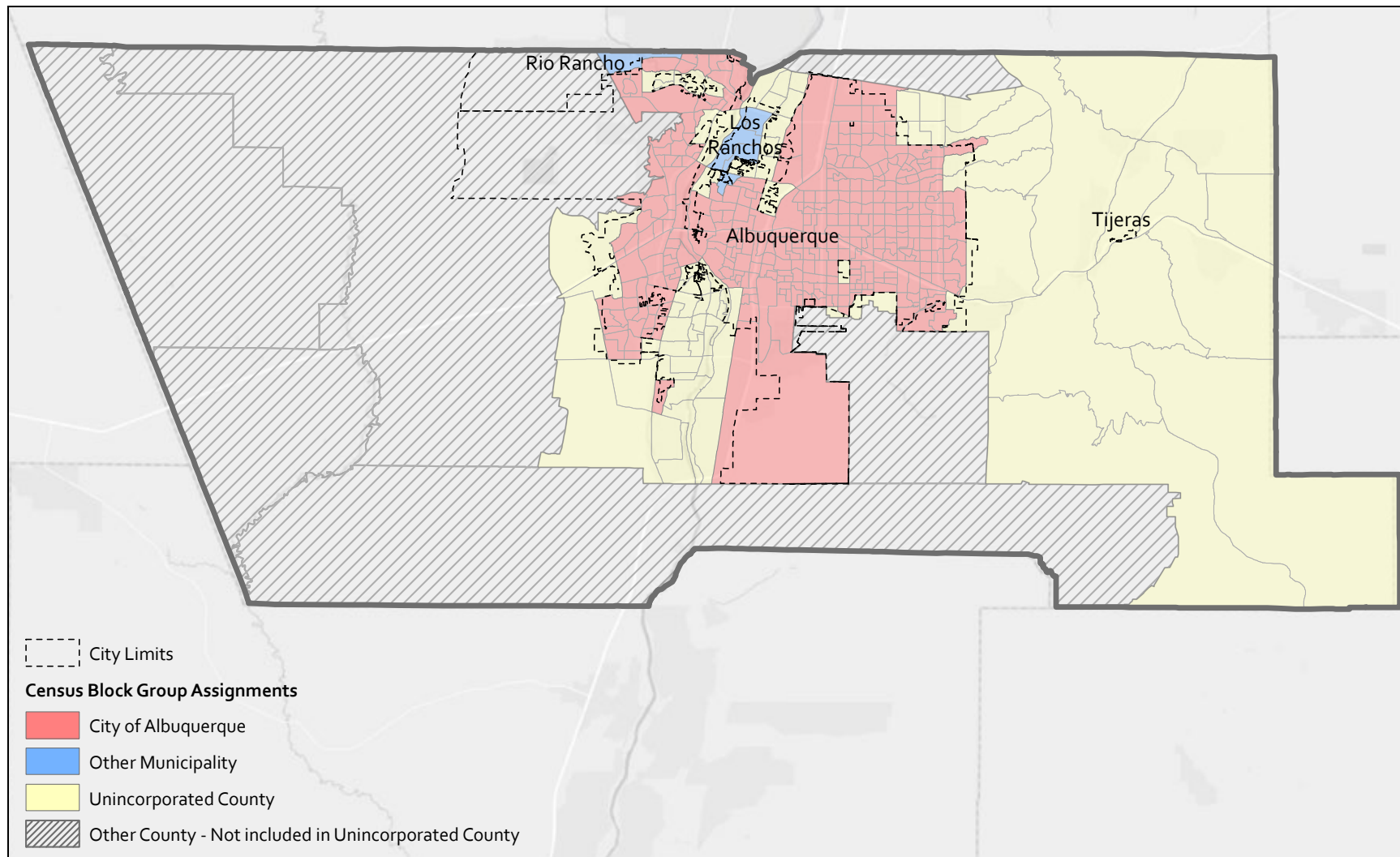
Figure A-30: Bernalillo County, Unincorporated Bernalillo County, and City of Albuquerque

Note: Jurisdictional boundaries do not follow Census Boundaries exactly. This map illustrates the Census boundaries that correspond most closely to the City of Albuquerque and Unincorporated County boundaries. These boundaries are used for data in Figures A-31 – A-34 and Tables A-10 – A-15.
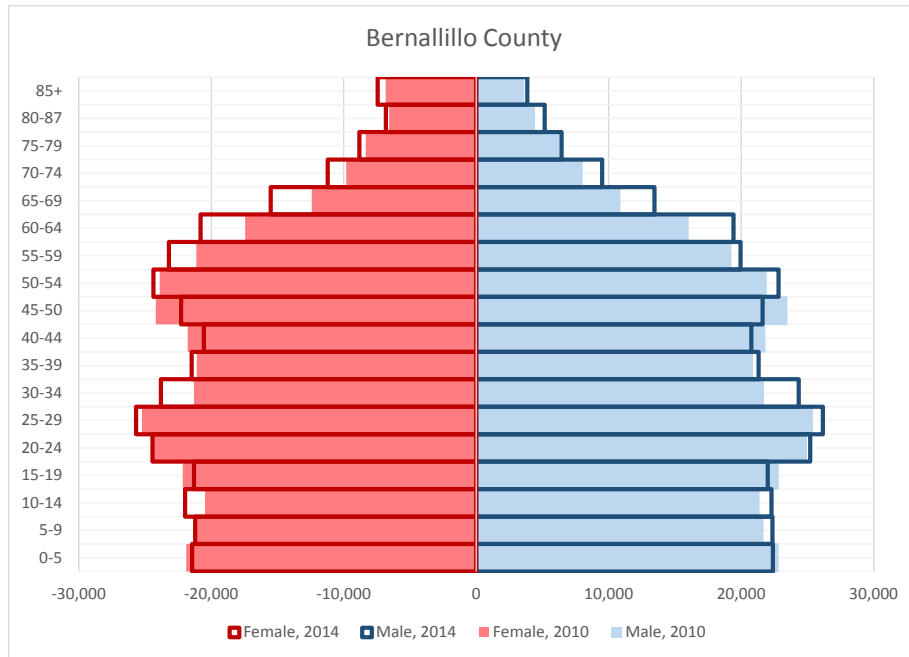
Figure A-31: Population Pyramid, Bernalillo County
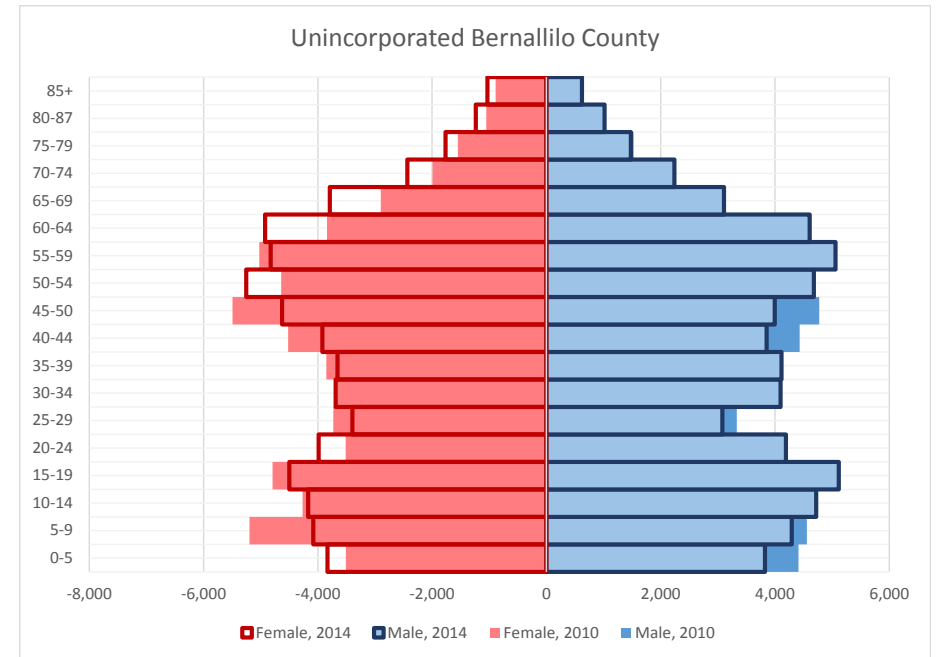
Figure A-32: Population Pyramid, Unincorporated Bernalillo County
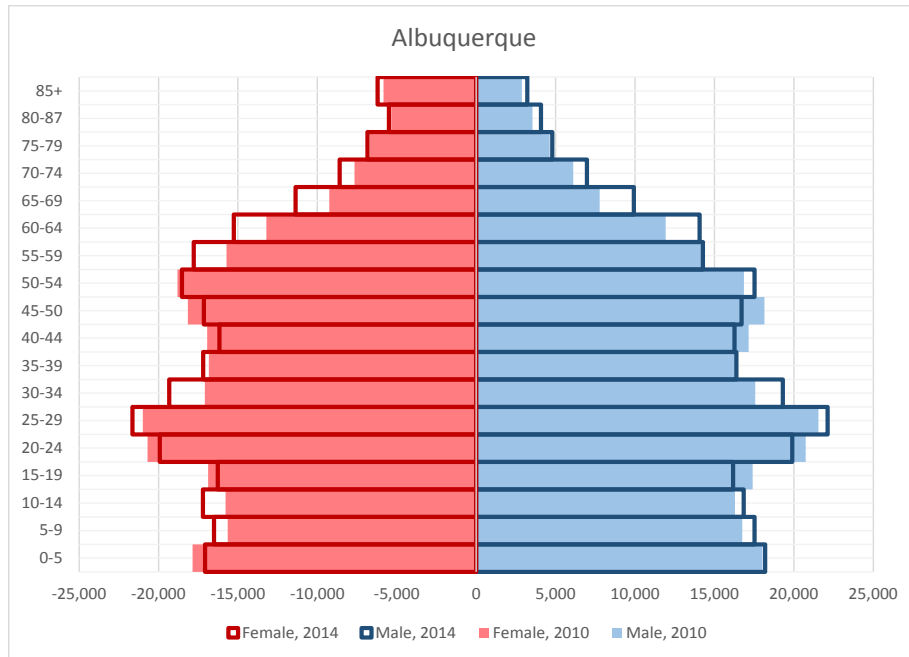
Figure A-33: Population Pyramid, Albuquerque
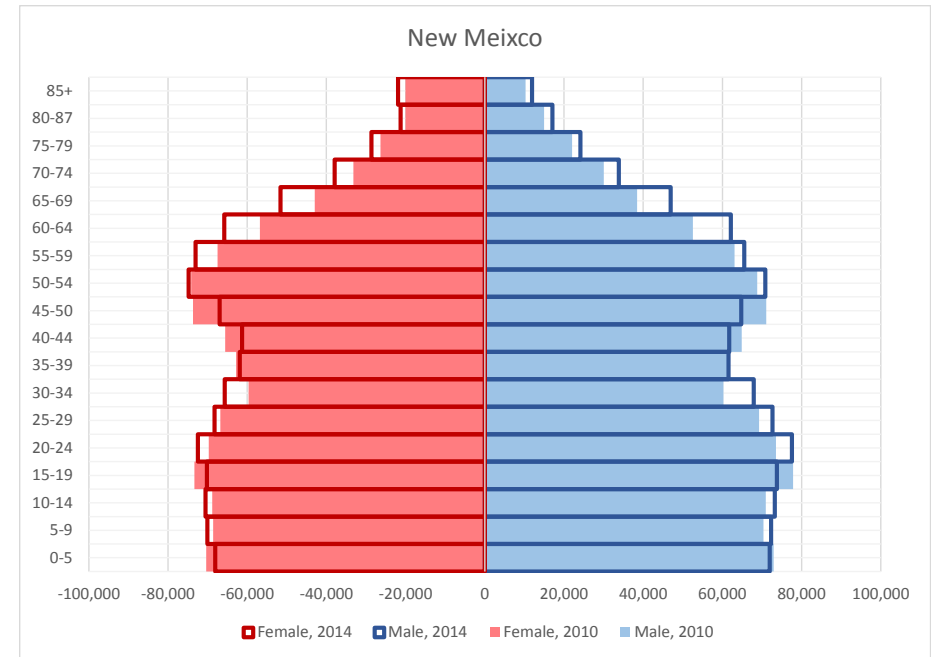
Figure A-34: Population Pyramid, New Mexico

Table A-11: Average Household Size, 2010 and 2014

AVERAGE HOUSEHOLD SIZE	BERNALILLO COUNTY		UNINCORPORATED BERNALILLO COUNTY		ALBUQUERQUE		NEW MEXICO	
	2010	2014	2010	2014	2010	2014	2010	2014
Average Household Size	2.50	2.55	2.22	2.28	2.44	2.47	2.66	2.72

Source: American Community Survey, 2006-2010 and 2010-2014

Table A-12: Housing Tenure by Vehicles Available, 2010 and 2014

DWELLING UNIT TYPE	BERNALILLO COUNTY		UNINCORPORATED BERNALILLO COUNTY		ALBUQUERQUE		NEW MEXICO	
	2010	2014	2010	2014	2010	2014	2010	2014
Total Occupied Housing Units	259,165	263,719	46,781	46,418	207,793	211,264	756,112	764,684
Owner occupied units	167,303	164,510	36,544	35,670	126,688	123,869	526,585	521,278
No vehicle available	3,715	3,657	768	863	2,891	2,686	14,957	15,043
1 vehicle available	45,535	46,496	7,567	8,306	36,822	36,850	136,099	137,621
2 vehicles available	74,614	70,914	16,052	14,300	56,956	54,507	220,895	216,495
3 vehicles available	30,063	30,376	8,164	7,926	21,124	21,468	102,692	101,143
4 vehicles available	10,034	10,047	2,830	3,211	6,810	6,537	37,000	35,635
5 or more vehicles available	3,342	3,020	1,163	1,064	2,085	1,821	14,942	15,341
Total renter occupied units	91,862	99,209	10,237	10,748	81,105	87,395	229,527	243,406
No vehicle available	11,577	13,153	981	851	10,528	12,245	26,910	28,757
1 vehicle available	47,606	50,956	4,556	4,912	42,852	45,703	115,420	118,411
2 vehicles available	26,094	27,871	3,502	3,744	22,389	23,690	66,270	72,675
3 vehicles available	5,042	5,815	898	981	4,127	4,603	15,720	18,402
4 vehicles available	1,048	1,082	199	197	842	885	3,855	3,920
5 or more vehicles available	495	436	101	63	367	350	1,352	1,449

Source: American Community Survey, 2006-2010 and 2010-2014

Table A-13: Means of Transportation to Work, Workers 16+, 2010 and 2014

MEANS OF TRANSPORTATION TO WORK	BERNALILLO COUNTY		UNINCORPORATED BERNALILLO COUNTY		ALBUQUERQUE		NEW MEXICO	
	2010	2014	2010	2014	2010	2014	2010	2014
Car, Truck, or Van	**277,740**	**273,874**	**57,119**	**50,991**	**220,300**	**216,089**	**784,854**	**780,388**
Drove Alone	242,384	243,971	52,181	45,061	193,319	192,886	679,799	689,513
Carpooled	35,356	29,903	44,664	5,930	26,981	23,203	105,055	90,875
Public Transportation	**5,819**	**5,987**	**7,517**	**554**	**5,117**	**5,385**	**9,167**	**9,977**
Bus/Trolley Bus	5,392	5,331	634	495	4,825	4,827	8,210	8,340
Streetcar/Trolley Car	0	0	519	0	0	0	30	55
Subway/Elevated Rail	36	54	0	3	26	51	108	89
Railroad	391	589	10	56	266	494	819	1,473
Ferryboat	0	13	105	0	0	13	0	20
Taxi, Motorcycle, Bicycle, or Other	**7,013**	**7,955**	**773**	**964**	**6,187**	**6,731**	**16,186**	**17,675**
Taxicab	36	51	0	0	36	51	69	106
Motorcycle	1,306	1,343	120	201	1,176	1,101	3,086	2,952
Bicycle	3,440	3,753	252	246	3,160	3,409	5,731	6,382
Walked	5,858	6,174	693	836	5,076	5,148	20,671	19,476
Other Means	2,231	2,808	401	517	1,815	2,170	7,300	8,235

Source: American Community Survey, 2006-2010 and 2010-2014

Table A-14: Employed Civilian Population and Job Density by Industry, Age 16+, 2010 and 2014

	BERNALILLO COUNTY				UNINCORPORATED BERNALILLO COUNTY			
	Area (sq. mi.): 1,167				Area (sq. mi.): 539			
	2010		2014		2010		2014	
INDUSTRY	JOBS	JOB DENSITY	JOBS	JOB DENSITY	JOBS	JOB DENSITY	JOBS	JOB DENSITY
Agriculture, forestry, fishing and hunting, and mining	2,610	2.24	2,874	2.46	506	0.94	512	0.95
Construction	26,578	22.77	19,954	17.10	6,422	11.91	4,820	8.94
Manufacturing	18,728	16.05	16,956	14.53	3,710	6.88	3,346	6.21
Wholesale trade	8,754	7.50	7,308	6.26	2,000	3.71	1,403	2.60
Retail trade	35,101	30.07	34,559	29.61	5,791	10.74	6,180	11.47
Transportation and warehousing, and utilities	12,265	10.51	10,971	9.40	2,499	4.64	2,567	4.76
Information	7,218	6.18	6,187	5.30	1,200	2.23	969	1.80
Finance and insurance, and real estate and rental and leasing	18,283	15.66	15,861	13.59	3,133	5.81	2,431	4.51
Professional, scientific, and management, and administrative and waste management services	42,374	36.30	42,838	36.70	8,257	15.32	8,046	14.93
Educational services, and health care and social assistance	73,186	62.70	80,337	68.83	12,764	23.68	14,148	26.25
Arts, entertainment, and recreation, and accommodation and food services	33,771	28.93	34,230	29.33	4,601	8.54	4,905	9.10
Other services, except public administration	14,822	12.70	15,829	13.56	2,701	5.01	3,253	6.04
Public administration	19,969	17.11	21,284	18.24	3,879	7.20	4,161	7.72
TOTAL	313,659	268.73	309,188	264.90	57,463	106.61	56,741	105.27

Source: American Community Survey, 2006-2010 and 2010-2014

Table continues

Table A-14: Employed Civilian Population and Job Density by Industry, Age 16+, 2010 and 2014 (continued)

	ALBUQUERQUE				NEW MEXICO			
	Area (sq. mi.): 189				Area (sq. mi.): 121,590			
	2010		2014		2010		2014	
INDUSTRY	JOBS	JOB DENSITY	JOBS	JOB DENSITY	JOBS	JOB DENSITY	JOBS	JOB DENSITY
Agriculture, forestry, fishing and hunting, and mining	2,049	10.84	2,300	12.17	36,726	0.30	38,509	0.32
Construction	19,822	104.88	14,781	78.21	75,349	0.62	60,090	0.49
Manufacturing	14,494	76.69	13,091	69.26	47,079	0.39	43,074	0.35
Wholesale trade	6,640	35.13	5,808	30.73	19,887	0.16	18,038	0.15
Retail trade	28,790	152.33	27,760	146.88	103,278	0.85	98,645	0.81
Transportation and warehousing, and utilities	9,635	50.98	8,083	42.77	40,748	0.34	39,326	0.32
Information	5,881	31.12	5,112	27.05	16,994	0.14	13,961	0.11
Finance and insurance, and real estate and rental and leasing	14,907	78.87	13,129	69.47	45,111	0.37	39,473	0.32
Professional, scientific, and management, and administrative and waste management services	33,249	175.92	33,738	178.51	95,697	0.79	95,808	0.79
Educational services, and health care and social assistance	59,021	312.28	64,459	341.05	207,969	1.71	220,881	1.82
Arts, entertainment, and recreation, and accommodation and food services	28,594	151.29	28,595	151.30	91,649	0.75	95,461	0.79
Other services, except public administration	11,839	62.64	12,137	64.22	41,988	0.35	41,932	0.34
Public administration	15,488	81.95	16,272	86.10	66,286	0.55	70,749	0.58
TOTAL	250,409	1,324.9	245,265	1,297.7	888,761	7.31	875,947	7.20

Source: American Community Survey, 2006-2010 and 2010-2014

Table A-15: Educational Attainment, Population Age 25+, 2010 and 2014

EDUCATIONAL ATTAINMENT	BERNALILLO COUNTY		UNINCORPORATED BERNALILLO COUNTY		ALBUQUERQUE		NEW MEXICO	
	2010	2014	2010	2014	2010	2014	2010	2014
TOTALS	423,230	446,795	83,524	86,500	331,276	347,186	1,296,627	1,360,013
No schooling completed	3,515	5,552	800	1,296	2,678	4,183	15,748	18,614
Nursery to 4th grade	3,568	2,864	732	633	2,815	2,166	17,110	15,161
5th and 6th grade	10,882	8,420	2,877	2,189	7,944	6,026	36,643	33,006
7th and 8th grade	7,551	7,740	2,254	2,374	5,214	5,213	31,600	30,111
9th grade	8,166	6,525	1,852	1,608	6,172	4,657	28,155	27,310
10th grade	7,782	6,963	1,661	1,564	6,006	5,210	34,413	32,057
11th grade	9,880	8,800	2,518	2,355	7,257	6,059	39,278	39,146
12th grade, no diploma	7,049	7,758	1,268	1,303	5,655	6,321	21,206	22,580
High school graduate, GED, or alternative	102,762	105,643	21,276	21,387	79,393	81,125	349,895	358,007
Some college, less than 1 year	25,130	27,086	4,121	4,714	20,680	21,686	79,604	81,840
Some college, 1 or more years, no degree	74,302	81,141	13,552	13,788	59,339	64,492	219,553	242,652
Associate degree	29,149	33,941	4,998	5,762	23,435	27,044	93,389	104,758
Bachelor's degree	74,119	79,973	13,236	14,183	59,272	63,517	189,601	201,686
Master's degree	39,807	44,240	7,753	9,143	31,212	34,196	97,179	107,547
Professional school degree	10,494	9,778	2,473	2,023	7,593	7,425	21,458	21,055
Doctorate degree	9,074	10,371	2,153	2,178	6,611	7,866	21,795	24,483

Source: American Community Survey, 2006-2010 and 2010-2014

I. Areas of Change & Consistency Methodology

Mapping Areas of Change and Consistency

These areas were mapped by AGIS in five steps:

A. Map entire City as Areas of Consistency
B. Create Areas of Change
C. Adjust Areas of Consistency
D. Adjust the Change/Consistency designations to reflect the goals of each Metropolitan Redevelopment Area Plan, and
E. Fine-tune the results in specific areas.

The criteria for each step are detailed below.

Step A - Map entire City as Areas of Consistency

• All parcels began as Areas of Consistency; any parcels that aren't captured as Areas of Change in subsequent steps remain Areas of Consistency.

Step B - Create Areas of Change by including:

• Parcels within 660 feet of the center line of streets designated Premium Transit, Major Transit, and Main Street Corridors.
• Parcels within 330 feet of Multi-Modal Corridors.
• Parcels within all Comp Plan Centers, excluding the Old Town Activity Center.
• Parcels within 660 feet of existing Transit Centers (5) including any associated Park & Ride facilities.
• Parcels only of other Park & Ride facilities that are within larger properties.
• Parcels within areas mapped as Master Development Plans in AGIS. These include master planned developments and communities (Westland, Mesa del Sol), as well as business and industrial parks. See list in **Table A-3 in Appendix C**.

Notes:
1. Parcels crossed by the 330 or 660 foot line from a Corridor or Transit Center are included in their entirety in the Area of Change.
2. Parcels along Commuter Corridors, which are auto-oriented, may be designated Change if another criterion under Step B and/or D applies.

Step C – Adjust Areas of Consistency by converting from Change to Consistency:

• Parcels zoned single-family residential (e.g. R-1, R-A) and any associated private roads, easements, or common lands, excluding any that may fall within Comp Plan Centers.
• Parcels with single-family residential land use, excluding any that fall within Comp Plan Centers.
• Parks and Open Space (including proposed Open Space)
• Golf Courses
• Cemeteries (see list at end of this Appendix*)
• Airport facilities and Kirtland Air Force Base clear zones
  Note: Parcels zoned or used for single-family residential that abut Corridors (or, in rare cases, fall within a Master Development Plan area), remain Consistency. See **Step D** *for how these are handled in Metropolitan Redevelopment Areas.*

Step D – Adjust Change/Consistency designation according to Metropolitan Redevelopment Area criteria in Table A-16.

- Single-family residential zones and uses, parks and Open Space, golf courses, cemeteries, airport facilities, and KAFB clear zones within MRA plan areas remain Areas of Consistency, except where otherwise specified in the criteria in **Table A-16**.

Table A-16: Areas of Change & Consistency Methodology for Metropolitan Redevelopment Areas

MRA PLAN	CRITERIA
Barelas Neighborhood Commercial Area Revitalization Plan	Area bounded at North by Atlantic (both sides), at East by 1st or 2nd (West side only), at South by Bridge (North side only) and at West by 4th (both sides) is Change Parcels abutting 1st, 2nd, 3rd, 4th St. are Change Remaining parcels *zoned* single-family residential, parks, etc., are Consistency
Central/Highland/Upper Nob Hill MRA Plan	Blocks abutting Central Ave, North to Copper and South to Silver are Change Remaining parcels *zoned* single-family residential, parks, etc., are Consistency
Clayton Heights/Lomas Del Cielo MRA Plan	Parcels that abut Yale Blvd, Cesar Chavez, Gibson, and University are Change Mobile home park East of Buena Vista and South of Sunshine Terrace is Change Remaining parcels per standard criteria
Coronado MRA	Entire MRA is Change
Downtown 2025 MR Plan/Sector Development Plan	Entire MRA is Change
East Gateway MRA	Entire MRA is Change Note: there are no parcels zoned single-family residential in this MRA
Historic Central MRA Plan	Parcels abutting Central Ave. are Change Remaining parcels per standard criteria
Los Candelarias Village Center MRA Plan - 2006	Parcels abutting 12th St. and Candelaria Rd are Change Remaining parcels per standard criteria
McClellan Park MRA	Entire MRA is Change
Near Heights MRA Plan, including Near Heights Expansion Plan (2010)	Parcels abutting Central, Zuni, Wyoming, Louisiana, San Mateo, and Gibson are Change The block bounded by Ross, Alvarado, Eastern, and Palomas is Change (inside parcels only) Remaining parcels *zoned* single-family residential, parks, etc., are Consistency
Old Albuquerque High School MRA Plan - I Old Albuquerque High School MRA Plan - II	Entire MRA is Change
Phoenix MRA	Default to standard criteria
Railroad MRA Plan (aka Alvarado Railroad MRA)	Entire MRA is Change
Sawmill/Wells Park Community MRA Plan (2005)	Cultural/Commercial Corridor and Opportunity, Warehouse, Mixed-Use Transition, and Mountain Road Sub-Areas are Change Arbolera de Vida and Neighborhood Residential Sub-Areas are Consistency

Table continues

Table A-16: Areas of Change & Consistency Methodology for Metropolitan Redevelopment Areas (continued)

MRA PLAN	CRITERIA
Soldiers-Sailors Park MRA Plan	Entire MRA is Change
South Barelas Industrial Park MRA Plan	Entire MRA is Change
South Broadway MRA Plan	Parcels abutting Broadway, Avenida Cesar Chavez (East of John St. only), and Gibson, and other parcels not zoned single-family residential are Change Single-family residential *zoned* parcels, parks, etc., are Consistency
St. Joseph Hospital MRA Plan	Entire MRA is Change
Sycamore MRA Plan	Parcels abutting MLK, Central, Lead, Coal, and University are Change Single-family residential *zoned* parcels, parks, etc., are Consistency
Tingley Beach MRA Plan	Entire MRA is Change
West Central MRA Plan	Parcels abutting Central, Atrisco, Coors, Old Coors, and Unser are Change Parcels within Atrisco Business Park, excluding single-family residential zones and uses, are Change Single-family residential *zoned* parcels, parks, etc., are Consistency

Step E - Additional Area-Specific Criteria

- Double Eagle Airport – Use the Employment Center rather than the Master Development Area to create Change, excluding the airport and runways.

- Mesa del Sol Master Plan area – Parcels are Change, except single-family residential zones, Open Space, the La Semilla area, and the County Recreational Facility.

- Westland Master Plan area – Mixed-use zoned parcels north of Westland Activity Center are Change excluding the drainage facility.

* Cemeteries included in Areas of Consistency:

1. Fairview Memorial Park Cemetery
2. Gate of Heaven Catholic Cemetery
3. Mount Calvary Cemetery
4. Mountain View Cemetery (Martinez Family Cemetery)
5. San Carlos Cemetery (Alameda Cemetery)
6. San Jose Cemetery
7. Sandia Memorial Gardens
8. Santa Clara Cemetery
9. Sunset Memorial Park

An interactive map of Areas of Change and Consistency is available at the following link:
http://www.cabq.gov/planning/agis-maps/agis-interactive-map-gallery

J. Metropolitan Redevelopment Areas

Metropolitan Development Areas are distressed or blighted areas that have been designated as appropriate for a metropolitan redevelopment project by the local planning commission and governing body. Development within a Metropolitan Redevelopment Area is overseen by the Metropolitan Redevelopment Agency and must follow an established Metropolitan Redevelopment Plan.

Metropolitan Redevelopment Plans are not established through the Comp Plan and are not considered policy documents. Information about current Metropolitan Redevelopment Areas and Plans is provided here for informational purposes only.

Current Metropolitan Redevelopment Areas (See Figure A-35 for map of MRAs)

ABQ HIGH SCHOOL

BARELAS

BRIDGE/ISLETA

CLAYTON HTS/LOMAS DEL CIELO

CORONADO

DEL REY*

DOWNTOWN

EAST GATEWAY

HIGHLAND/CENTRAL

HISTORIC CENTRAL

LOS CANDELARIAS VILLAGE CENTER

MARTINEZTOWN/SANTA BARBARA*

MCCLELLAN PARK

NEAR HEIGHTS

NORTH CORRIDOR*

PHOENIX AVE

RAILROAD

SAWMILL/WELLS PARK

SOLDIERS & SAILORS PARK

SOUTH BARELAS INDUSTRIAL PARK

SOUTH BROADWAY

ST JOSEPH HOSPITAL

SYCAMORE

TINGLEY BEACH

WEST CENTRAL

*Metropolitan Redevelopment Areas without an MR Plan
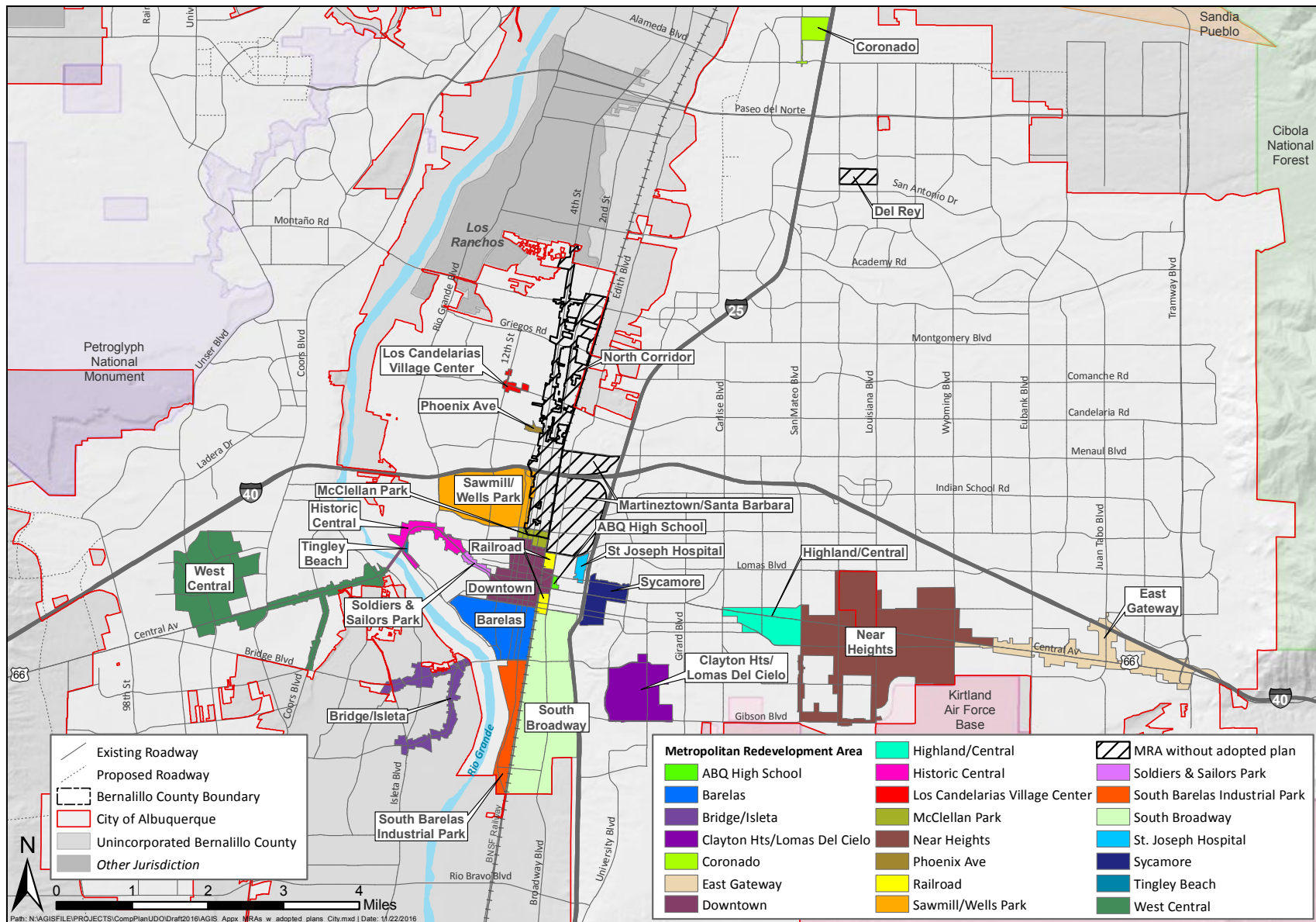
Figure A-35: Metropolitan Redevelopment Areas

K. City Park Development

Table A-17: City Park Development, 1960-2015

YEAR	PARKS DEVELOPED	CUMULATIVE NUMBER OF PARKS	ACRES DEVELOPED	CUMULATIVE ACRES	YEAR	PARKS DEVELOPED	CUMULATIVE NUMBER OF PARKS	ACRES DEVELOPED	CUMULATIVE ACRES
Prior to 1960	39	39	124.7	124.65	1975	4	108	15.0	458.03
1960	2	41	32.1	156.71	1976	3	111	8.3	466.35
1961	5	46	35.6	192.33	1977	5	116	56.7	523.08
1962	6	52	10.0	202.35	1978	3	119	17.4	540.49
1963	4	56	8.0	210.36	1979	11	130	34.7	575.14
1964	4	60	6.5	216.84	1980	2	132	11.0	589.13
1965	6	66	27.5	244.33	1981	5	137	15.3	601.40
1966	1	67	5.9	250.22	1982	5	142	29.8	631.15
1967	5	72	28.1	278.27	1983	4	146	47.4	678.53
1968	2	74	54.4	332.62	1984*	3	149	8.1	686.63
1969	5	79	12.2	344.81	1985	8	157	49.8	736.43
1970	3	82	14.3	359.10	1986[†]	3	160	9.2	745.59
1971	7	89	21.2	380.27	1987[‡]	3	163	19.5	765.09
1972	10	99	40.8	421.10	1988**	3	160**	12.9	778.00
1973	2	101	6.7	427.76	1989	5	165	17.0	195.95
1974	3	104	15.2	422.99	1990-2001	69	238	382.6	1203.27

Table continues   Table continues

YEAR	PARKS DEVELOPED	CUMULATIVE NUMBER OF PARKS	ACRES DEVELOPED	CUMULATIVE ACRES
2002	2	240	11.3	1214.59
2003	5	245	21.0	1235.55
2004	2	247	11.8	1247.31
2005	7	254	70.5	1317.77
2006	6	260	20.1	1337.85
2007	6	266	47.8	1385.60
2008	5	271	37.0	1422.63
2009	3	274	24.0	1446.61
2010	5	279	27.8	1474.45
2011	2	281	10.1	1484.56
2012	1	283	3.9	1488.48
2013††	2	285	25.5	1514.00
2014††	3	288	32.0	1546.00
2015††	3	291	30.0	1576.00

* 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.
†† Acres include partially developed parks which were not added to the Parks Developed column because they were already counted.

L. City Major Public Open Space Acquisition

Table A-18: City Open Space Development, 1963 - 2012

YEAR ACQUIRED	PROPERTY NAME	CUMULATIVE NUMBER OF OPEN SPACE PROPERTIES*	ACRES ACQUIRED	CUMULATIVE ACRES	ACRES OUTSIDE CITY	ACRES WITHIN CITY
1963	Golden Park	4	1,180.3		1,180.3	
	Gutierrez (Nature Center)		300.6	1480.9	300.6	
	Four Hills Park		40.0	1520.9		40.0
	Carolino Canyon		27.5	1548.9	27.5	
1964-1968**	Shooting Range	5	4,596.0	6144.4		4,596.0
1965	Montesa Park	6	577.4	6721.4		577.4
1966	Placitas	7	560.0	7281.4	560.0	
1967	La Boca Negra Park	8	1,527.6	8809.0		1,527.6
1968	San Antonito	9	168.5	8977.5	168.5	
1973	Sandia Foothills	11	490.1	9467.6		490.1
	Indian Petroglyph State Park		75.3	9542.9		75.3
1974	Glenwood Hills	12	70.0	9612.9		70.0
1976	Volcanoes	13	1,320.0	10932.9		1,320.0
1977	Marsh Peninsula	15	230.0	11162.9		230.0
	Sandia Foothills		120.0	11282.9		120.0
	Candelaria Farms		176.0	11545.9		176.0

Table continues

Table A-18: City Open Space Development, 1963 - 2012 (continued)

YEAR ACQUIRED	PROPERTY NAME	CUMULATIVE NUMBER OF OPEN SPACE PROPERTIES*	ACRES ACQUIRED	CUMULATIVE ACRES	ACRES OUTSIDE CITY	ACRES WITHIN CITY
1978	Embudo Dam	17	49.0	11507.9		49.0
	Volcano Park		2,120.0	13627.9		2,120.0
	Bear Canyon		79.5	13707.4		79.5
	Glenwood Hills		74.8	13782.2		74.8
	Volcano Park		760.0	14542.2		760.0
1979	Manzano-Four Hills	19	146.0	14688.2		146.0
	West Mesa O.S.		3,247.5	17935.7		3,247.5
1980	Rinconada Canyon (Katherine Nicole)	20	36.5	17972.2		36.5
1981	Sandia Foothills	21	39.0	18011.2		39.0
	Volcano Cliffs Park		61.4	18072.6		61.4
1982	Rebonito	22	139.9	18212.5		139.9
1983	Rio Grande Valley State Park	24	4,232.0	22444.5	3,962.0	270.0
	Simms Park/Elena Gallegos		640.0	23084.5	640.0	
1986	Piedras Marcadas	25	28.7	23113.2		28.7
1988	Piedras Marcadas Pueblo	27	13.8	23127.0		13.8
	Rounds Estate		324.0	23451.0		324.0
	Piedras Marcadas		106.9	23557.9		106.9
1989	Grevey, Torres	28	66.0	23623.9		66.0
	Piedras Marcadas		87.5	23711.4		87.5
1990	Piedras Marcadas	28	73.7	23785.5		73.7
1991	Los Metates	30	16.0	23801.1		16.0
	Bear Canyon		35.0	23836.1		35.0
	Piedras Marcadas		81.4	23917.5		81.4

Table continues

Table A-18: City Open Space Development, 1963 - 2012 (continued)

YEAR ACQUIRED	PROPERTY NAME	CUMULATIVE NUMBER OF OPEN SPACE PROPERTIES*	ACRES ACQUIRED	CUMULATIVE ACRES	ACRES OUTSIDE CITY	ACRES WITHIN CITY
1991-2003**	Boca Negra Canyon		138.0	24055.5		138.0
1992	Piedras Marcadas	30	32.8	24088.3		32.8
1993	High Desert	31	29.4	24117.7		29.4
	Piedras Marcadas		87.6	24205.3		87.6
1994	Rio Grande/Alameda	33	8.5	24213.8	8.5	
	Sedillo/Juan Tomas		1,295.0	25508.8	1,295.0	
	Piedras Marcadas		49.7	25558.5		49.7
1995-1996**	Piedras Marcadas	33	10.8	25569.3		10.8
1996	Mann Tract	37	9.0	25578.3		9.0
	Montano Bridge Mitigation		18.0	25596.3	18.0	
	Roberson Ranch		23.5	25619.8	23.5	
1996-1998**	Alamo Farm (Blanchard Property)		20.0	25639.8	20.0	
1997	Poblanos Field (Anderson Fields)	38	138.0	25777.8	90.0	48.0
	Carolino Canyon		2.5	25780.3	2.5	
1998	Manzano/Four Hills	39	120.0	25,900.3	120.0	
	Tres Pistolas		106.0	26,006.3	106.0	
	Calabacillas Arroyo		110.0	26,116.3		110.0
1999	Roberson Residence	42	3.0	26,119.3		3.0
	Hubbell Oxbow		87.0	26,206.3	87.0	
	Piedras Marcadas		20.0	26,226.3		20.0
	San Antonio Oxbow		58.9	26,285.2		58.9
2001	Atrisco Terrace	43	675.0	26,960.2	675.0	

Table continues

Table A-18: City Open Space Development, 1963 - 2012 (continued)

YEAR ACQUIRED	PROPERTY NAME	CUMULATIVE NUMBER OF OPEN SPACE PROPERTIES*	ACRES ACQUIRED	CUMULATIVE ACRES	ACRES OUTSIDE CITY	ACRES WITHIN CITY
2002	Pueblo Site Buffer	47	6.5	26,966.7		6.5
	Paseo del Volcan (Monument buffer)		525.0	27,401.7		525.0
	Black Ranch		200.0	27,691.7	200.0	
2002-2003**	Pueblo Montano Parking		2.2	27,693.9		2.2
2003	Pueblo Site Buffer	48	4.0	27,697.9		4.0
2004	Tijeras Canyon (State Land)	50	327.0	28,024.9	327.0	
	Montano SW Bosque (Graham Property)		126.0	28,150.9	126.0	
	Tijeras Arroyo		116.9	28,267.8		116.9
2005	Montano NW Bosque (Taylor/Christian Children's)	50	125.6	28,393.4	125.6	
	Calabacillas Arroyo		15.0	28,408.4		15.0
2006	Tijeras Arroyo/Juan Tabo	53	36.0	28,444.4		36.0
	North Geologic Window		40.0	28,484.4		40.0
	Unser/Ouray		9.8	28,494.2		9.8
	HawkWatch		67.0	28,561.2	67.0	
2008	Milne/Gutierrez	54	420.0	28,981.2	420.0	
2009	Bosquecito	56	6.8	28,988.0		6.8
	La Cuentista		31.9	29,019.9		31.9
2010	Tijeras Canyon/Route 66	57	65.9	29,085.8	65.9	
2011-2012**	Boca Negra Arroyo	58	28.3	29,114.1		28.3
2012	North Geologic Window	58	8.4	29,122.5		8.4
	Piedras Marcadas Canyon		3.0	29,125.5		3.0
	TOTAL	58	29,125.9	1,726,794.2	10,615.9	18,510.0

* When multiple acquisitions were made at one site over time, the count of properties is made in the first year of acquisition.

** Multi-year property acquisitions are counted in the first year of acquisition.

M. Historic Landmarks & Districts

City of Albuquerque Landmarks Information

Historic Landmarks are not established through the Comp Plan and are not considered policy documents. Information about current Historic Landmarks is provided here for informational purposes only.

City landmarks are properties identified as highly significant to the community's history and worthy of preservation. Alterations are subject to review and development guidelines specific to each property, adopted by the Landmarks Commission. More information about City landmarks is available on the Historic Landmarks webpage: http://www.cabq.gov/planning/boards-commissions/landmarks-urban-conservation-commission/historic-landmarks.

Table A-19: City of Albuquerque Landmarks

LANDMARK	LOCATION
Albuquerque International Sunport (north elevation and Great Hall only).	2200 Sunport Blvd SE
Atchison, Topeka, and Santa Fe Railway Fire Station, 1920, E.A. Harrison, architect. Rustic sandstone building of romantic Southwestern architectural imagery.	First and Second Streets SW
Atchison, Topeka, and Santa Fe Railway locomotive #2926. Large steam engine by Baldwin Locomotive Works, it operated from 1944 to 1953.	1833 8th St. NW
A.T. & S.F. Railroad Hospital, 1926. Masonry hospital complex associated with the railroad.	1100 2nd St SW
Bataan Memorial Park, 4.6 acre neighborhood park dedicated in 1943 to the memory of the county soldiers who fought at Bataan in 1942.	Lomas Blvd. and Amherst Dr. NE
DeAnza Motor Lodge, 1939. Tourist court associated with trader C.G. Wallace and Route 66 tourism in Albuquerque.	4301 Central Ave. NE
El Vado Motel (Auto Court), 1939. Albuquerque's quintessential Route 66 tourist court, Pueblo-Spanish Revival Style.	2510 Central Ave. SW

Table continues

Table A-19: City of Albuquerque Landmarks (continued)

LANDMARK	LOCATION
Ernie Pyle House/Library, 1940, Mount and McCollum, contractors. Built for the renowned journalist and war correspondent who was killed in 1945.	900 Girard Blvd. SE
Franklin D. Roosevelt Park, 1933, C. Edmund "Bud' Hollied, landscape architect. Civil Works Administration project in Frontier Pastoral Style on former dumping ground.	Coal/Spruce/Sycamore SE
Heights Community Center, 1938-42. Alvin Emerick, building foreman. National Youth Administration project in Pueblo-Spanish Revival Style with internal patio.	823 Buena Vista SE
Highland/Hudson Hotel Building, 1905, Francis W. Spencer, architect. Railroad-related, brick hotel in adaptive use as an office building.	202 Central Ave. SE
Jones Motor Co., 1939, Tom Danahy, architect. Streamline Moderne gas station/automobile dealership adapted for use as a brew-pub.	3226 Central Ave. SE
KiMo Theatre, 1927, Boller Brothers, architects. Movie palace in American Indian influenced Art Deco Style with fine mural art.	423 Central Ave. NW
La Posada de Albuquerque (old Hilton Hotel), 1939, Anton Korn, architect. An eclectic Spanish influenced high-rise built by New Mexico native Conrad Hilton.	125 Second St. NW
Las Mananitas. Mid-19th century adobe house/stage stop now in restaurant use.	1800 Rio Grande Blvd. NW
Rosenwald Brothers Building, 1910, Henry C. Trost, architect. All-concrete department store now in retail and office use.	320 Central Ave. SW
Occidental Life Insurance Building, 1917, Henry C. Trost, architect. Office building in white-glazed, terra cotta – modeled on Venetian Doge's Palace.	305 Gold Ave. SW
Skinner Grocery Building, 1931, A.W. Boehning, architect. Art Deco Style grocery store now in use as a restaurant.	722 Central Ave. SW
Sunshine Building, 1924, Henry C. Trost, architect. Renaissance Revival Style skyscraper with movie theatre, retail, and offices.	120 Central Ave. SW
Old Airport Terminal, 1939, Ernest Blumenthal, architect. Works Progress Administration building in Pueblo-Spanish Revival Style.	2920 Yale Blvd. SE
Old Albuquerque High School, 1914, 1927, 1938-40. Five building Collegiate Gothic Style complex on several acres near downtown.	303 Central Ave. NE
Old Main Library, 1925, Arthur Rossiter, architect. Spanish Pueblo Revival Style, now the City's Special Collections Library.	423 Central Ave. NE
Whittlesey House, 1903, Charles Whittlesey, architect. Rustic house of logs, wood slabs, and stone in a Norwegian influenced design.	201 Highland Park Circle SE

Historic District Information

Historic Districts are not established through the Comp Plan and are not considered policy documents. Information about current Historic Districts is provided here for informational purposes only.

New Mexico Register of Cultural Properties

The New Mexico Cultural Properties Review Committee lists historic properties on the State Register, based on nomination by owners, governments and agencies, or interested citizens. The State Historic Preservation Division, headed by the State Historic Preservation Officer (SHPO), staffs the Committee. Listing in the State Register recognizes a property's historic value partly by regulating the effects of publicly funded projects on registered properties and by providing income tax credits for rehabilitation or stabilization by individuals and corporations.

National Register of Historic Places

The National Park Service administers the National Register, whose Keeper makes the final determination on what will be listed. The New Mexico Cultural Properties Review Committee recommends properties to the National Register. Any property within the City of Albuquerque that is recommended to the National Register will first be reviewed by the Landmarks and Urban Conservation Commission and the mayor. The National Historic Preservation Act provides that sites meeting National Register criteria will be taken into account in federal undertakings. However, National Register listing places no restrictions on private property not participating in a federal undertaking.

National Register listing makes owners of privately held, income producing historic properties eligible for federal investment tax credits for rehabilitation projects certified by the National Park Service. Albuquerque and Bernalillo County have more than 200 sites listed in the National Register. These include historic districts in Albuquerque that contain about two thousand buildings. Both registers include historic buildings, districts, objects, bridges, road segments, and archaeological sites and districts.

Registered Historic Properties in the City and County

Currently there are over two hundred fifty properties in the City and County listed on state and federal historic registers. For a current list of these properties see http://nmhistoricpreservation.org/programs/registers.html and https://www.nps.gov/nr/.

Historic Overlay Zones

Historic Overlay Zones are areas designated as such by the City Council under the authority of the Zoning Code. Alterations to existing buildings, new construction, and demolition of buildings in these zones are subject to approval of a Certificate of Appropriateness issued by the Landmarks and Urban Conservation Commission. Development guidelines specific to these districts advise the Landmarks Commission and property owners to prevent unwarranted demolition and inappropriate building alterations. Underlying zoning is regulated by the Zoning Code and is not affected by the overlay zone designation. For a current list of Historic Overlay Zones, see http://www.cabq.gov/planning/boards-commissions/landmarks-urban-conservation-commission/historic-overlay-zones.

Table A-20: Registered Historic Districts in Albuquerque, by Year Registered

HISTORIC DISTRICT	REGISTRATION
Menaul School	SR November 22, 1975
	NR February 14, 1983
Huning Highland	SR August 27, 1976
	NR December 9, 1978
	Historic Overlay Zone
La Luz del Oeste Units 1, 2 and 3	SR December 9, 1977
Watson	SR August 24, 1979
Eighth Street - Forrester	SR August 24, 1979
	NR December 1, 1980
	Historic Overlay Zone
Fourth Ward	SR August 24, 1979
	NR December 1, 1980
	Historic Overlay Zone
Orilla de Acequia	SR October 26, 1979
Old Albuquerque (Old Town)	SR October 26, 1979
	H1 Zone
Spruce Park	SR February 27, 1982
	NR July 6, 1982
Veterans Administration Medical Center	SR August 25, 1983
	NR August 19, 1983

HISTORIC DISTRICT	REGISTRATION
Los Griegos	SR August 25, 1983
	NR February 9, 1984
Silver Hill	SR February 28, 1986
	NR September 18, 1986
	Historic Overlay Zone
Monte Vista and College View	SR September 18, 1998
	NR August 3, 2001
Aldo Leopold Neighborhood	SR August 16, 2002
	NR October 16, 2002
Barelas - South Fourth Street	SR August 16, 2002
	NR October 16, 2002
Manzano Court	SR August 8, 2003
	NR October 14, 2004
Los Alamos Addition	SR June 9, 2006
Sigma Chi	SR June 8, 2007
Vista Larga	SR February 12, 2016 forwarded to National Register

SR - State Register of Cultural Properties
NR - National Register of Historic Places
Historic Overlay/H1 Zone - City zoning designation
See descriptions on previous page.
See Figure A-36 on next page for a map of Registered Historic Districts.
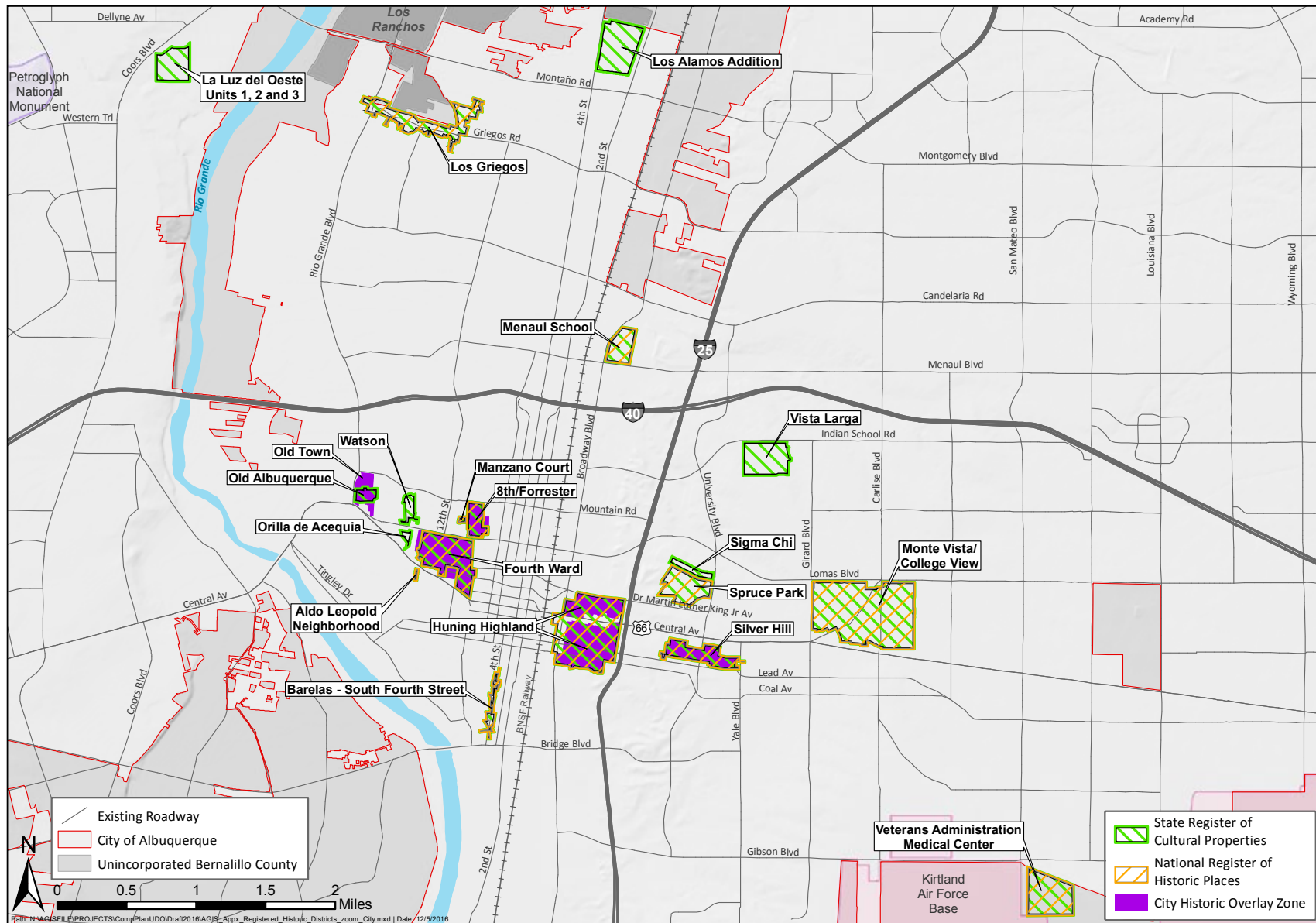
Figure A-36: Registered Historic Districts in Albuquerque

N. Albuquerque Public Schools Enrollment

Table A-21: Annual Public School Enrollment, 1949-Present

SCHOOL YEAR	STUDENTS	SCHOOL YEAR	STUDENTS	SCHOOL YEAR	STUDENTS
1949-1950	21,335	1964-1965	71,889	1979-1980	80,982
1950-1951	24,073	1965-1966	74,477	1980-1981	78,668
1951-1952	25,944	1966-1967	76,429	1981-1982	76,177
1952-1953	28,424	1967-1968	77,644	1982-1983	75,210
1953-1954	31,245	1968-1969	78,793	1983-1984	75,303
1954-1955	34,210	1969-1970	80,751	1984-1985	76,057
1955-1956	37,286	1970-1971	84,362	1986-1987	79,119
1956-1957	39,835	1971-1972	86,016	1987-1988	82,296
1957-1958	43,571	1972-1973	87,211	1988-1989	84,783
1958-1959	48,803	1973-1974	85,967	1989-1990	86,716
1959-1960	53,561	1974-1975	84,772	1990-1991	88,112
1960-1961	56,161	1975-1976	84,634	1992-1993	90,153
1961-1962	N/A	1976-1977	85,639	1993-1994	91,516
1962-1963	N/A	1977-1978	83,910	1994-1995	88,624
1963-1964	68,301	1978-1979	82,655	1995-1996	88,891

Table continues   Table continues   Table continues

Table A-21: Annual Public School Enrollment, 1949-Present (continued)

SCHOOL YEAR	STUDENTS
1996-1997	88,886
1997-1998	87,033
1998-1999	85,847
1999-2000	85,056
2000-2001	85,039
2001-2002	85,665
2002-2003	84,441
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
2013-2014	88,555
2014-2015	88,328
2015-2016	86,874

O. History of the Comp Plan

Table A-22: Albuquerque/Bernalillo County Comprehensive Plan History

CITY RESOLUTION NO.	COUNTY (OR ELUA) RESOLUTION NO.	PLAN REF.	DESCRIPTION
1988 Albuquerque/Bernalillo County Comprehensive Plan			
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 Montaño 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	(BernCo) AR 39-2001	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

Table continues

Table A-22: Albuquerque/Bernalillo County Comprehensive Plan History (continued)

CITY RESOLUTION NO.	COUNTY (OR ELUA) RESOLUTION NO.	PLAN REF.	DESCRIPTION
Enactment No. 138-1988	Resolution No. 103-88		Adoption of Plan
1975 Albuquerque/Bernalillo County Comprehensive Plan			
R-31-1975	R-659-1975	Original	Guidelines for Public Systems West of the Rio Grande
R-69-1975	R-635-1975	Original	Metropolitan Areas and Urban Centers Plan
R-49-1975	R-601-1975	Original	Policies Plan
R-153-1975	R- 660-1975	Original	Major Open Space