

ALBUQUERQUE & BERNALILLO COUNTY

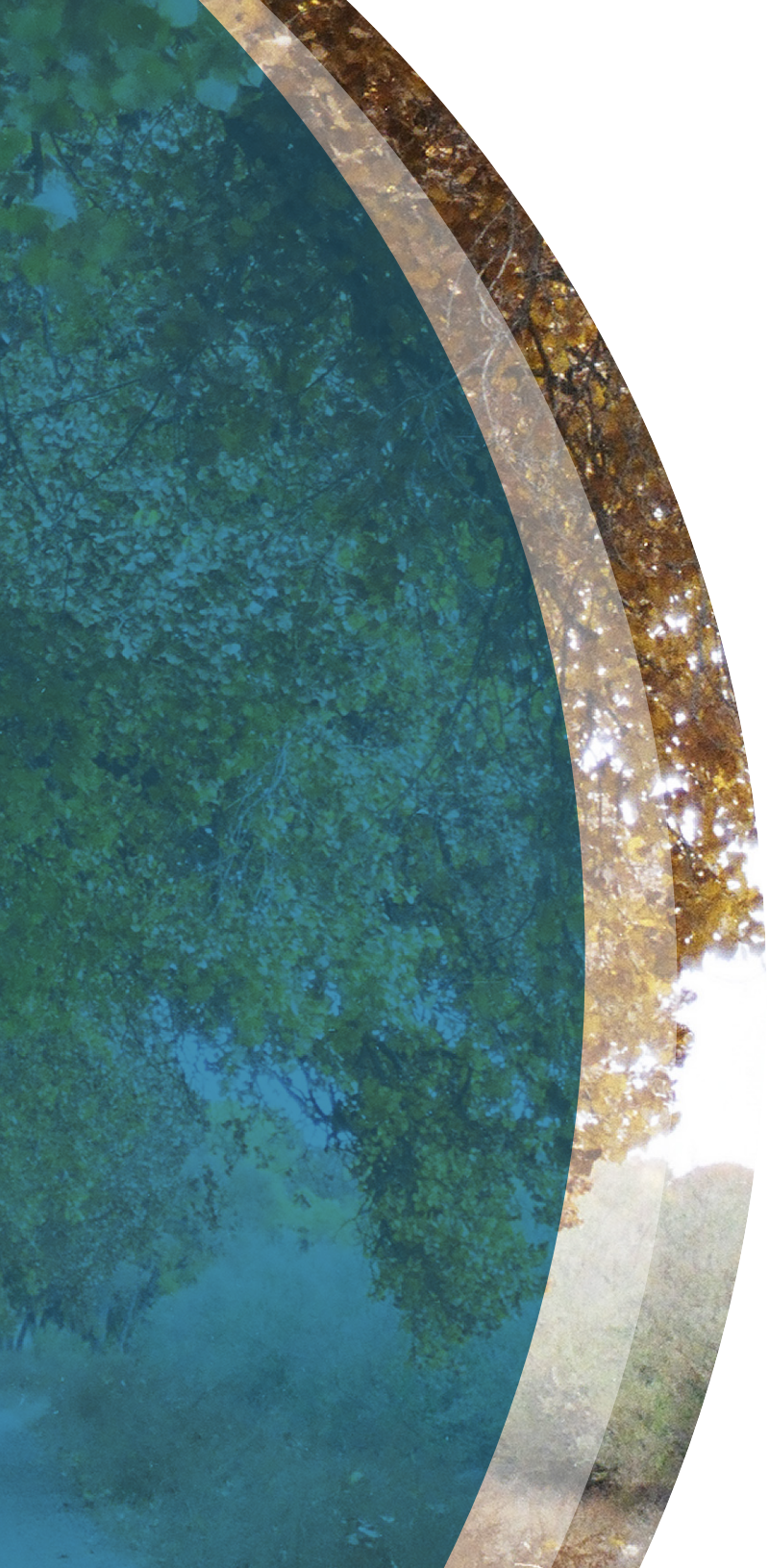
COMPREHENSIVE PLAN

As Adopted By City Council in MARCH 2017

ABC Z

IMPROVING PLACE FROM PLANNING TO ZONING





Albuquerque/Bernalillo County

Comprehensive Plan

AS ADOPTED BY CITY COUNCIL
MARCH 2017

IMPROVING PLACE FROM PLANNING TO ZONING

CITY of ALBUQUERQUE
TWENTY SECOND COUNCIL

COUNCIL BILL NO. R-16-108 ENACTMENT NO. R-2017-026

SPONSORED BY: Trudy E. Jones and Isaac Benton

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RESOLUTION

ADOPTING AN UPDATED ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

10. Intent of the City Charter - Related Sections:

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

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

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

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

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twenty years. This will also help ensure that lower ranking plans reflect current ideas, technologies, and up-to-date demographic and market trends. The Comp Plan update process identified several conflicting provisions in lower ranking Plans that require an updated long-range planning process. The proposed Community Planning Area (CPA) assessments will address planning issues City-wide as well as within each CPA on an on-going, proactive basis.

13. The Comp Plan update addresses the main topics in Section 14-13-1, the Planned Growth Strategy (PGS), such as natural resources conservation, traffic congestion, and infrastructure provision, as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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22. The comments submitted by interested parties cover a variety of topics, including but not limited to time for public review and comment, annexation, effect on vulnerable populations, and the focus on centers and corridors. Some comments express significant concerns that policies crafted to address localized issues are applied broadly and that sector plans are being replaced. Staff is considering all comments carefully and addressing them.

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

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

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

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

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PASSED AND ADOPTED THIS 20th DAY OF March, 2017
BY A VOTE OF: 6 FOR 2 AGAINST.

Against: Peña, Sanchez
Excused: Winter

Isaac Benton, President
City Council

APPROVED THIS 7th DAY OF April, 2017

Bill No. R-16-108

Richard J. Berry, Mayor
City of Albuquerque

ATTEST:

Natalie Y. Howard, City Clerk

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Acronyms

A	Albuquerque
AASHTO	American Association of State Highway Transportation Officials
ABC	Albuquerque/Bernalillo County
ABCWUA	Albuquerque Bernalillo County Water Utility Authority
ABQ	Albuquerque
ABQ RIDE	Albuquerque Transit Department (City)
ADA	Americans with Disabilities Act
AGIS	Albuquerque Geographic Information System (City, Division of Planning Department)
AMAFCA	Albuquerque Metropolitan Arroyo Flood Control Authority
AMI	Area Median Income
APD	City of Albuquerque Police Department
APS	Albuquerque Public Schools
BBER	University of New Mexico Bureau of Business and Economic Research
BC	Bernalillo County
BCSO	Bernalillo County Sheriff's Office
BNSF	Burlington Northern & Santa Fe Railway
BRT	Bus Rapid Transit
CIP	Capital Implementation Program (City) or Capital Improvement Program (County)
CNM	Central New Mexico Community College
Comp Plan	Comprehensive Plan
CPA	Community Planning Area
CPTED	Crime Prevention through Environmental Design
DASZ	Data Analysis Subzone
DMD	Department of Municipal Development (City)
DPM	Development Process Manual
EPA	United States Environmental Protection Agency
FHWA	Federal Highway Administration
GO	General Obligation (Bonds)
HMP	Hazard Mitigation Plan
HUD	US Department of Housing and Urban Development
IDO	Integrated Development Ordinance
IPGR	Infrastructure Planning & GEO Resources Department (County)
ITE	Institute for Transportation Engineers
LOS	Level of Service
LRTS	Long Range Transportation System (Guide)
MMLOS	Multi-Modal Level of Service
MPOS	Major Public Open Space (City, Division of Parks & Recreation Department)
MRA	Metropolitan Redevelopment Area
MRCOG	Mid-Region Council of Governments

MRGCD	Middle Rio Grande Conservancy District
MRMPO	Mid-Region Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NACTO	National Association of City Transportation Officials
NMDOT	New Mexico Department of Transportation
NMGC	New Mexico Gas Company
NMPRC	New Mexico Public Regulation Commission
NPS	National Park Service
NTMP	Neighborhood Traffic Management Program (City)
PCC	Planned Communities Criteria
PNM	Public Service Company of New Mexico (electric utility)
PROS	Parks, Recreation, and Open Space (County)
RMRTD	Rio Metro Regional Transit District
SDP	Sector Development Plan
STEM	Science, Technology, Engineering, and Math
SU	Special Use
SWRP	Southside Water Reclamation Plant
TOD	Transit-Oriented Development
UNM	University of New Mexico
VMT	Vehicle Miles Traveled
WRMS	Water Resources Management Strategy





Image Credit: City of Albuquerque

Chapter 1

INTRODUCTION

1.1 A Plan as Unique as Albuquerque & Bernalillo County

In the heart of central New Mexico, Albuquerque and Bernalillo County have been shaped over centuries by a unique geology, natural setting, and settlement by Native American, Spanish, Anglo, and other cultures. This rich history contributes to the physical and social fabric of our region. Our physical and cultural distinctiveness provides the foundation for many of our residents' identity, our sense of place, and our quality of life.

The area's beautiful and diverse landscape encompasses the Rio Grande Valley and surrounding Bosque, volcanoes on the West Mesa, and forested Sandia Mountains to the east. Complemented by a mild and sunny climate, this landscape provides breathtaking vistas and countless year-round outdoor activities including hiking, skiing, biking, camping, equestrian sports, and wildlife watching. Residents and tourists alike are attracted to the vibrant and deeply rooted arts and culture scene and the famous New Mexico cuisine that melds the region's historic Hispanic and native heritages. Compared to many other regions, our residents enjoy a low cost of living and manageable traffic, further contributing to our high quality of life.

This Plan refers to the city and unincorporated area of Bernalillo County as the "Albuquerque area" – not to elevate the City's concerns or neglect the needs and contributions of county and rural areas, but rather to recognize the interdependence of rural and urban areas that contribute to the future success of the larger metropolitan area. The Albuquerque area offers a range of lifestyles from urban to rural, which is part of what gives our community its sense of place and makes our economy diverse and robust.

The Albuquerque area is the state's largest population center, accounting for over 675,000 people.[1] The city and county are part of a larger metropolitan area of nearly one million residents, which comprises neighboring Sandoval, Valencia, and Torrance counties.



Image credit: Bill Tondreau

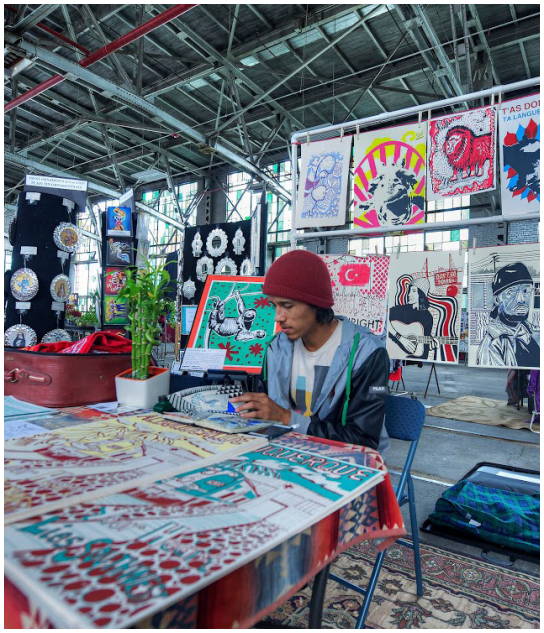


Image credit: Sean Poitras

A community steeped in culture and surrounded by natural features.

Centered on the intersection of Interstate 40 and Interstate 25 and home to two airports and a regional rail system, the area is also the state's primary transportation and commercial hub. The convergence of transportation systems here connects the region and our economy to the rest of the state, nation, and other countries.

Albuquerque serves as an educational center, home to prestigious higher education institutions including the University of New

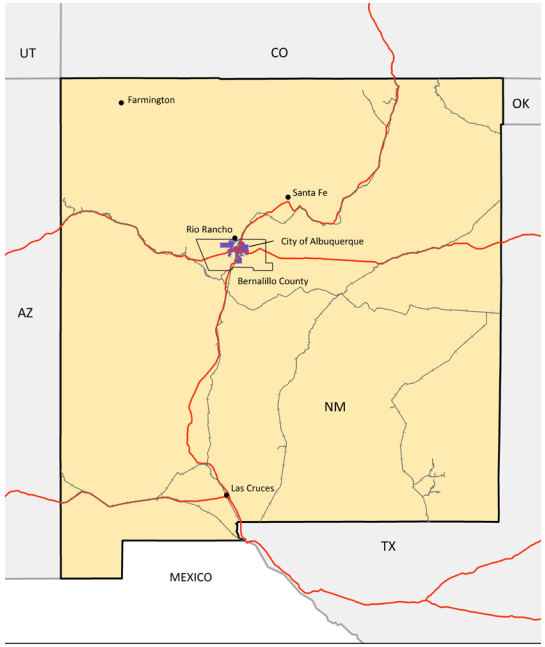


Figure 1-1: Location Map of Albuquerque and Bernalillo County

By 2040, the population of the Albuquerque area is expected to increase by 311,000 people, representing a 46% increase from 2012.







Image credit: City of Albuquerque

The Albuquerque area is a vibrant and growing community.

Mexico, the Central New Mexico Community College, and the Southwestern Indian Polytechnic Institute. We are also home to the largest concentration of hospitals and medical providers in the state, which supports the local population and draws patients from across the Southwest.

By 2040, the population of the Albuquerque area is expected to increase by 311,000 people, representing a 46 percent increase from 2012,[2] and we need to accommodate this growth in a sustainable way. The long-term vitality and happiness of our residents hinge on thoughtfully locating, designing, and integrating new places for residents and businesses in a way that reflects our vision for the future. This will help us preserve what we love most about our region, while preparing for future challenges and working to secure prosperity for the next generation.

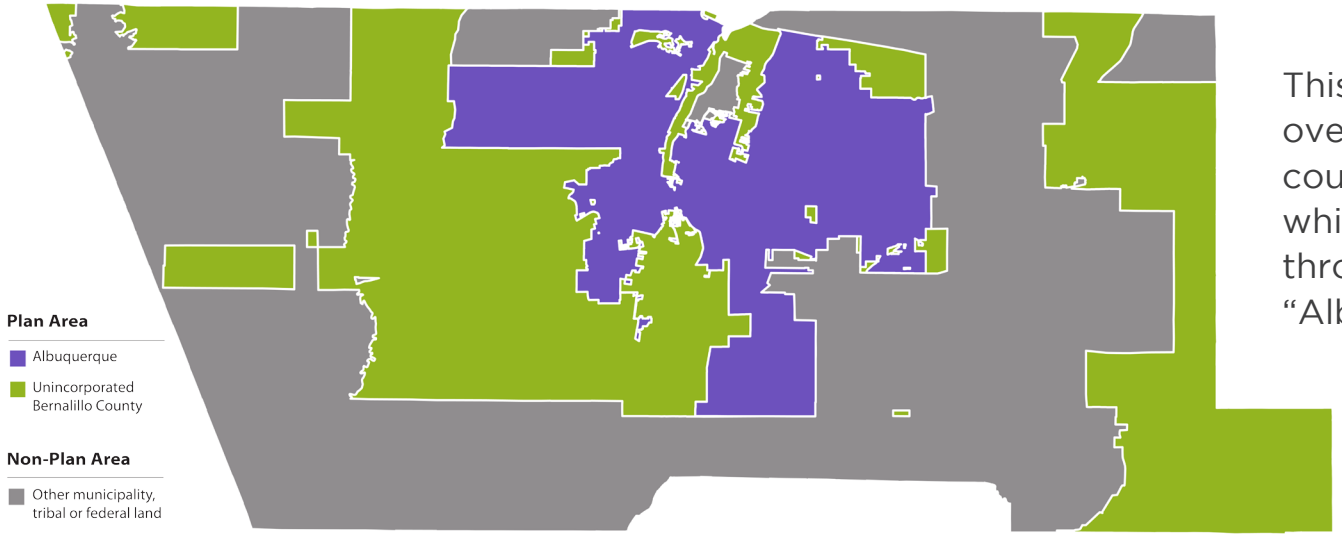
Several ongoing planning efforts make us proud, like protecting and enhancing the region's parks and natural areas, successful water conservation efforts, and revitalization in Downtown, Uptown, 4th Street, Sawmill, and Central Avenue. Other issues threaten the livability of our city and county and require our attention:



Image credit: City of Albuquerque

Residents take pride in their community and heritage.

- **Economic development:** Although the region is relatively affordable, it is also recovering slowly from the 2008 recession. As population grows, we need to ensure that the economy grows with it and promotes prosperity for everyone.
- **Water:** In our dry climate, supporting new and existing residents also means that we have to manage our water resources sustainably in the face of climate change.
- **Environmental justice:** After making significant gains in protecting our natural environment, we will need to continue to develop and implement strategies to address the environmental health hazards that affect vulnerable populations more severely in some areas of our community.
- **Housing affordability and services:** The number of households experiencing poverty is increasing. Ensuring access to quality affordable housing and health and social services for families and individuals is critical.
- **Connectivity:** While transit ridership has increased significantly in the past decade, many people still lack convenient access to transit, and pedestrians and cyclists face poor connectivity and threats to their safety.



This Plan has jurisdiction over unincorporated county and city land, which is referred to throughout as the "Albuquerque area."

Figure 1-2: Geographic Scope of the Comp Plan

1.2 Geographic Scope of the Plan

The Albuquerque/Bernalillo County Comprehensive Plan (Comp Plan) guides growth and development within Albuquerque's municipal limits and the unincorporated portions of Bernalillo County. Unincorporated Bernalillo County includes federal lands, such as Cibola National Forest, but does not include Kirtland Air Force Base, tribal lands, or other municipalities.

Although neighboring jurisdictions are not directly addressed in this Plan, coordination is managed through the regional transportation planning organization, the Mid-Region Council of Governments (MRCOG), which includes Bernalillo, Sandoval, Valencia, and Torrance counties.

1.3 Benefits & Limits of Comprehensive Plans

The Comp Plan is primarily a land use document. It has the power to shape land use and zoning decisions as the Rank 1 Master Plan for both Albuquerque and Bernalillo County. While a comprehensive plan can suggest priorities for economic development or housing, it only has direct influence over land use decisions. At the same time, the distinctive benefit of comp plans is how they identify and confront significant issues in a holistic way. Rank 2 and Rank 3 City and County plans are more focused and deal with topics such as parks, solid waste, transportation, or smaller geographic areas. Only a comprehensive plan fully considers how the whole community's values, needs, people, and places are interrelated and interdependent.

This Comp Plan identifies issues that are central to the region's future success and describes how we can preserve and enhance the special places we value, even as we grow and evolve.

The Comp Plan provides goals and policies in each topic area to guide private development land use decisions, relevant City and County governing departments, and decision-makers as they contemplate new plans and public investments affecting the whole community. In instances where other entities or organizations have more control over or impact on a particular issue, the Comp Plan's goals and policies direct the City and County to coordinate appropriately.

1.4 Legal Purpose of the Comp Plan

The Comp Plan is the general plan for Albuquerque and Bernalillo County, providing a course of action for urban conservation and development and for environmental management. Its statutory purpose, in NMSA 1978, Section 3-19-9(A), is "to guide and accomplish a coordinated, adjusted and harmonious development of the City, which will, in accordance with existing, and future needs, best promote health, safety, morals, other, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development."

The Comp Plan is prepared in accordance with State law (NMSA 1978, Sections 3-19-1 to -12), which authorizes municipalities to "prepare a general or master plan which may be referred to as the general plan."[3] Article IX of Albuquerque's City Charter, adopted in 1971, requires that City officials "in the interest of the public in general shall protect and preserve environmental features such as water, air, and other natural endowments, ensure the proper use and development of land, and promote and maintain an aesthetic and humane urban environment." The County is also authorized to conduct long-range planning by state statute in NMSA 1978, Section 4-57-1 to -3.

1.5 Comprehensive Planning in Albuquerque and Bernalillo County

The first Albuquerque/Bernalillo County Comprehensive Plan was prepared in 1975 with resident assistance in response to rapid growth after 1960. It included both policies and maps designating open space areas,

This comprehensive plan describes how we can preserve and enhance the special places we value, even as we grow and evolve.

six "metropolitan" areas (with prescribed housing density ranges), and urban centers. The 1975 Plan's development strategy was based on four objectives:

1. Emphasize infill development
2. Balance public improvements between proposed new development and existing service area needs
3. Create an open space network
4. Support existing and new diverse neighborhoods

The Albuquerque and Bernalillo County Planning Commissions commenced a revision in 1986 that largely replaced the 1975 plan to address issues and choices

Comp Plan 101

WHAT IS THE COMP PLAN?

This Comp Plan is a policy document jointly adopted by the City of Albuquerque and Bernalillo County. It describes the community's vision for the future of the built and natural environment and provides goals, policies, and implementing actions to achieve that vision. In this way, the Comp Plan shapes the future of Albuquerque and the unincorporated areas of Bernalillo County by guiding decisions about growth, development, and public investments related to land use, transportation, urban design, parks and open space, housing, economic development, community identity, infrastructure, community facilities, and services.

HOW WILL IT BE USED?

The Comp Plan will be used to analyze zone change requests and development proposals and to shape other planning efforts made by the City and County, including as representatives to regional bodies such as MRCOG and the Albuquerque Water Utility Authority (ABCWUA). The Comp Plan includes policies that address many potentially conflicting challenges, issues, and opportunities for development. Staff and decision-makers must weigh all applicable policies on a case-by-case basis. The Comp Plan can also guide how the City and County prioritize infrastructure investments, and how they should coordinate with other public agencies and private partners to harness the necessary resources to implement and fulfill the community vision.

Comprehensive Plans typically include:

- A brief historic, cultural, and geographic context
- A community vision for future growth
- Existing conditions and trends
- Goals and policies grouped
- Actions to implement the vision

GOALS & POLICIES

The Comp Plan is the main policy document used to guide discretionary decisions about changes to zoning and the adoption of new plans. The Plan relies on coordinated zoning standards and capital investment programs to give "teeth" to the "shoulds" that it sets out. The advantage of policy language is the ability to aspire to outcomes that may not be achievable through individual regulations. Where "should" is used in this Comp Plan, it is not merely a suggestion but rather the appropriate language to indicate policy. "Shall" indicates regulations and are appropriate in zoning codes and ordinances.



The Comp Plan, along with zoning regulations, will be the primary implementation tool for the Centers & Corridors Vision, illustrated in the Vision Map (**Figures 3-1 and 3-2**).

HOW & WHEN WILL IT CHANGE?

The Comp Plan guides growth to 2040. It is anticipated that the Comp Plan will be updated every five years to account for changing conditions and minor issues, but it is not expected to undergo a major rewrite for twenty years.

identified by residents and staff. This version was adopted in 1988 and was amended again in 2002 to establish a "Centers and Corridors" framework for future growth.

In 2016, the Plan was updated to better coordinate land use and transportation, improve the viability of biking and walking options for better mobility and access for all residents and workers, and promote placemaking for economic development and community engagement.

The 2016 update confirms and strengthens the Centers and Corridors framework from 2002, which prioritizes infill and growth in more urban areas and encourages any growth undeveloped areas outside the urban footprint to remain low density or develop as Master Planned communities with Centers and Corridors. Although emphases have shifted, the overarching goals and vision for the region remain the same.



Image credit: City of Albuquerque

Residents participating in a visioning exercise that informed the Comp Plan.

1.6 How Does the Comp Plan Relate to Other Plans?

By ordinance, other adopted City and County plans are subordinate to and must be consistent with this Comp Plan. Both entities will continue using existing Rank 2 Facility Plans for a handful of services and networks, such as electricity, trails and bikeways, and public Open Space. While the Comp Plan remains the overall guiding policy document for both the City and the County, implementation will differ between the two jurisdictions (see **Figure 1-2**).

1.6.1 UNINCORPORATED BERNALILLO COUNTY

The County will continue using the current system of ranked plans for specific areas, neighborhoods, and corridors to provide additional guidance beyond the Comp Plan. In the County, Development Areas guide density (for zoning purposes), site development plans, master plans, and other planning documents for specific areas and

developments. The current Bernalillo County Comprehensive Zoning Ordinance will remain in effect following the adoption of the updated Comp Plan.

1.6.2 CITY OF ALBUQUERQUE

From the 1970s through 2014, the City adopted almost 100 standalone plans to provide guidance beyond the Comp Plan for smaller geographic areas. These plans included over 1,300 policies that range from very general to narrowly targeted. The system became increasingly difficult to implement and administer, as plan boundaries sometimes overlapped, and policies often conflicted. Many were not coordinated with other City policies and plans, and most were not updated over time.

The 2016 Comp Plan update simplifies this structure by incorporating land use and development-related policies that should be extended citywide or to larger geographic areas from the City's Rank 2 Area Plans and Rank 3 Sector Development Plans (SDPs) into the Comp Plan. Information, goals, and policies have been updated as much as possible and coordinated across topics. This approach is intended to improve consistency and legibility of the City's guiding policies,

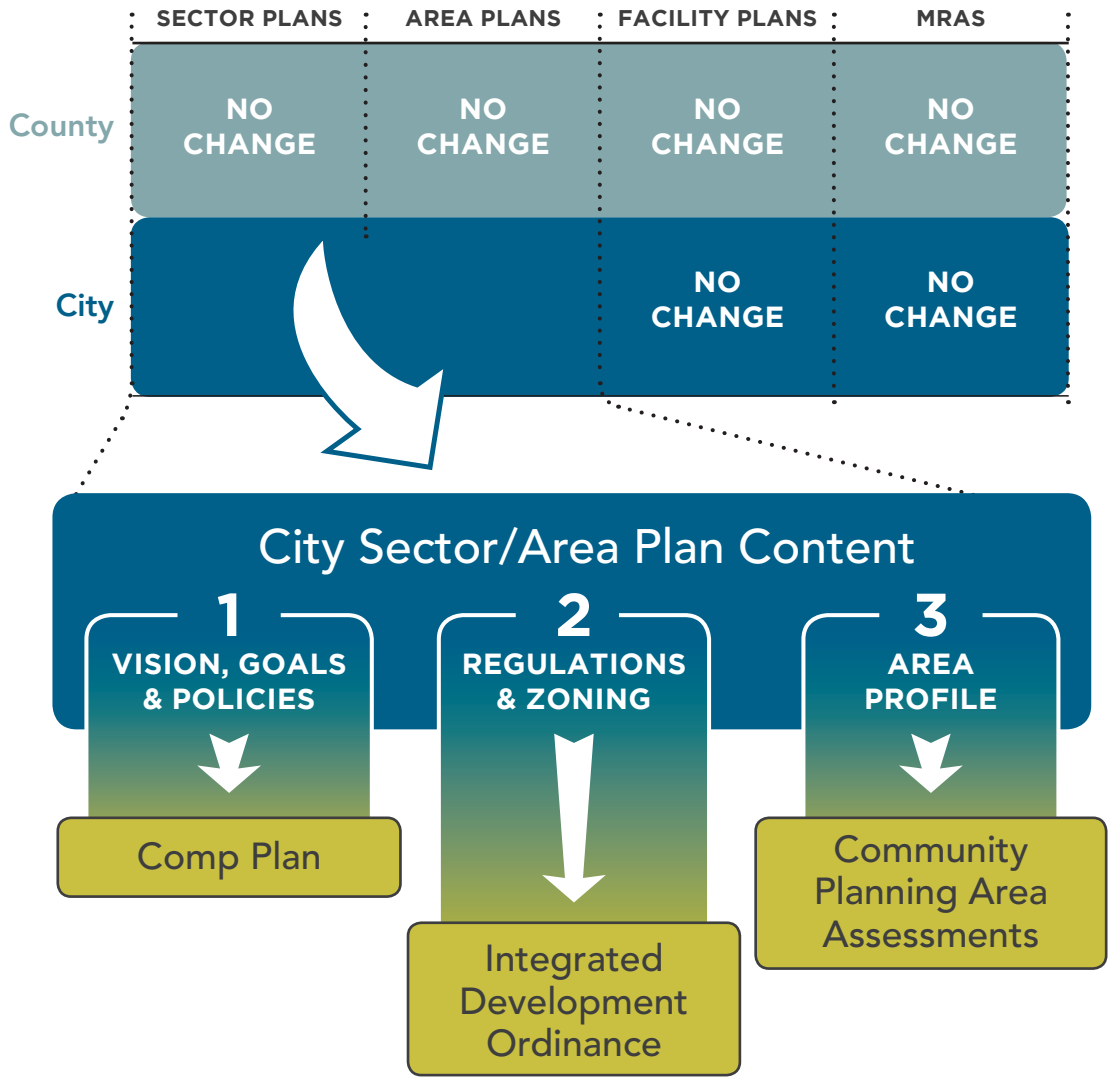


Figure 1-3 How the 2016 Update Affects the Land Use Planning Framework in the City and County

so that they can be more easily accessed and applied by staff and the public. The City will continue to use Rank 2 Facility Plans and Rank 3 Metropolitan Redevelopment Area Plans as standalone documents.

In the future, the City plans to replace sector planning efforts with a proactive, ongoing five-year cycle of assessments of Community Planning Areas (CPAs) to understand the pressures and needs of neighborhoods and recommend updates to policies in the Comp Plan, regulations in the zoning code, and/or implementation steps for agencies and departments.

1.6.3 METROPOLITAN TRANSPORTATION PLAN

The Comp Plan is coordinated with MRCOG's Metropolitan Transportation Plan (MTP). The Center and Corridor designations in the Comp Plan go into greater detail to provide guidance for implementation to the City and County as local jurisdictions.

The MTP is updated every four years, so the Comp Plan's goals and policies must be broad and adaptable enough to remain relevant and responsive to the MTP's more frequent update cycle. A five-year cycle for updates to the Comp Plan, coordinated with the City's CPA assessments, is proposed to ensure that the Comp Plan and the MTP remain in alignment to achieve regional and local goals.

1.7 Building the Vision

The Vision described in **Chapter 3** reaffirms many goals from the previous Comp Plan and brings our priorities into sharper focus. Through public workshops, focus groups, and surveys conducted in 2015-2016, community members pointed to goals that are still important and suggested new goals for the future.

The public engagement process inspired thoughtful ideas about challenges we face and opportunities we have to improve our community (see **Appendix B** for more about public engagement). With a better understanding of our shared vision for the community's future, we have updated the Comp Plan goals and policies to coordinate our efforts for each topic in order to move us toward our Centers and Corridors vision.



Image credit: City of Albuquerque

Multiple generations working together to plan for the future of Albuquerque and Bernalillo County.

1.8 Key Updates to the 2016 Comp Plan

1.8.1 UPDATED CENTERS & CORRIDORS FRAMEWORK

When the Centers and Corridors vision was first adopted in the Comp Plan in 2001, a lengthy public hearing process in both the City and the County resulted

in a hierarchical framework of Centers, incorporating areas that were recognized as Major, Community, and Special Activity Centers. These designations were based on existing development and future activity areas adopted in separate Area Plans, Master Plans, SDPs, or Corridor Plans. The 2013 Comp Plan update added Centers and Corridors that had subsequently been approved through separate planning efforts, including updates to the West Side Strategic Plan.

The 2016 Comp Plan update adds Centers subsequently approved by the County. It makes slight changes to the category names and terminology describing the different kinds of centers and introduces a new type of Center, *Employment Center*, to prioritize job creation. The change in language is intended to make the categories easier to understand and use, as well as to ensure that key goals are implementable.

For the Corridors, the term, *Multi-Modal* replaces *Enhanced Transit* to better describe corridors where transit and autos share lanes, with bike facilities provided either in protected lanes in the roadway or on parallel streets within the Corridor. *Premium Transit* is a new Corridor type added to reflect routes that have been studied for high-capacity and high-frequency transit service, such as bus rapid transit, which may ultimately have a dedicated transit lane. **Tables 1-1 and 1-2** outline the general transition from the previous terms to the new ones and provides a high-level description of the changes.

1.8.2 CHANGES TO DEVELOPMENT AREAS

The 2016 Comp Plan update replaces the City's Development Areas from 1974 (Central Urban, Established Urban, Developing Urban, and Semi-Urban) with two new Development Area designations: *Areas of Change*, where change is desired or anticipated, and *Areas of Consistency*, where significant growth is unlikely or undesirable and where any new development or redevelopment will need to be consistent with the established character of the surrounding context (see **Land Use chapter, Section 5.1.2.5** for more information about new City Development Areas).

For the County, areas of anticipated change are designated within Centers and Corridors and in other locations through Area Plans, SDPs, and Corridor Plans. Master Plans adopted within Rural or Reserve Areas in the County will also designate areas that are expected to change, including new Centers and Corridors and areas appropriate for mixed-use and higher-density development. The Development Area designations within the unincorporated County will remain unchanged.

1.8.3 RELATIONSHIP TO REGULATORY FRAMEWORKS

As of 2016, the City intends to adopt a new regulatory framework – the Integrated Development Ordinance (IDO) – that includes an updated zoning code, subdivision ordinance, planning ordinance, and associated development standards. Policies from the City's existing Rank 2 Area Plans and Rank 3 Sector Development and Corridor Plans were assessed to determine their potential benefit to the city as a whole. Appropriate policies have been elevated to the updated Comp Plan to apply city-wide or to larger geographic areas, while effective and enforceable zoning and regulations are being consolidated into IDO regulations. Policies for smaller areas of the city will be identified through the City's CPA assessment process and reflected in the **Community Identity chapter** over time.

For the County, the current zoning regulations, system of special use permits, and sector plans with zoning and/or overlays will remain in place.

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 1-1: 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 1-2: Corridors Framework Changes

1.8.4 OTHER CHANGES

- **Added content and organization:** The introduction and context for each topic area (Section I prior to 2016) have moved into a combined chapter with goals and policies (previously Section II).
- **Comp Plan Elements: Community Identity; Urban Design; Parks & Open Space; Heritage Conservation; Infrastructure, Community Facilities & Services; and Resilience & Sustainability chapters** reorganize and expand content from the previous Comp Plan. See **Chapter 3** for a description of the layout of Comp Plan Element chapters.
- **Guiding Principles and Vision Map:** New Guiding Principles, a description of the community Vision, and a Vision Map communicate a clearer picture of what we want for the future.
- **New and revised goals:** Goals for each topic area have been synthesized from the current adopted goals and policies, as well as issues and concerns raised by the public through engagement efforts in 2015 and 2016.
- **New implementation tools:** An updated **Implementation chapter** includes five-year strategic actions, performance measures, and a policy action implementation matrix to guide City and County departments. Performance metrics helps establish baseline data, and ongoing processes are proposed to track and analyze them over time to ensure implementation and guide equitable public investment throughout the community. See the **Implementation chapter** for more about strategic actions and performance metrics.



Image credit: City of Albuquerque



Residents enjoy a variety of outdoor activities.

Chapter 1 Endnotes

1. U.S. Census Bureau 2014 estimate
2. Mid-Region Council of Governments (MRCOG) Socioeconomic Forecast for 2040
3. Other New Mexico Statutes refer to the term "comprehensive plan" limited to a rational pattern of zoning for the official zone map.


Where we are as a community
today is a benchmark for our
choices in the future.
Petroglyph National Monument



Chapter 2

FACTORS OF GROWTH & DEVELOPMENT

Image Credit: City of Albuquerque

2.1 Introduction

A comprehensive plan covers a range of complex topics to help us determine how and where we can accommodate a growing population in the way that reflects our vision of the future. This chapter provides an overview of anticipated demographic changes and development trends within the Albuquerque area.

2.2 Development History in the Area

This region has been continuously inhabited for thousands of years: first by Native American Pueblos along the Rio Grande Valley, then by Spanish colonists in the early 1600s. New Mexico was annexed as a United States territory after the Mexican-American War (1846-1847), per the 1848 Treaty of Guadalupe Hidalgo. Development accelerated after the transcontinental railroad arrived in the 1880s, and population grew with new American settlers. Parallel to the major eras of national settlement patterns, our development includes the history of Spanish land grants, followed by an era as a Mexican territory, and trading along El Camino Real.



Image credit: City of Albuquerque Open Space Division

Petroglyphs provide a record of Native American Pueblo history and hold spiritual significance for many modern Native Americans in the region. This irreplaceable cultural resource is protected in perpetuity as the Petroglyph National Monument.

When New Mexico joined the Union as a state in 1912, Bernalillo County's population was just under 25,000 people. Since then, the region's population has steadily climbed. In the early 1900s, tuberculosis patients flocked by train to our dry, sunny climate. In the 1940s, nuclear atomic research activity associated with World War II doubled the population of the metropolitan region. By 1950, there were close to 150,000 residents here, and by 1960, that number almost doubled again. Since the 1970s, development in the valley was largely influenced by Interstate-40 and Interstate-25, which were constructed to cross east of Albuquerque's Downtown and immediately drew drivers and passengers away from historic Route 66.

2.3 Today's Growth & Development Pressures

2.3.1 POPULATION GROWTH

In only 20 years between 1940 and 1960, the county population almost quadrupled, and Albuquerque's population grew by over five times. In recent decades, from 1980 to 2010, city and county population growth averaged around 20 percent per decade. In 2016, the estimated population for Bernalillo County, including incorporated areas, is 677,970. Albuquerque's population is estimated to be 561,379.[1]

The University of New Mexico Geospatial & Population Studies unit prepares the projection for the state, and the Mid-Region Council of Governments (MRCOG) provides a more detailed forecast for its four-county region, which includes Bernalillo County. The area population is predicted to grow at a rate similar to recent decades, increasing by approximately 46 percent by the year 2040. This assumes around 311,000 new residents for the entire county, many of whom are expected to live within the city.

CENSUS YEAR	BERNALILLO COUNTY	ALBUQUERQUE	CITY AREA (SQ. MILES)	CITY DENSITY POP/SQ. MILE
1910	23,606	11,020	3.12	3,532
1920	29,855	15,157	3.12	4,858
1930	45,430	26,570	3.12	8,516
1940	69,631	35,449	11.10	3,193
1950	145,673	96,815	48.27	2,005
1960	262,199	201,189	61.0	3,293
1970	314,774	244,501	80.6	3,033
1980	420,262	332,920	97.6	3,409
1990	480,577	384,736	132.9	2,815
2000	556,768	448,607	186.92	2,475
2010	662,564	545,852	187.73	2,908

Table 2-1: 100 Years of Population Growth and Density (1910-2010)

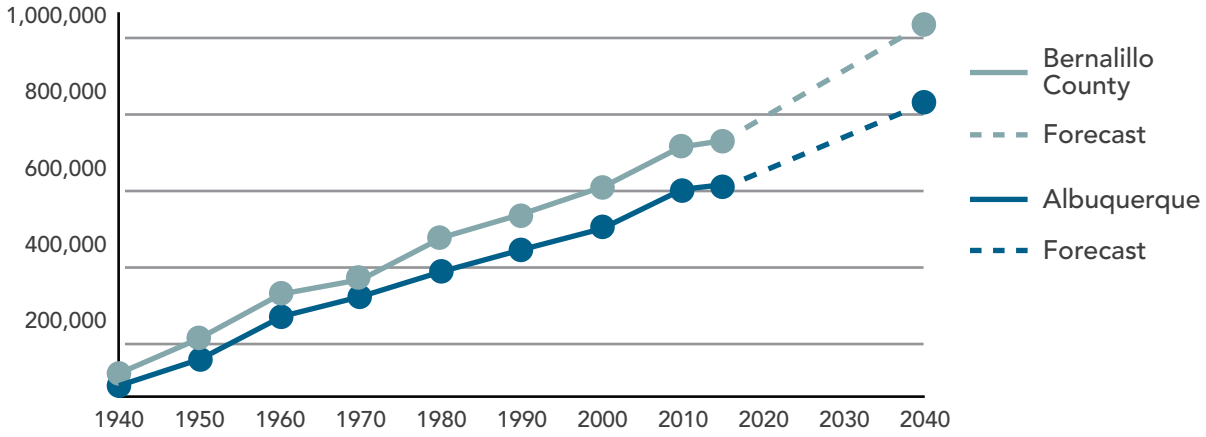


Figure 2-1: Albuquerque and Bernalillo County Population Growth (1940-2040)

Source (top and bottom): Albuquerque and Bernalillo County figures from U.S. Census 1940-2010; MRCOG 2040 Forecast

Based on these forecasts, some growth is expected and must be planned for, particularly to grow in sustainable ways and protect our quality of life and the character of our vibrant communities. This growth forecast is on par with other similar-sized metropolitan areas. If less growth occurs than expected, the severity of our challenges will be reduced, and we will have more time to adjust our planning for the future.

2.3.2 DEMOGRAPHIC CHANGES

Age & Generational Changes

Since the early 1990s, the median age in Albuquerque has risen at a slower rate than that of the county, state, or nation (see **Figure 2-2**). This is likely due to the fact that young people often move to Albuquerque from other parts of the county and state in search of education and employment opportunities, while the surrounding population shows more aging.

Looking at different generations helps us better understand the impact of these demographic changes on the needs of the population. Millennials (those born in roughly the 1980s and 1990s) make up a large portion of the population in the County. This group will continue to play an important role in land use and transportation decisions due to its size and the age of the individuals, who are currently choosing careers, housing preferences, and family size.

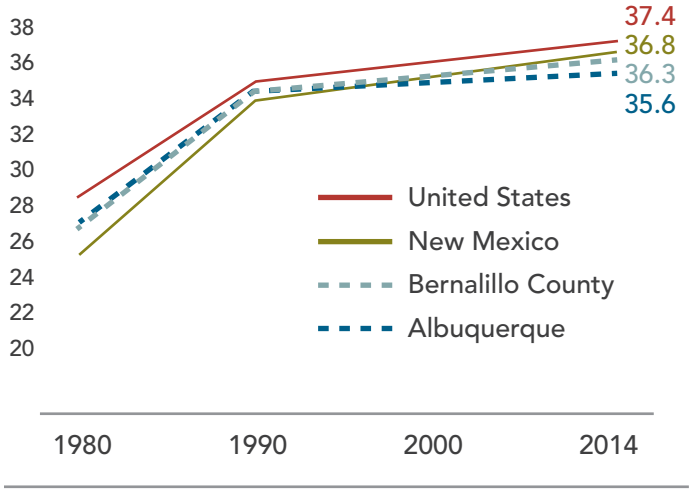


Figure 2-2: Median Age Comparisons

Source: U.S. Census ACS 2009-2014

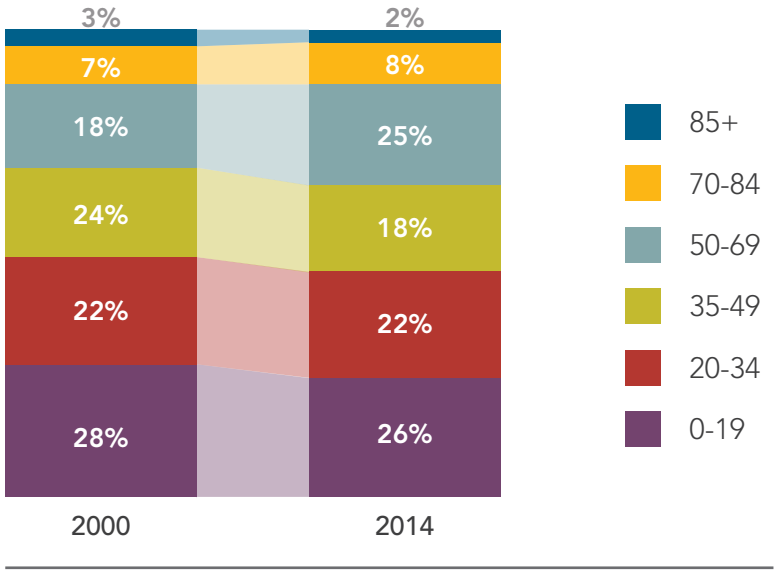


Figure 2-3: Change in Age Groups in the County (2000-2014)

Source: U.S. Census ACS 2009-2014

As Generation X (those born in the late 1960s through the 1970s) and Baby Boomers age in place or move to the area, the number of people 65 and over in Albuquerque is expected to more than double between 2012 and 2040. Their needs and preferences will also play an important role in local decision-making.

Race & Ethnicity

Characterized by the diversity of its residents, Bernalillo County has been a majority minority area since before 2010. This means that the Hispanic population, traditionally in the minority, has steadily increased to represent the largest percentage of the total population. Meanwhile, the relative percentage of white, non-Hispanics has decreased, and the percentages of Native American, Asian, and African American people have remained relatively stable.

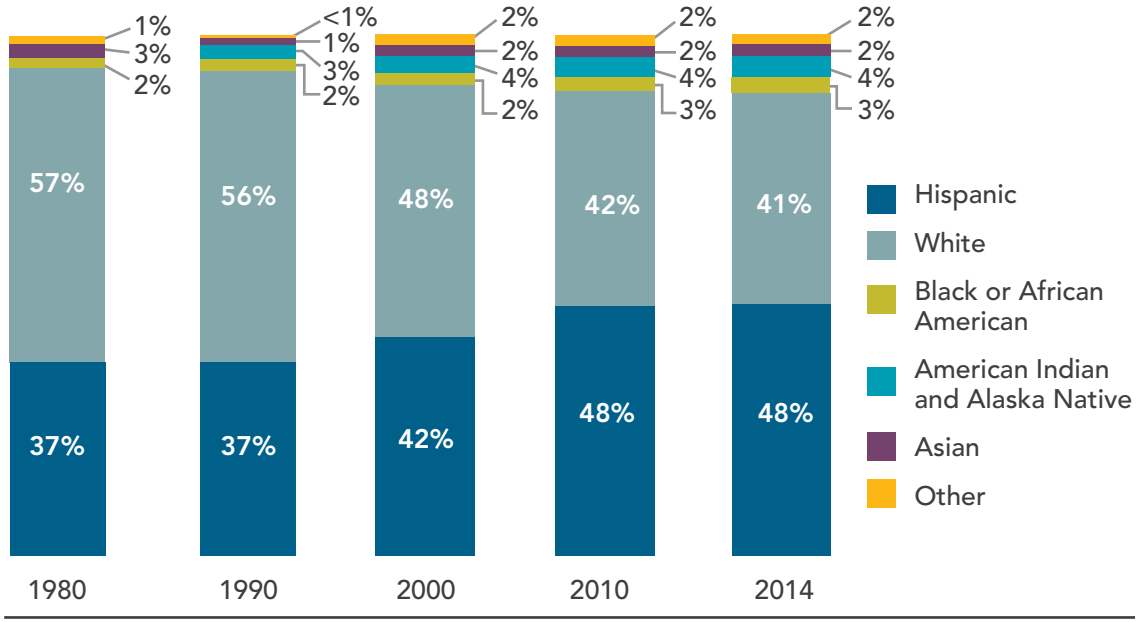


Figure 2-4: Changes in Ethnic Mix of Bernalillo County Residents (1980-2014)

Source: U.S. Census Bureau Decennial Census 1980-2010 and ACS 2009-2014.
Note: Totals may be less than 100 percent due to rounding.

2.3.3 EMPLOYMENT

Our economy is reliant on federal jobs associated with Kirtland Air Force Base and Sandia National Labs, which suffered cutbacks in the past decade. Like many metropolitan areas, our economy is also dominated by service industries. In Bernalillo County, agricultural, oil and gas refining and transporting, and freight industries associated with trucking and rail play an important role in the economy. Recent economic development efforts have emphasized entrepreneurship and technology transfer to diversify and strengthen our local economy.

Job forecasts predict that the area will continue to have steady job growth into the future. The county is expected to see over 130,000 new jobs by 2040. Continuous efforts will be needed to grow businesses and industries to actualize the amount of jobs forecasted. Careful planning and strong policy decisions will be needed to guide some of that job growth to locate west of the Rio Grande to help provide employment opportunities to West Side residents and alleviate congestion pressure on our region's limited river crossings.

2.3.4 JOBS-TO-HOUSING BALANCE

The imbalance of jobs to households in our region poses a significant challenge for our future due to limited river crossings and our limited ability to increase the capacity of existing crossings.

On the whole, we drive less if there are job opportunities and services near our homes and desirable housing and amenities near our workplaces. In areas with more houses than jobs, commute times tend to be longer, and congestion tends to be worse.

East of the Rio Grande, there are almost 1.5 jobs for every household. West of the river, there is less than one job for every two households. Particularly at peak hours, traffic congestion at river crossings is expected to worsen dramatically over time, leading to bridge crossing times of an hour or more by 2040 without significant job growth on the West Side, as workers will have to continue commuting to jobs east of the river.

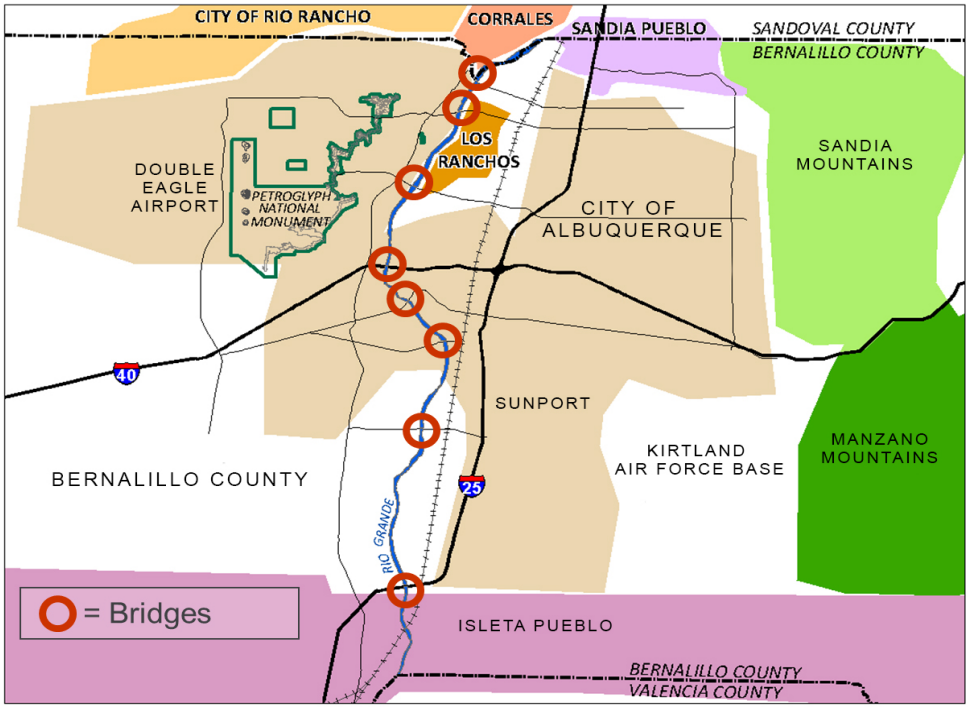


Figure 2-5: Bridge Crossings and Jurisdictions



Figure 2-6: Natural Features

2.3.5 CHANGING PREFERENCES

Changing demographics pose both a challenge and opportunity for our region as preferences shift about the kinds of places we live and the transportation options we choose. In general, preferences are shifting toward places that give people options to walk, bike, or take public transportation.

In 2014, the American Planning Association found that one out of four people wanted the option to ride/bike to work or errands, and one in two people wanted to live in a walkable community.[3] Nationally and locally, larger shares of Millennial and Baby Boomer generations are shifting away from suburban lifestyles and choosing smaller homes in more urban areas, close to a multitude of services and accessible by walking, biking, and transit. While the percentage who want these options may remain small, the sheer numbers of people in these generations results in more demand for this type of housing than we may be ready for, particularly when other small percentages of other generations may want the same kinds of options.

These changing preferences don't necessarily translate into everyone wanting to live in more urban areas. A 2013 MRCOG travel preference survey found that while



Image credit: City of Albuquerque

Urban living options in East Downtown.

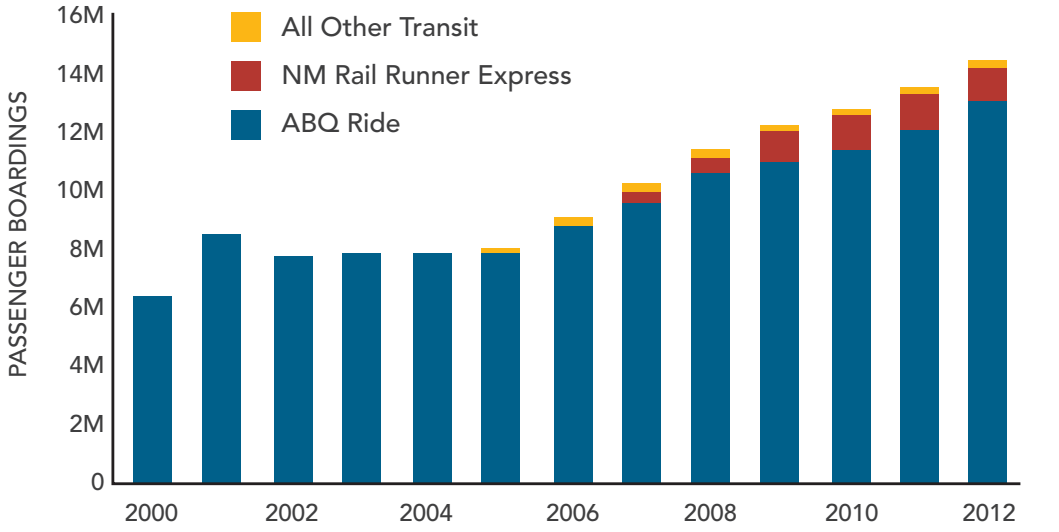


Figure 2-7: Transit Ridership in the Albuquerque Metro Area (2000-2012)

Source: MRCOG

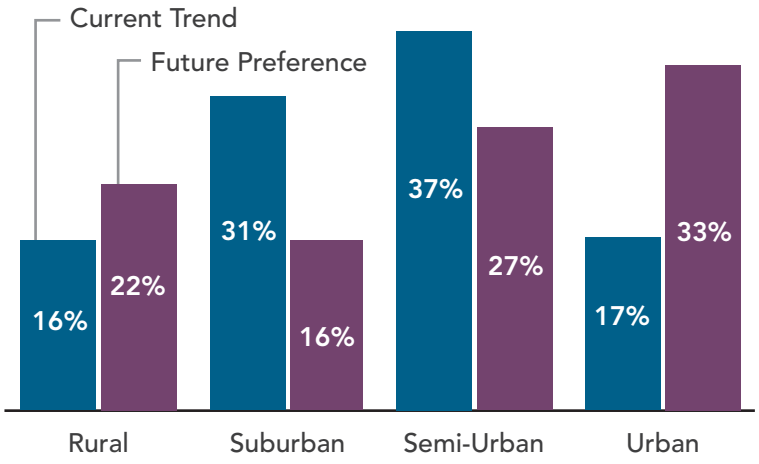
an urban or semi-urban lifestyle was the most attractive option for a large majority of people (60 percent), almost a quarter of residents (22 percent) want to live in rural areas in the future. An ongoing challenge in our region will be how to protect rural lifestyles despite an influx of people.

In 2016, public participants in the Comp Plan update echoed this shift in preferences. People expressed a desire for vibrant, active centers with options to live, work, play, and learn, connected by corridors that provide more choices and better mobility for pedestrians, cyclists, and transit users.

2.4 Accommodating Future Growth

2.4.1 CONSTRAINTS TO FUTURE GROWTH

Where growth will occur in the county and the city will be determined by a number of factors. Tribal lands and publicly owned land form growth boundaries on all sides of the county. Even so, there are approximately 160 square miles of vacant developable land in the unincorporated county, compared to the 120 square miles that have already been developed. Significant changes will be needed to direct growth within the developed metropolitan footprint, preserve undeveloped areas and rural character, and ensure sustainable growth over time. See **Section 5.1.2.1 of the Land Use chapter** for a more detailed discussion of available land in the city and county.



Local residents want to live either in more urban or more rural areas in the future.

Figure 2-8: Current and Preferred Lifestyle Trends in Bernalillo County

Source: MRCOG Travel Preference Survey, 2013-2014, Bernalillo County

The City had extraterritorial planning and zoning powers within five miles of its boundary until the state legislature removed them in 1998. Several bills since then have sought to reinstate the City's extraterritorial jurisdiction. By 2003, the City had annexed much of the urban built environment within the Albuquerque area. That year, the state legislature adopted legislation limiting the City's ability to annex land without the approval of the County. Until the state legislature acts to change existing laws, the City's municipal boundaries are constrained for the foreseeable future. By 2040, a large portion of available land in the city may be built out, and the city might become land-locked by other jurisdictions.

The Comp Plan presents a shared vision for the pattern and intensity of growth in both city and county areas so that both jurisdictions can accommodate reasonable growth and development to 2040.

	DEVELOPED SQ. MI. (APPROX)	VACANT SQ. MI. (APPROX)	TOTAL DEVELOPABLE LAND SQ. MI. (APPROX)	TOTAL UNDEVELOPABLE LAND SQ. MI. (APPROX)
Albuquerque	89	24	113	76
Unincorporated Bernalillo County*	120	160	280	259

Table 2-2: Developed and Vacant Land, Albuquerque & Unincorporated Bernalillo County

*Unincorporated Bernalillo County includes Federal Lands, such as Cibola National Forest, the Petroglyph National Monument, and the Reserve Area. It does not include Kirtland Air Force Base, tribal lands, or other municipalities.

2.4.2 GROWING INWARD

While national trends indicate that regions that support and invest in infill growth are recovering best from the 2008 recession, Albuquerque's developed footprint has grown rapidly, and we continue to grow primarily through suburban residential development on the city's edges.

Outward expansion is problematic because it puts additional strain on limited infrastructure funding and finite natural resources and doesn't achieve the kinds of placemaking that make cities attractive. Low-density, suburban development at the edge of our urban footprint competes with many residents' desire to preserve rural lands and lifestyle options.

We need policies that encourage infill development in appropriate places and sustainable growth patterns over time.

Where growth occurs at the urban fringe, it should take the form of concentrations of mixed uses within Centers and Corridors, in addition to single-family residential. This policy direction will help us move toward a vibrant, sustainable region.

2.4.3 EXPANDING HOUSING OPTIONS

Attracting young people is a key strategy for economic development and needs to be reflected in our housing policy. Millennials represent the largest segment of the local population and a growing part of the workforce. While most young families will likely choose to live in traditional detached homes, growing numbers will desire to live in cottage homes, urban townhomes, and intentional living communities. Our local housing stock needs to evolve to include more of these desired housing types.

Beyond planning for Millennials, we must also be planning for Boomers — the second-largest generation in our region — whose housing preferences and needs are also expected to shift in the next two decades. In fact, of the growth in population expected by 2040, 80 percent will be households without children. This signals a significant change from past housing preferences, and existing and anticipated housing stock in the Albuquerque area will not be sufficient if more of these households prefer housing options other than single-family homes, particularly if they want affordable rental options.

While local home ownership affordability is generally high, there is a lack of affordable

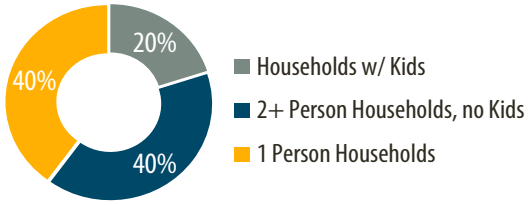


Figure 2-9: Share of Population Growth to 2040

Source: Arthur C. Nelson, Presentation to the Greater Albuquerque Realtors Association, April 2015

rental housing. For comparison, only one out of every four owned homes is considered unaffordable or severely unaffordable – costing more than 30 percent of the area median household monthly income. For rental units, this number is two times as high, with one out of every two units unaffordable or severely unaffordable. Future housing policies should encourage and protect affordable rental options.

JOBS & HOUSING

To address the imbalance of jobs and housing on the West Side, the City and County should pursue housing policies that create vibrant neighborhoods near jobs and amenities throughout the area, minimizing residents' cross-river commutes. Locating new employment near transit or developing transit to serve existing employment centers will also be helpful in reducing vehicular traffic.

2.4.4 BALANCING

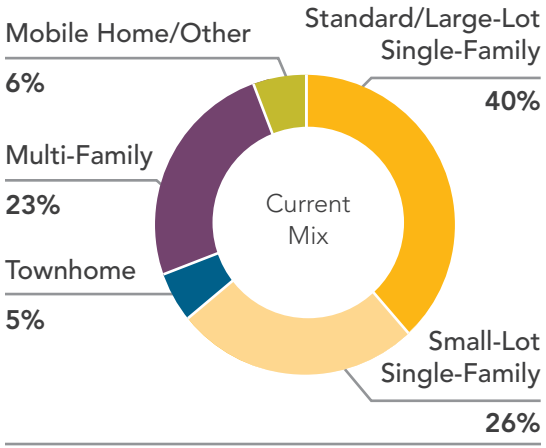


Figure 2-10: Housing Mix in Bernalillo County

Source: U.S. Census Bureau 2009-2014 ACS

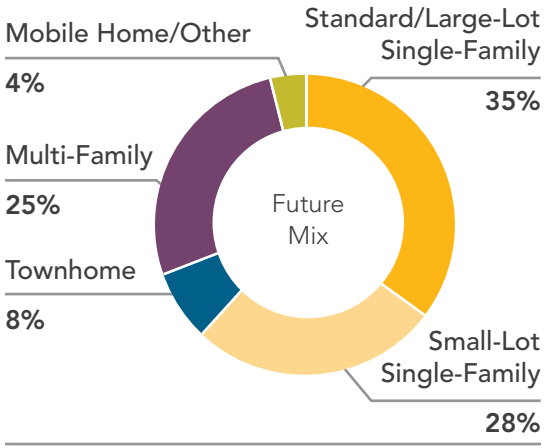


Figure 2-11: Future Balanced Housing Mix by Type for Bernalillo County

Source: Envision Tomorrow Balanced Housing Model using three data sources: U.S. Census ACS 2009-2014, 2014 Projections of the Population and Components of Change for the U.S., and MRCOG 2040 population forecast inputs.

2.4.5 COORDINATING REGIONAL GROWTH

In 2015, the Metropolitan Transportation Board adopted a preferred scenario for how to grow as a region for the first time. Going beyond the typical analysis that evaluates the consequences of future growth based on current trends, MRCOG's Metropolitan Transportation Plan (MTP) for the four-county region that includes Albuquerque and Rio Rancho analyzed the potential benefits of more compact growth in the metropolitan area.

If local jurisdictions work together and change land use policy and make coordinated transportation investments to encourage compact growth, the region is expected to see benefits to air quality and multi-modal mobility. While vehicle miles

We must expand options for housing that people want and can afford to meet residents' needs now and in the future.

traveled and commute times still increase over time in the preferred scenario, the increase is less than in the trend scenario, showing improved conditions compared to past trends.

This Comp Plan is closely coordinated with the MTP to implement the changes necessary for land use and transportation policy in order to realize the benefits presented in the preferred scenario.

Water planning and water/wastewater infrastructure is coordinated through the Albuquerque-Bernalillo County Water Utility Authority (ABCWUA). The ABCWUA board includes elected officials from both the City and County. Staff from both local governments coordinate with ABCWUA on updates to the Water Conservation Plan and the 100-year Water Resources Management Strategy.

To estimate future water demand, ABCWUA uses a comparison of past utility growth along with the same growth forecast as the regional MTP and the Comp Plan. ABCWUA is also a commenting agency for development proposals subject to review and approval by the City or the County. For more details on water infrastructure and planning, see the **Infrastructure, Community Facilities & Services and Resilience & Sustainability chapters.**

	2012 DATA	2040 TREND ANALYSIS (% GROWTH)	2040 PREFERRED SCENARIO (% GROWTH)
ACCESS			
Households near centers	64,842	+51	+99
Households near transit	25,530	+59	+108
Jobs near activity centers	142,531	+33	+40
Jobs near transit	47,496	+15	+31
TRANSPORTATION			
Vehicle hours traveled	50,778	+47	+40
Transit ridership	41,033	+40	+142
River crossing trips	592,609	+36	+31
Average commute time	17 min	+36	+12

Table 2-3: 2040 Preferred Scenario Results for Access, Sustainability, and Transportation

Source: MRCOG Preferred Scenario Analysis.

2.4.6 FOCUSING GROWTH IN CENTERS & CORRIDORS

Existing and designated Centers and Corridors are intended to accommodate much of the anticipated future growth in the city and county. Instead of low-density, single-use growth at our edges, new development and redevelopment will be encouraged in existing Centers connected by a strong transportation network that accommodates cars and trucks, transit, cyclists, and pedestrians. Any potential for growth at the edges of the existing metro area should be master-planned as mixed-use, walkable Centers and Employment Centers, connected by Corridors that provide transportation options, mobility, and access for pedestrians, cyclists, transit users, and drivers.

The Centers and Corridors framework encourages a range of vibrant places with varying activity intensity and development densities with development appropriately

scaled to protect existing single-family neighborhoods and rural areas.

2.4.7 LEVERAGING PUBLIC INVESTMENTS

The Centers and Corridors framework is part of a strategy of responsible public investment. Directing growth to areas where public dollars have already been invested in Centers and along Corridors increases the rate of return on that investment. This strategy increases the tax base and provides high-quality places to live and work, all while investing in growing and supporting the places where people want to live. Nationally, we see a trend of young workers and large employers choosing cities that provide vibrant live-work-play-learn environments. Investing in more of these districts in Albuquerque further supports our economy through attracting and retaining a strong workforce for the future.

Chapter 2 Endnotes

1. U.S. Census Bureau, Claritas Estimates, 2015
2. University of New Mexico Geospatial & Population Studies
3. American Planning Association, "Investing in Place," May 2014. Arthur T. Nelson, "ABQ Trends & Opportunities to 2040," Presentation 4/16/2015.

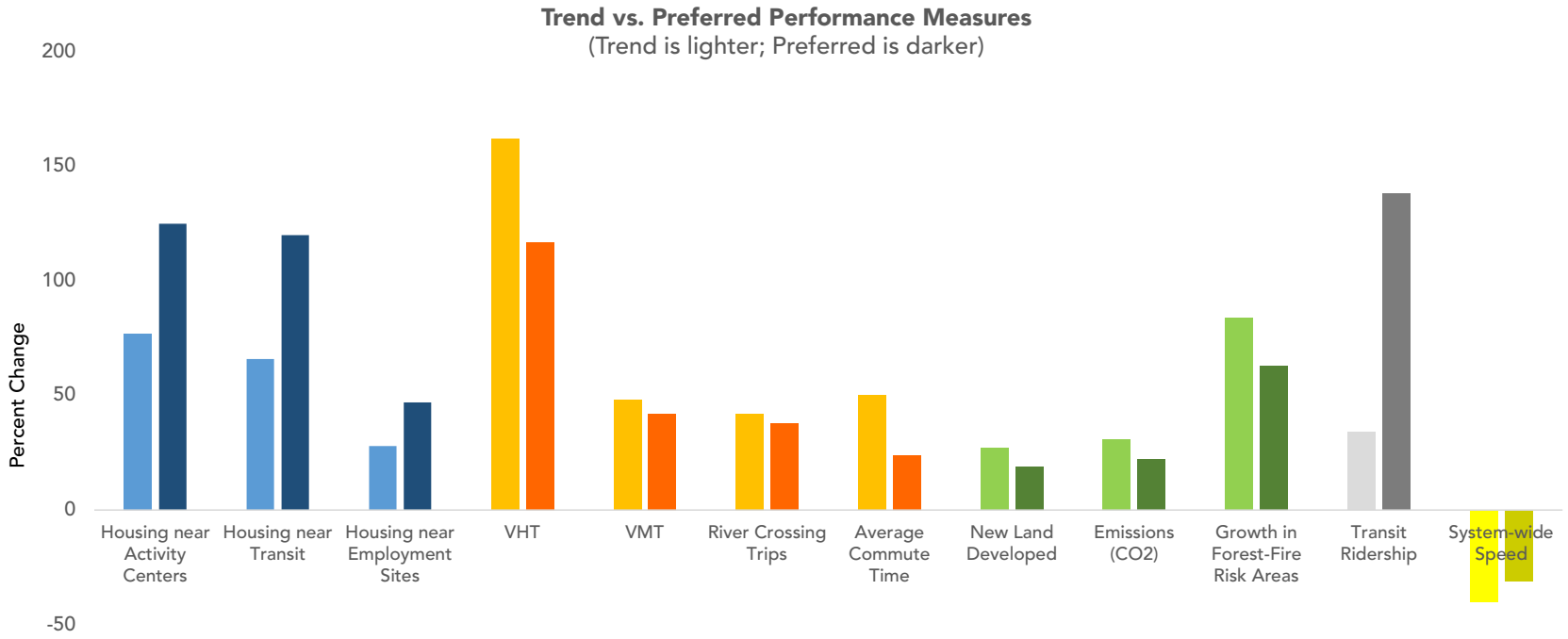


Figure 2-12: Potential Benefits of the MTP Preferred Scenario

Source: MRCOG Travel Preference Survey, 2013-2014, Bernalillo County.

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Image Credit: Duncan Rawlinson

Chapter 3

THE VISION

3.1 A Shared Place

The Albuquerque area is growing; the area population is projected to grow by almost 50 percent by 2040. Growth presents many choices that can lead down different paths to different futures. Having a common vision helps guide and inform City and County decision-making over time so that we move in the right direction to reach the future we want.

Our community will have the highest quality of life and the greatest range of diverse, vibrant places if we grow as a community of strong Centers connected by Corridors that provide excellent mobility for pedestrians, cyclists, and transit users, balanced with efficient access throughout our community by automobile.

This Centers and Corridors approach to growth requires that we have strong policies that direct development primarily within existing centers, protecting rural areas and single family neighborhoods, and ensuring that development on the edges of our urban footprint is master planned to include Centers and Corridors, in addition to single-family subdivisions.



Image credit: Larry and Linda Ellis

Albuquerque's natural beauty and cultural heritage are important to protect.

We are connected to each other through passion and pride for this spectacular region, which is home to so many vibrant cultures and communities. Together, we must make choices to protect all we share, including the stunning natural beauty of the Rio Grande and Bosque, Sandia Mountains, and volcanoes on the West Mesa. As stewards of this place, we must work together to plan our streets and trails, water and energy resources, economy, parks, cultural attractions, neighborhoods, and all other elements that make up the fabric of our community.

We have a responsibility to preserve and protect all we love today and improve quality of life for future generations. Together, we can make decisions that keep us moving toward a vision that will positively influence our lives and the place we call home.

A Vision for Albuquerque & Bernalillo County

As the county and city grow in population over the next 20 years, **neighborhoods will be safer and easier places to walk** through and between. The positive characteristics that contribute to their **unique identities will be protected and enhanced.**

The local transportation network will give people a variety of options for traveling safely and efficiently within and between neighborhoods and to Centers and Corridors while protecting the health and safety of those living and working along the corridor.

Centers and Corridors attract private investment and protect rural areas, while offering people housing and easy access to services, employment, and arts and entertainment. New development occurs mostly in existing Centers and Corridors, and neighborhood revitalization is focused in areas that have been neglected.

Signature regional parks and gems of natural features will attract local and far away visitors, sparking economic growth through increased tourism and local investment.

Multicultural heritage and cultures – including rich arts and traditions, historic buildings and landmarks, and rural ways of life – **will continue to be recognized and celebrated as assets for revitalizing neighborhoods and building a diverse, vibrant local economy.**

The City and the County commit to analyzing the health of our communities and the geographic distribution of our public investments and assets. Where gaps are identified, governments will collaborate with communities, nonprofits, public agencies, and private enterprises to address them.

3.2 Vision Map

The Comp Plan Vision Map (**Figures 3-1 and 3-2**) illustrates our desired growth pattern for the city and county in the future, with growth captured primarily in existing and designated Centers and Corridors.

This map updates the Centers and Corridors from 2013 based on public feedback, recent development, and new economic realities. The designations, symbols, and descriptions of Centers and Corridors have been updated to better coordinate land use and transportation and to create vibrant places.

The Vision Map is not regulatory. Instead, it will act as a general guide for specific policies in the Comp Plan Elements (**Chapters 4-13**) intended to move us toward our shared vision.

3.3 Centers & Corridors

3.3.1 CENTERS

Centers are areas of relatively intense development with a variety of land uses that allow for many different activities. There are five Center types in the Comp Plan, each describing a varying level of intensity and market area. Most Centers have, or will strive for, a high degree of walkability, and are intended to be well served by transit and connected by trails and bike lanes. Other Centers focus on providing job centers where they are needed throughout the region.

Downtown

Albuquerque's Downtown serves as a regional hub for high-intensity, concentrated employment and commercial activity supported by high-density housing. Downtown serves as the focal point and unifying identity of the Albuquerque area.

Urban Centers

Urban Centers incorporate a mix of residential and employment uses at a lower density and intensity than Downtown. While Urban Centers serve a smaller portion of the region, they also provide a unifying urban identity for the areas that coalesce around them.

Employment Centers

Employment Centers prioritize opportunities for industrial and business districts supported by retail and residential uses. Employment Centers tend to be auto-oriented and need to provide excellent access for trucks and connections to freight networks.

Activity Centers

Activity Centers incorporate a mix of residential and convenient services at a neighborhood scale, serving neighborhoods within a 20-minute walk or short bike ride.

Village Centers

Village Centers serve rural or semi-urban areas. They provide a variety of shopping opportunities and gathering spaces for events such as festivals, markets, and street fairs.

3.3.2 CORRIDORS

Corridors describe the mix of uses and transportation connections within walking distance (about one-eighth to one-quarter mile) of a major street. The Comp Plan highlights a network of five different Corridor types with different policy objectives for street design, transit service, and development form. This range of Corridor types balances the street system by ensuring access to Centers by walking, biking, and transit. Commuter Corridors prioritize automobile travel to ensure efficient cross-town movement for vehicles and trucks.

Premium Transit Corridors

Premium Transit Corridors are intended to be served eventually by high-quality, high-capacity, high-frequency public transit (e.g. bus rapid transit). These Corridors are planned for mixed-use and transit-oriented development within walking distance from transit stations at strategic locations along the corridor.

Main Street Corridors

Main Streets are lively, highly walkable neighborhood streets lined with local-serving businesses.

Major Transit Corridors

Major Transit Corridors are anticipated to be served by high frequency and local transit (e.g. RapidRide, local, and commuter buses). These Corridors prioritize transit above other modes to ensure a convenient and efficient transit system.

Multi-Modal Corridors

Multi-Modal Corridors should encourage the redevelopment of aging auto-oriented commercial strip development to a more mixed-use, pedestrian-oriented environment and focus heavily on providing safe, multi-modal transportation options.

Commuter Corridors

Commuter Corridors are higher-speed and higher-traffic volume with routes for people going across town (e.g. limited-access roadways). These Corridors accommodate faster and longer trips for personal vehicles, commuter bus service, and often bicycling.



Image credit: City of Albuquerque



Image credit: Bernalillo County

Downtown's KiMo Theatre and the unmistakable flavors of New Mexico.

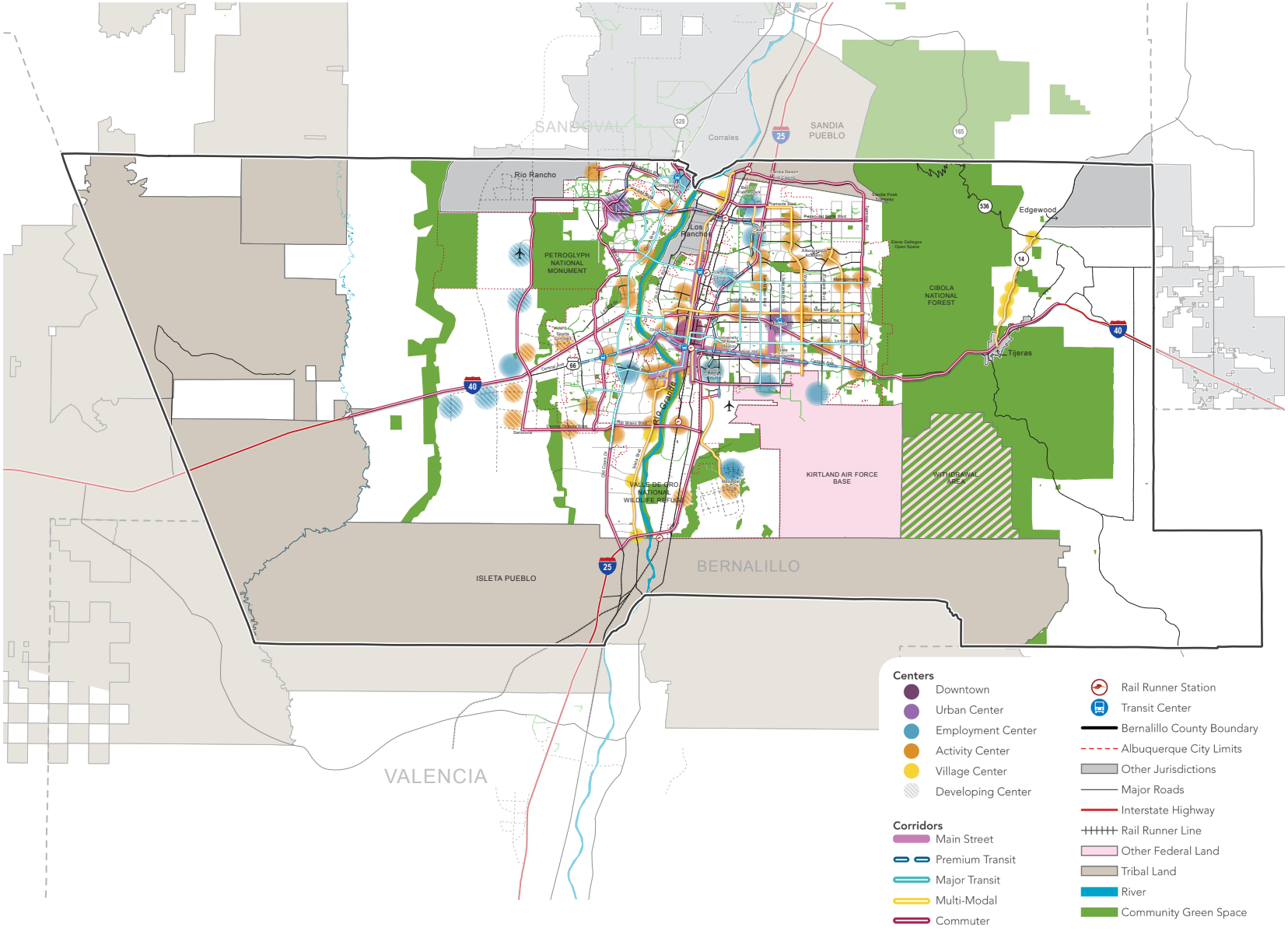


Figure 3-1: Countywide Vision Map

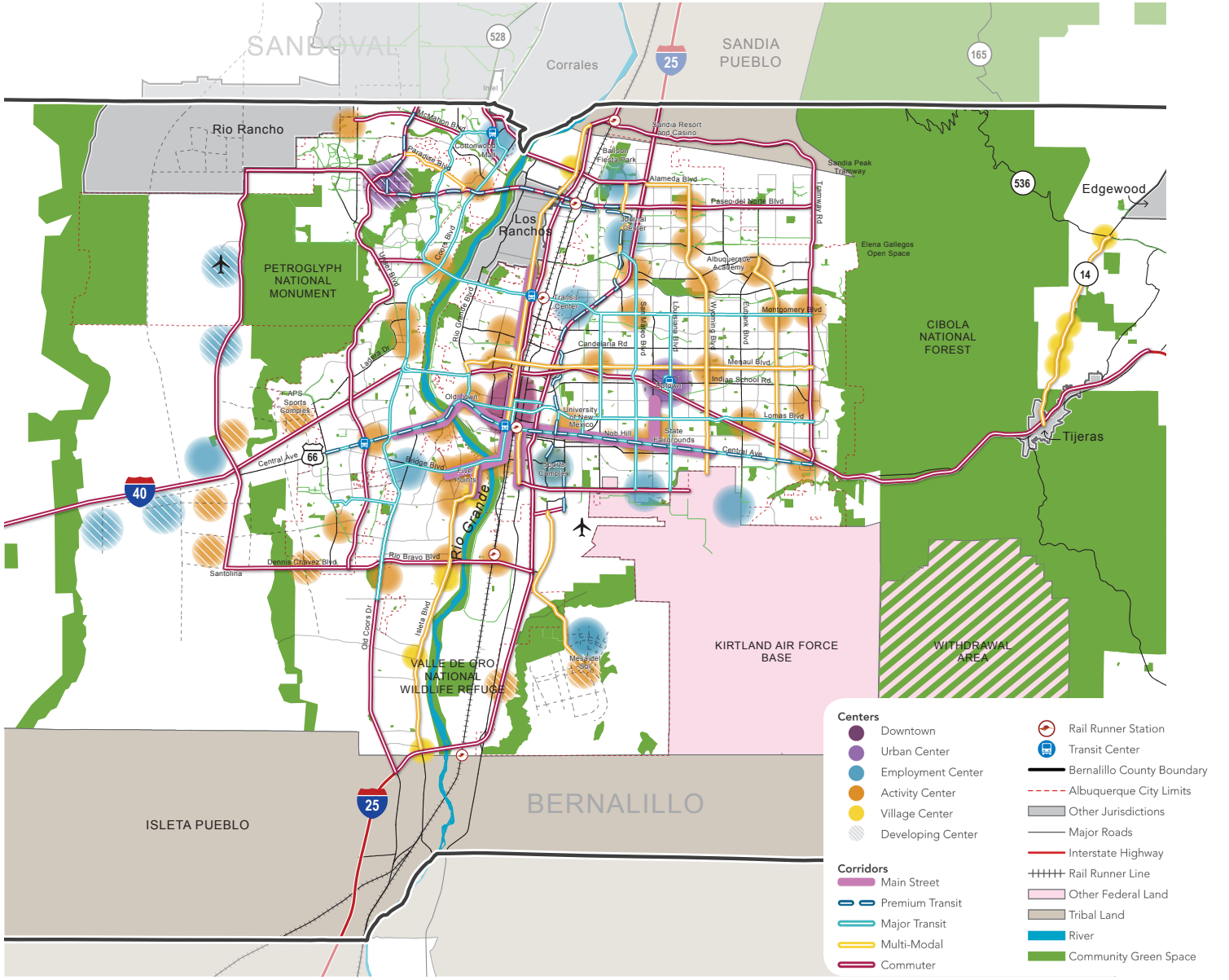


Figure 3-2: Metro-focused Vision Map

Guiding Principles

Guiding the Vision

The **Guiding Principles** are a major outcome of public engagement efforts. They represent the most prominent themes voiced by community members in 2015 and provide a community- and value-based framework for the Vision.

These six principles capture our values and aspirations as a community and underlie the goals, policies, and actions in each element of the Comp Plan.



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.

3.4 Comp Plan Elements

Chapters 4 through 13 contain the Comp Plan Elements, which provide policy guidance to the City and County by topic. Background & Analysis – the first section in each chapter – discusses current conditions, trends, and best practices. Goals, Policies & Actions are laid out in the second section of each chapter. Items relating to both City and County are marked as [ABC], City as [A], and County as [BC]. Where sub-policies are not marked, they follow the main policy's marking.

Chapter 14 Implementation provides a matrix of implementation actions taken from policies in each Element, as well as strategic actions that the City and County should take to catalyze progress toward the shared Vision and performance measures to track implementation efforts over time.



CHAPTER 4: COMMUNITY IDENTITY



CHAPTER 8: ECONOMIC DEVELOPMENT



CHAPTER 12: INFRASTRUCTURE, COMMUNITY FACILITIES & SERVICES



CHAPTER 5: LAND USE



CHAPTER 9: HOUSING



CHAPTER 13: RESILIENCE & SUSTAINABILITY



CHAPTER 6: TRANSPORTATION



CHAPTER 10: PARKS & OPEN SPACE



CHAPTER 14: IMPLEMENTATION PLAN



CHAPTER 7: URBAN DESIGN



CHAPTER 11: HERITAGE CONSERVATION





PLAN ELEMENT

Chapter 4

COMMUNITY IDENTITY

Image Credit: City of Albuquerque

4.1 Background & Analysis

4.1.1 Introduction

Albuquerque and Bernalillo County are home to distinct and vibrant neighborhoods supporting a wide range of urban and rural lifestyles that reflect the unique history, culture, and environment of the region.

This chapter provides information and history about how the geographic location of neighborhoods (the natural environment) as well as their physical development (the built environment) contribute to the charm, flavor, or character of place.



Image credit: City of Albuquerque

The character of any area is shaped by its historical development; its geographic, natural, and cultural features; special places that are built or created over time; and the identity, culture, interests, and passions of its residents. Together, these elements give people a sense of place and contribute to a sense of a community's identity.

This chapter includes policies related to the preservation, enhancement, and planning for all areas of the city and county, as well as additional policies related to the character of specific areas. This chapter works with other chapter elements in the Comp Plan to protect and enhance neighborhood character by guiding appropriate land use and encouraging the registration of historic properties or districts within neighborhoods. The Comp Plan is not the only tool for protecting neighborhood character. Beyond City and County policies, partnerships with other agencies or nonprofits can have a more direct and immediate impact on protecting important elements of neighborhood character. All stakeholders, including residents, local businesses, and neighborhood associations, along with local government, have a role in defining the character of neighborhoods and guiding future development.

Ongoing planning efforts will be needed to further identify the distinct elements and special places that define and contribute to each area's character, as well as policies, capital projects, and partnerships needed to preserve and enhance distinct communities.

In this chapter, we use the term "equity" to describe ensuring that different people or places have the opportunities, access, and services they most need. Many people think "equity" and "equality" are interchangeable terms. "Equality" aims to ensure that all people or places have the ***same*** *opportunities, access, and services – a laudable goal. Distributing an equal amount to each would be fair if people and places had the same starting amounts. Discussions of "equity" acknowledge that people and places might need and want different things – and have different starting places. The* ***equity*** *approach involves assessing the different needs that people and places have and prioritizing resources and efforts to address them in the order of urgency that best matches those needs to move toward* ***equality*** *over time.*

Applying the Guiding Principles

Each element of the Comp Plan uses guiding principles as the basis for its goals, policies, and actions. The six guiding principles and their definitions were developed from input received during the public involvement process, detailed in the Vision chapter.

Here, we apply the guiding principles to **community identity** goals, policies, and actions.

STRONG NEIGHBORHOODS

- Neighborhoods provide quality of life and remain distinct, vibrant places to live.
- Development in established neighborhoods matches existing character and promotes revitalization where desired.
- Established neighborhoods are protected, preserved, and enhanced.

MOBILITY

- Complete, walkable neighborhoods with a range of housing and amenities make non-auto transportation options safer and more accessible.
- Planning efforts identify improvements needed in areas with limited mobility.

ECONOMIC VITALITY

- Neighborhoods with locally-serving businesses promote sustainable economic growth and reinvestment of local dollars.

EQUITY

- Community Planning Area assessments in the City and Sector Planning in the County identify existing conditions and use equity measures to prioritize revitalization.

SUSTAINABILITY

- Strong and vibrant neighborhoods foster social connections and encourage resource-sharing.
- Sustainable neighborhood design integrates green infrastructure.

COMMUNITY HEALTH

- Healthy neighborhoods protect residents from hazards, encourage physical activity, and foster positive social interactions.
- A range of amenities in neighborhoods reduces the need to drive, increasing active transportation opportunities.

In the future…

Neighborhoods will remain an important feature of Albuquerque and Bernalillo County. Over the next twenty years, they will continue to flourish as places that provide a high quality of life for all residents and contribute to the good of the greater Albuquerque and Bernalillo County community, with increasing opportunities for improvement.

Public investments will be made equitably in all neighborhoods across the city and county to address needs in areas with fewer resources and to ensure that planning and engagement happen in all communities. Neighborhood-level engagement, in both the city and county, will empower residents and result in recommendations that are practical to implement.



Image credit: City of Albuquerque

4.1.2 Context & Analysis

4.1.2.1 PROTECTING & ENHANCING NEIGHBORHOOD CHARACTER

The desire to protect and enhance the character of one's neighborhood is universal. The most valued neighborhood assets we strive to protect and enhance make Albuquerque unique and valuable, including historically and culturally significant resources, such Old Town Plaza and landscape features, such as acequias. As redevelopment and infill occur, policies help ensure that development is consistent with the community's vision and compatible with the surrounding area.

Character and the Built Environment

This chapter includes goals and policies related to the distinct character of our neighborhoods and incorporates policies and actions for individual areas from the City's former Rank 3 Sector Development Plans.

Comp Plan policies and zoning standards in separate ordinances can address the following elements of the built environment that contribute to the character of an area:

- Mix of land uses
- Development scale and intensity of commercial and office uses
- Building size and massing
- Building placement (i.e., on a site and in relationship to public rights-of-way)
- Site layout
- Landscaping
- Platting patterns
- Block size and pattern
- Street width, alignment, and configuration
- Circulation patterns for all transportation modes
- Streetscape elements and amenities
- Parking for vehicles and bicycles
- Relationship to natural features and cultural landscapes
- Park and civic space location, size, and configuration

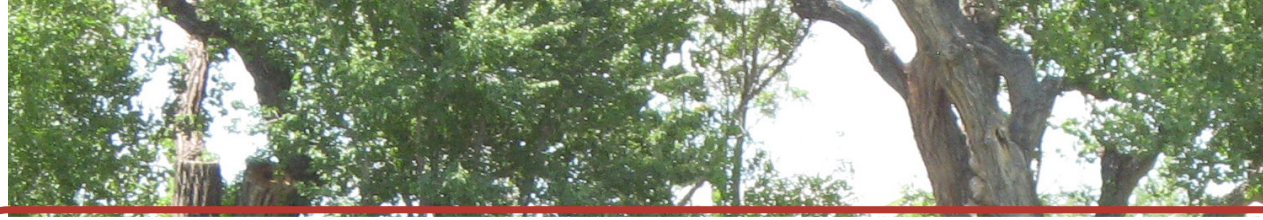
Other elements that contribute to an area's character – such as safety, architectural styles, and residents' demographics – are important, but are not planned and

coordinated best through the Comp Plan since it is primarily a land use document.

Neighborhood Associations

There are over 300 volunteer-led neighborhood associations within the city and county. Sometimes boundaries overlap where neighborhoods are covered by multiple associations, while some areas have no association. Some neighborhoods draw their boundaries to include residential areas only; others include residential areas and nearby businesses and commercial corridors. The City and County defer to how residents and local stakeholders draw these boundaries to organize themselves.

The Comp Plan as a policy document does not establish neighborhoods or their boundaries. The City and County have separate ordinances that establish how neighborhood associations are recognized for the purpose of notification of private or public development projects. For illustration purposes, a map of neighborhood associations recognized as of October 2016 is included in **Appendix F**.



To achieve our vision the City and County need to address key **challenges** and **strategies.**

CHALLENGES

- Respecting historic neighborhood and land use patterns.
- Protecting and enhancing neighborhood character.
- Ensuring inclusive decision-making.
- Ensuring equitable public investment.

STRATEGIES

- Creating complete communities and neighborhoods.
- Highlighting the variety of housing types that match the distinct character of different neighborhoods
- Demonstrating the feasibility of diverse housing types in various neighborhoods to the community and developers.
- Integrating the City's Rank 2 Area Plans, Corridor Plans, and Sector Development Plans into the Comp Plan.
- Directing higher density and intensity development in the City to Areas of Change.
- Ensuring that new development is compatible with established character in Areas of Consistency in the city.
- Identifying the character and needs of neighborhoods in the city through a Community Planning Area assessment process.
- Developing or amending Area and Sector Development Plans in the county as needed in the future to provide further guidance for development.





Image credit: City of Albuquerque



Local art and food add character and flavor to Albuquerque neighborhoods.

Historic Neighborhoods & Special Places

Due to its long, continuous history of settlement, the Albuquerque area is blessed with many distinctive communities dating to different historical eras, each with its own pattern of development.

Many historic neighborhoods have gone through the formal process to be designated as a historic district by the City or County or to register as a historic neighborhood at the state or federal level. Historical designations are a powerful tool to preserve distinct qualities is the designation; however, qualifying for these designations includes rigorous requirements, which many historic areas cannot meet. Restrictions on development and demolition associated with many designations are not always desired by property owners in the neighborhood.

Neighborhoods that want to control historical architectural styles need to work with the City or County to register as a historic district and develop an overlay zone that identifies what styles to protect and specific standards to apply.

Policies related to historic preservation for neighborhoods, districts, and buildings, as well as protecting agricultural heritage and cultural landscapes are included in the **Heritage Conservation chapter**.



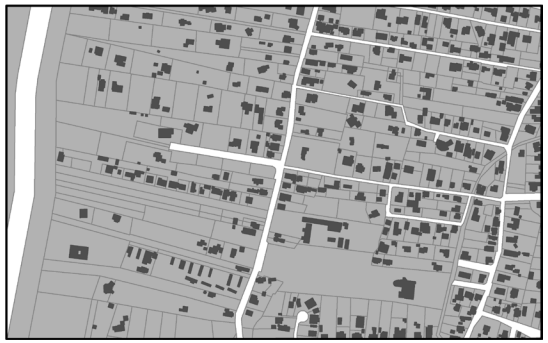
HISTORIC DEVELOPMENT ERAS & PATTERNS

The character of any area is a confluence of factors that give people a sense of place. An area's character is shaped by its historical development; its geographic, natural, and cultural features; special places that are built or created over time; and the identity, culture, interests, and passions of its residents. This section provides background about the area's history, which helped shape distinct neighborhoods.

Pueblo, Hispanic, and Anglo American development patterns left a lasting impact on the subdivision and use of land in our region. An overview of the area's five main development eras and their identifiable development patterns provides a useful background for today's neighborhood character and form. These patterns influenced one another over time and continue to inform new development and contribute to the identity of distinct places and neighborhoods throughout the city and county. The Albuquerque-Area Archaeology: Sites and Stories report provides a more thorough coverage of major culture periods and important events.

1. **Agrarian Villages: 1692-1710**
2. **Railroad Wards: 1880-1916**
3. **Early Automobile Suburbs: 1916-1945**
4. **Post War Neighborhoods: 1945-2000**
5. **Early 21st Century Neighborhoods: 2000-Present**





Agrarian villages were built on long, linear lots near the river and acequias.

AGRARIAN VILLAGES: 1692-1710

Established neighborhoods located near the Rio Grande show evidence of the long, linear platting dating to the early colonial period in the 17th century as farms and haciendas were established in the floodplain of the Rio Grande and along *El Camino Real* (the Royal Road). These neighborhoods still bear the names of founding families of these small farming villages: Los Duranes, Los Candelarias, and Los Griegos in the North Valley; Los Padillas in the South Valley. Neighborhoods in the South Valley were established as early as 1692 in Atrisco, followed by Armijo (1695), Barelas (1707), and Alameda (1710).

Historically, the valley was dominated by large agricultural plots. Small farming communities began to organize around communal irrigation ditches, or acequias, that aided in the irrigation of farmland. In order to provide equitable access to water sources, land was subdivided in long narrow strips called *lineas* or long lots, each with a fairly narrow frontage to the *acequia*. Roadways were laid out to run parallel to the general course of the *acequia* channels and modest, flat-roofed earthen buildings were erected along them – forming linear villages. Over time, the large rectangular agriculture plots were subdivided by owners into smaller residential lots for their heirs, which resulted in an organic variety of lot sizes and configurations. Despite the increase in residential construction, lots and fields were subdivided in a manner that preserved the visual imprint of this early agricultural landscape within these neighborhoods. Many of these agricultural villages eventually became the city's first suburbs. By the 1930s, developers began to plat small subdivisions, such as the Los Alamos Addition of 1938, within these villages' former field systems. Most, however, would continue to retain at least a few elements recalling their earlier cultural landscape, especially the streets and lanes lacking the rigid pattern characteristic of the railroad town and houses built in the New Mexico Vernacular style.

Street and Block Patterns

- **Organic roadways running parallel to the acequia system**
- **Long, linear platting**

Characteristic Elements

- **Community irrigation ditches (*acequias*)**
- **Long lot fields (i.e., *vara* strips)**
- **Single-story, flat-roofed, linear floor plan houses constructed of earthen materials in a New Mexican vernacular style**
- **Pitched, corrugated metal roofs introduced in 1880s**
- **Organic parcel patterns**

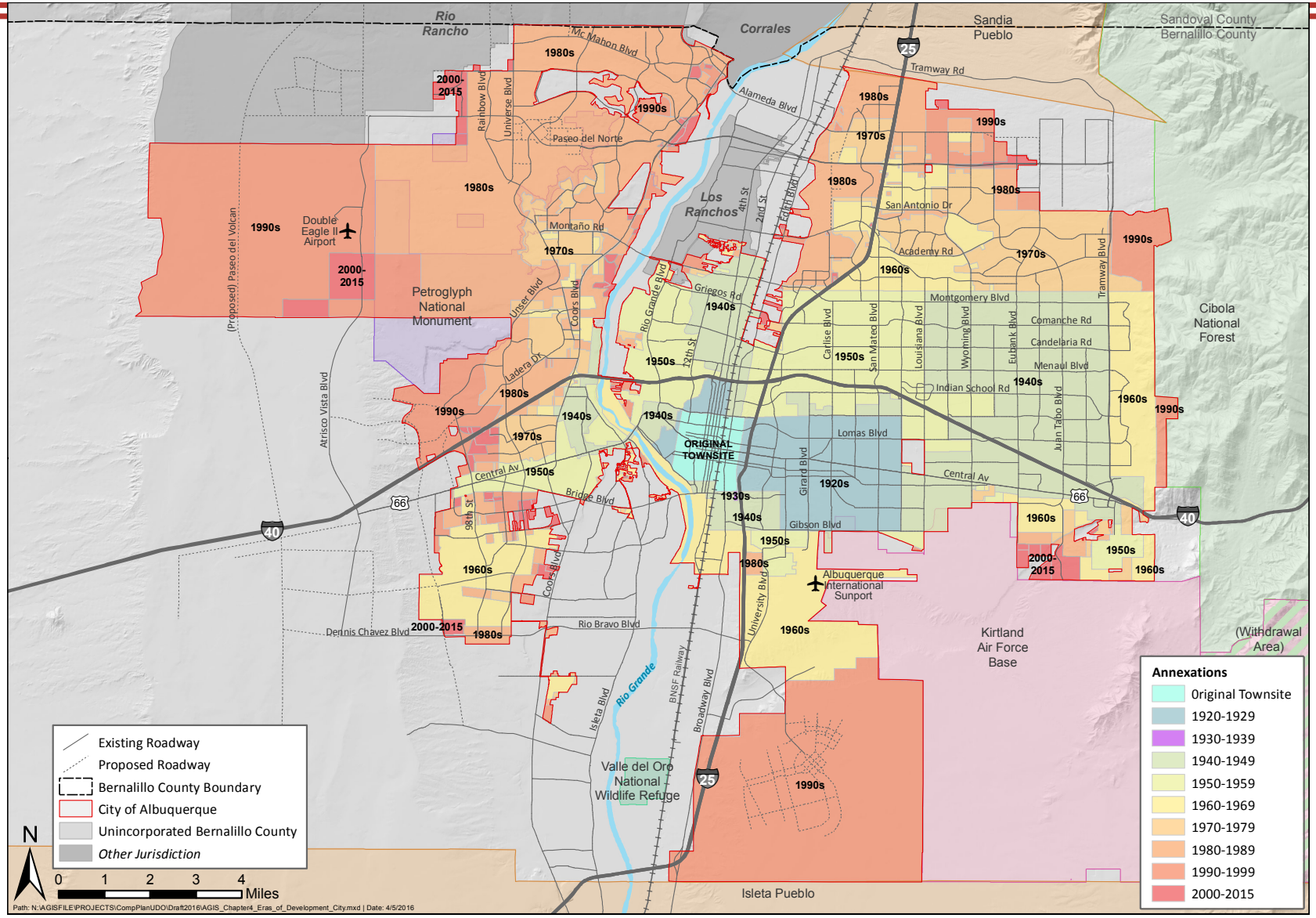


Figure 4-1: Growth Through Annexation Over Time in Albuquerque

RAILROAD WARDS: 1880-1920

The coming of the railroad transformed Albuquerque from a farming village into a commercial and industrial center. The arrival of the Atchison, Topeka & Santa Fe Railway in 1880 began a new era of development, including a "new town" around the rail depot sited two miles east of the Villa de Albuquerque (Old Town). Unlike the villa, which used local building traditions, palettes, and styles, the new town reflected the popular tastes and lifestyles of the Midwesterners who came along with the railroad.

The new town site was laid out on a gridiron pattern of streets and blocks. New housing tracts were platted in long, rectangular blocks paralleling the railroad tracks. Blocks were comprised of narrow, deep lots with back alley access. Houses of a similar scale and portion were sited with consistent setbacks, yet they exhibit an architectural variety that provides overall neighborhood unity without monotonous repetition. Local building traditions within housing styles and landscaping were abandoned in favor of new materials, techniques, and stylistic influences popular with the Midwestern tastes of their initial residents. Substantial homes and modest cottages of the Queen Anne, Neoclassical, Tudor Revival, Colonial Revival, Mediterranean Revival, and Spanish-Pueblo Revival styles popular within the period are predominant within these wards. Locally, wood siding, brick, composite stone, and the occasional adobe structures are evident in these neighborhoods.

An interesting juxtaposition of historical eras can still be seen where railroad development occurred near and in established agricultural villages, such as the Barelas neighborhood. Small tracts, sometimes little more than a single block, were carved out from former agricultural fields. Due to the confined nature of these tracts, lots were platted to be fairly narrow and deep. Houses had to be correspondingly narrow, and the result is referred to as a "shot gun" house. Where slightly larger homes were desired, two adjoining parcels were consolidated. Street and block patterns follow a traditional grid pattern, yet where the railroad era grid collides with the traditional agricultural alignments of the farming villages further west, street patterns mixed.

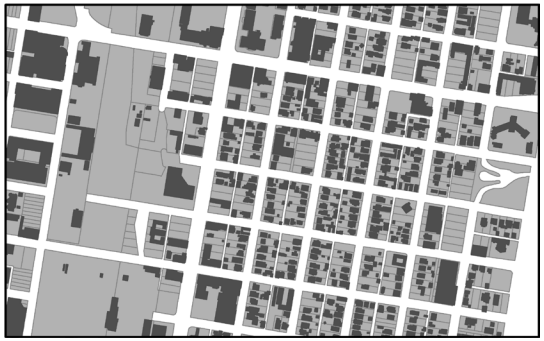
The neighborhoods that surrounded the new town (now referred to as Downtown) still exhibit the gridiron patterns of streets and blocks established by the railroad. These neighborhoods bear the names of the families who originally owned the development tracts upon which they are built, including Huning Highland Addition (1881) in the first ward.

Street and Block Patterns

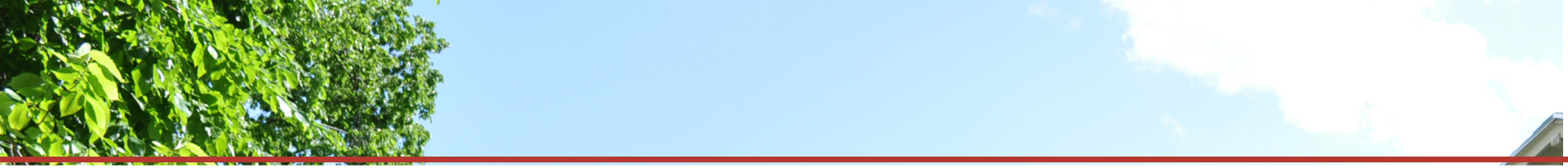
- **Straight connected streets**
- **Gridded, squared street block pattern with back-alley access**

Characteristic Elements

- **Regular grid of square blocks**
- **Narrow, deep lots with back-alley access**
- **Administrative division of New Town into four quadrants or "wards"**
- **Dwellings of a variety of scales from substantial homes, modest cottages/bungalows, and narrow shotgun houses**
- **Victorian (Queen Anne, Hipped Box) style**



Near the railroad, streets were laid out in a grid pattern with narrow, deep lots with a variety of building styles and sizes.



EARLY AUTOMOBILE SUBURBS: 1920-1945

Up to the 1900s, residential growth in Albuquerque occurred primarily in the railroad era subdivisions that were established between the old and new towns. The emergence of the automobile as the primary mode of transportation after 1920 contributed to new patterns of growth as subdivisions extended onto the city's eastern plateau (the near northeast heights). The early influence of the automobile on the built environment can be seen in the 56 new suburban subdivisions that were platted primarily in the heights throughout the 1920s. Early automobile suburbs include: University Heights (1916), Granada Heights Addition (1925), College View Addition (1926), Monte Vista (1926), and the Mesa Grande Addition (1931).

Neighborhoods platted through the 1920s and 1930s reflect the evolution of subdivision development through that time period. Tracts of this period were platted in an oblong gridiron of streets and blocks, which are comprised of narrow, deep lots, often with alley access to the rear yard. A few exceptions, like the notable 1926 Monte Vista Addition, diverged from the typical grid by obliquely arranging their streets to accommodate nuisances in the tract's natural terrain. Residents bought single lots on which to develop homes, or contractors bought and developed a small number of lots to attract buyers. Builders who followed the initial pioneers maintained the established composition of the street but varied housing types and style. The streetscapes that result are harmonious and orderly without being overly monotonous. Early suburban subdivisions took advantage of the rear access by building separate garages to keep their automobiles.

Street and Block Patterns

- **Straight connected streets with the introduction of obliquely arranged streets**
- **Oblong grid, rectangular street block pattern with back-alley access and/or radial grid patterns**
- **Curvilinear streets and cul-de-sacs**

Characteristic Elements of Early Auto Suburbs

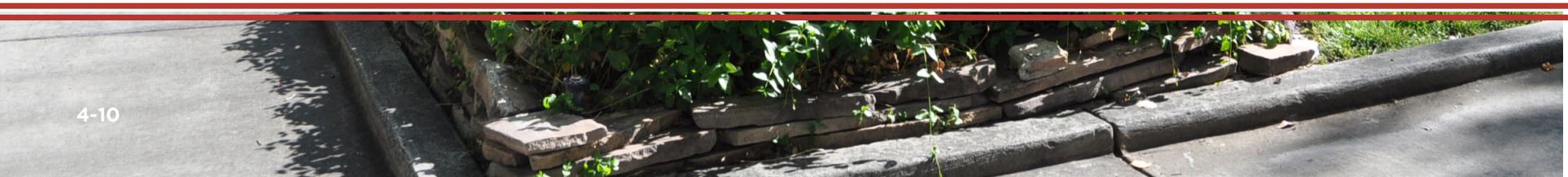
- **Platting that diverges from the typical grid but still follows a grid pattern with multiple access points and connected street network**
- **Narrow, deep lots with alley access to rear yards**
- **Detached garage accessed from the alley or a long driveway**
- **A mix of housing types and styles created by contractors for individual residents as well as by builders who acquired a small number of lots to attract buyers**

Characteristic Elements of Late Auto Suburbs

- **Platting that limited the number of streets connecting to arterials, using loops and cul-de-sacs**
- **Attached garages accessed by a driveway in front of the house**
- **Similar houses on one or more blocks as development occurred in large sections by single builders or contractors**
- **Restricted access into residential areas, either by limited arterials or physical barriers such as walls**
- **Low-density settlement patterns**
- **Separation and increased distance between residential uses and non-residential (commercial, industrial, etc.) land uses**
- **Homogeneous residential areas of single-story, single-family, detached homes**
- **Wide, shallow lots**



Early auto suburbs diverged somewhat from gridded street patterns, with some curvilinear streets and cul-de-sacs. Fairly low density development, garages, and separation from non-residential uses served the growing population of households with cars.



POST-WAR & FREEWAY SUBURBS: 1945 – 2000

In the years after World War II, building an interstate highway system for national security purposes was a national priority. Federal funds flooded into local communities to develop highways. These post-war years saw the simultaneous expansion of the urban road network, rise of automobile dominance, and introduction of large, suburban residential subdivisions. These factors combined to create a dispersed, low-density, single-use development pattern known as sprawl.

The new pattern of tract housing broke with the grid platting pattern of the previous era. Contractors purchased large tracts of land to subdivide and develop. Suburban neighborhoods were platted with a limited number of streets connecting to the arterials. Garages, once detached and accessed from the alley, moved forward and became integrated into the house and accessed by a front driveway. Lots became wider and shallower to accommodate the new orientation of modern housing types and styles. Ranch style houses and modernist architecture became the norm.

Zoning adopted in the 1950s and again in the 1970s codified the separation of residential and non-residential areas. The automobile was expected to provide easy and convenient access from home to work and back. The idea of having services in walking distance from homes and neighborhoods was replaced with the idea of providing convenient shopping at malls and retail strips served by ample parking lots.

Street and Block Patterns

- **Loops and cul-de-sacs**
- **Curvilinear streets**

Characteristic Elements

- **Low-density settlement patterns**
- **Separation and increased distance between residential uses and non-residential (commercial, industrial, etc.) land uses**
- **Homogeneous residential areas of single-story single-family, detached homes**
- **Wide, shallow lots**





After WWII, neighborhoods were increasingly characterized by curvilinear streets and cul-de-sacs with low-density, single-family homes on wide, shallow lots.

MIXED-USE NEIGHBORHOODS: 2000 – PRESENT

The introduction of zoning separated and spread out land uses in the decades after World War II. In time, many western cities began to recognize an increase in consumer demand for more compact development styles that put many daily needs within walking distance of residences. Mixed-use neighborhoods – ranging from a single structure to entire districts that mix residential, commercial, cultural, and industrial uses in an integrated, pedestrian-friendly manner – can provide greater housing density and variety, reduce vehicle trips, increase property values, and foster vibrancy and interest in an area.

Since at least the 1990s, city planning in Albuquerque has sought to encourage such developments and there are multiple examples near UNM, **in Uptown,** and in Downtown. Single developments that mix residential and other uses can be found all over the city. Mesa del Sol and Volcano Mesa are examples of recent plans for major mixed-use districts.

Street and Block Patterns

- **Modified grid block pattern**
- **Smaller block sizes with rear alleys**

Characteristic Elements

- **A blend of residential uses with convenient neighborhood-scale services**
- **Mixed-density development patterns**
- **Efforts to develop complete communities through development of jobs with new housing**
- **Retrofit and redevelopment of older, declining neighborhoods in developed urban areas**



Image credit: City of Albuquerque

Newer neighborhoods like the Sawmill district offer more dense housing mixed with commercial uses.

4.1.2.2 GUIDING FUTURE GROWTH

The City and County face crucial decisions about where to focus future redevelopment and expansion. For both the City and the County, determining where to grow is a careful balance between the need to preserve our rural and agricultural lands and pressures on these areas to convert to housing and other uses as the community expands outward. In order for rural and agricultural areas to remain viable and sustainable, urban areas must receive more density and intensity over time, drawing the concentration of development away from the outlying areas.

For the County, areas of anticipated change are designated within Centers and Corridors on the Vision map that are detailed in County area and sector plans. Master plans adopted within the County's Reserve and/or Rural Development Areas designate mixed-use, higher density areas that are expected to develop and change over time.

For the City, Areas of Change and Areas of Consistency (described further in **Section 5.1.2.5 of the Land Use chapter**) are important policy tools to guide new development. At the neighborhood level, Areas of Consistency are primarily

made up of single-family neighborhoods where little change is anticipated, and any future development should be mindful of surrounding context to be compatible with the established character of existing development.

Areas of Change highlight places in Centers, Corridors, and Metropolitan Redevelopment Areas where new development and redevelopment are desired. They include vacant land and commercial or industrial areas that would benefit from infill or revitalization. Directing growth to Areas of Change is intended to reduce pressure on established neighborhoods and rural areas to absorb growth and infill at a scale and density that could negatively affect their character.

Furthering Community & Neighborhood Engagement

For both the City and the County, the inclusion of more voices in public decision-making results in healthier and more vibrant communities. Neighborhood-level engagement is successful when people feel connected to one another, and to their communities. To achieve this, all residents, regardless of their backgrounds, should have the opportunity to actively engage in civic affairs. Government leaders should be responsive and accountable to community input and priorities, and strive to overcome barriers to participation – especially for underrepresented groups.



Image credit: City of Albuquerque

There are many unique neighborhoods and locations in Albuquerque and the Comp Plan can help guide revitalization efforts where residents want to see it most.

The 2016 Comp Plan update places a greater emphasis on tracking progress toward the community Vision and goals for all neighborhoods. The **Implementation chapter** sets out performance metrics for key goals. These metrics will be tracked within each Community Planning Area (CPA), described in **Section 4.1.3** and shown in **Figure 4-2**. Metrics can also be compared across CPAs to identify issues, opportunities for intervention, and examples of successful strategies.

Public investment can also be tracked across CPAs to help ensure the efficient and equitable distribution of resources across the Albuquerque area and improve accountability of local governments in addressing issues and implementing the Comp Plan Vision.

CPA boundaries are intended to be small enough to be able to engage area residents and stakeholders at a neighborhood level, while placing community issues and opportunities into a larger community context. Neighborhood-level conversations are critical, but neighborhoods are not islands; they are affected by, benefit from, and contribute to the larger community.

For the County, community engagement will take place through Area and Sector Development Plans.

For the City, community engagement will take place through a proactive, ongoing process to assess each Community Planning Area with stakeholders.

The County will continue to engage neighbors, businesses, and other stakeholders through planning efforts to create and update Area and Sector Development Plans. The City intends to engage stakeholders as part of the ongoing cycle of assessments for CPAs and through annual Citizens Academies to train neighborhood association leaders, developers, decision-makers, new City staff, and other stakeholders about the City's framework to regulate land use and offer opportunities to learn more about how other City departments operate (see **Strategic Action 1.2 in the Implementation Chapter** and **Appendix E** for more about CPA assessments and Citizens Academies).

Area & Sector Development Plans

In the County, Area and Sector Development Plans will continue to provide an additional level of detailed planning and guidance for future development and CPA assessments (see **Figure 4-2**).

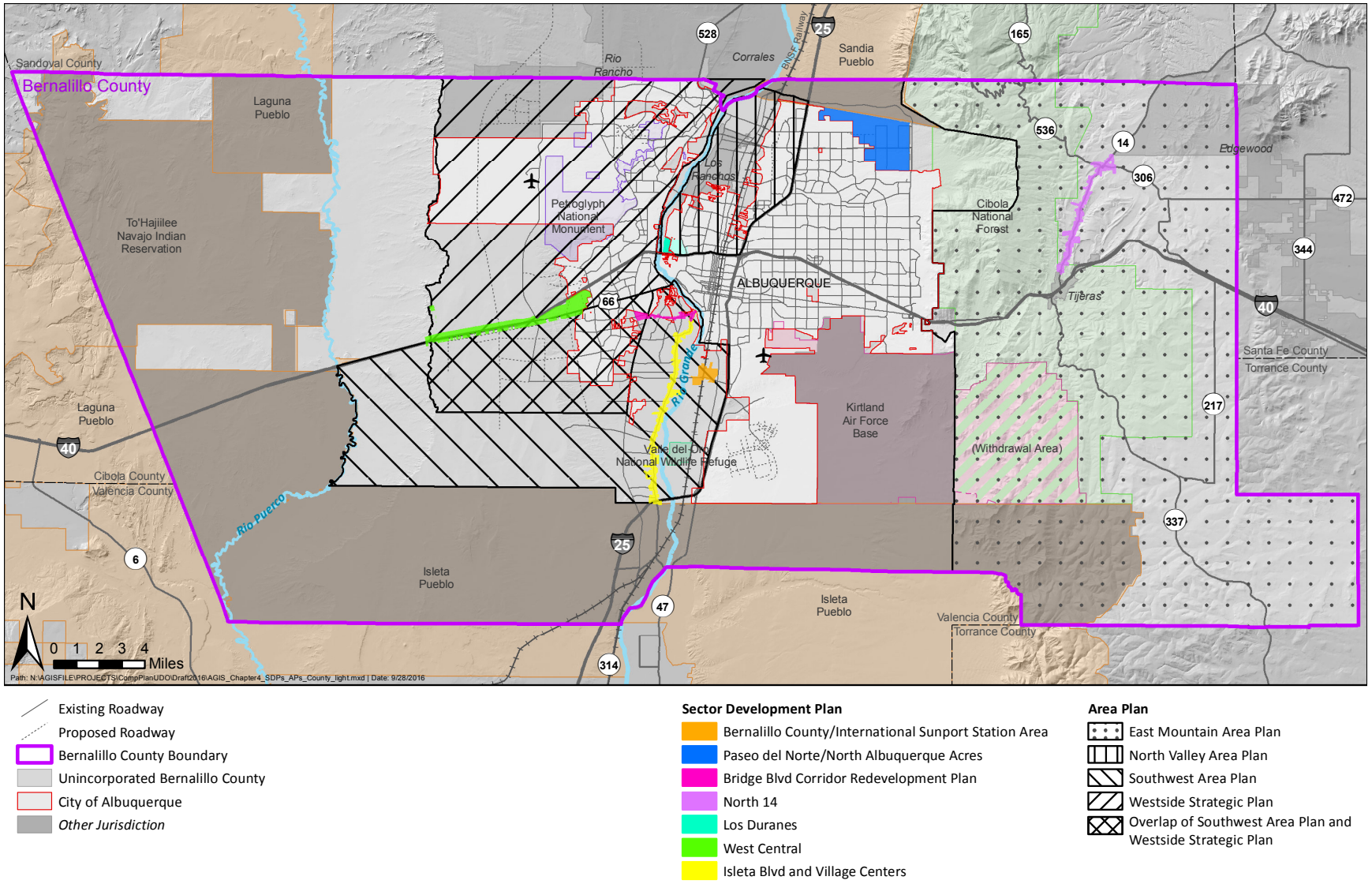
In the City, Sector Development Plans (SDPs) have been an important way to address planning issues within individual neighborhoods and corridors for the past 40 years. As of 2014, the City had adopted over 60 SDPs, many with a mix of policy and zoning, which leads to confusion and unrealistic expectations about their applicability and enforceability (see **Appendices C and D** for more about SDPs in the city).

Another unintended consequence of this approach has been plans that are so tailored for specific places that they create isolated solutions that do not always consider citywide goals or nearby planning efforts.

These specialized tools are not always effective, and implementing numerous plans has proved impractical and infeasible for the City. Worse, many neighborhoods in the city have not had the benefit of additional planning efforts, and adding more standalone plans to cover these areas would only compound a currently unworkable system of proliferating, uncoordinated plans.

Policies from City SDPs adopted as of 2014 that appeared in multiple plans and/or represent best practices for planning have been incorporated into the Comp Plan. Regulations from these adopted SDPs are also being analyzed for inclusion in updated zoning standards through the Integrated Development Ordinance (IDO).

Other information and descriptions of neighborhoods and special places in those plans will move into future CPA assessments, described in **Section 4.1.3.2**.

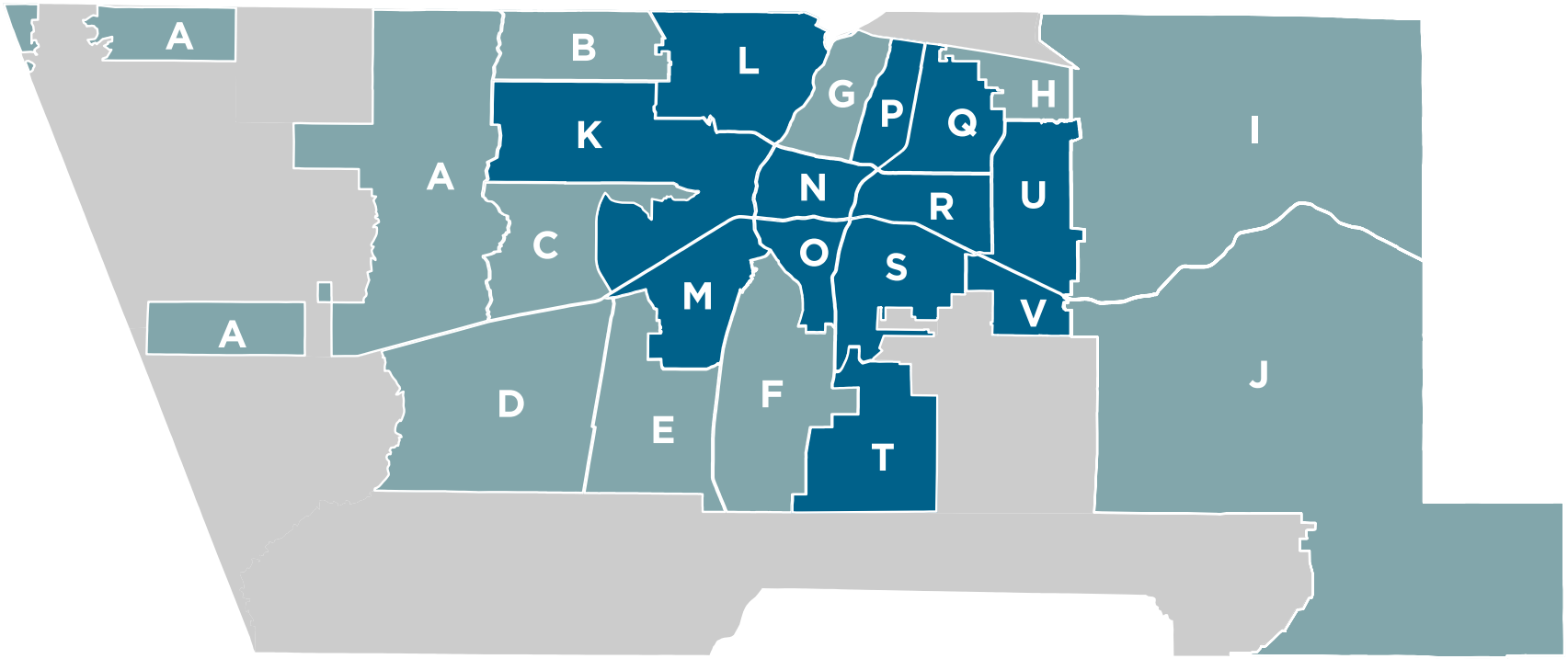


Existing Roadway
Proposed Roadway
Bernalillo County Boundary
Unincorporated Bernalillo County
City of Albuquerque
Other Jurisdiction

Sector Development Plan
Bernalillo County/International Sunport Station Area
Paseo del Norte/North Albuquerque Acres
Bridge Blvd Corridor Redevelopment Plan
North 14
Los Duranes
West Central
Isleta Blvd and Village Centers

Area Plan
East Mountain Area Plan
North Valley Area Plan
Southwest Area Plan
Westside Strategic Plan
Overlap of Southwest Area Plan and Westside Strategic Plan

Figure 4-2: County Sector Development and Area Plans



Unincorporated Bernalillo County

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

City of Albuquerque

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

Figure 4-3: Community Planning Areas

4.1.3 Community Planning Areas

Community Planning Areas were first developed during a City planning effort in 1995. People were given maps of the metropolitan region and asked to identify their house, their neighborhood, and their community. The resulting map outlined 13 distinct Community Identity Areas which were adopted into the Comp Plan in 2003, the same time the Centers and Corridors framework was added. The boundaries, while not precisely drawn, called attention to attributes and attractions that should be respected and built upon. It was as clear then as it remains 20 years later that the Albuquerque area contains a rich diversity of communities, each exemplifying a unique set of characteristics, environments, and lifestyles that set them apart as special places.

Many of the original CPAs became the subjects of Rank 2 Area Plans, which focused on issues and opportunities in respective geographic areas. The County intends to keep these Area Plans as standalone documents, while the City has rolled policies from its Area and Sector Development Plans into the 2016 Comp Plan update.

Due to these differences in future implementation efforts, distinctive characteristics of CPAs are described in separate sections for the City and County.

In all cases, future development and planning should respect and strengthen existing communities, enhance their distinctive qualities, and provide more opportunities for residents to satisfy their daily needs.

Community Planning Area Updates

As of 2016, the CPA boundaries have been revised to better match U.S. Census Tracts, allowing the City and County to gather demographic, employment, and commuting data and to track growth and trends over time. Original boundaries were also adjusted to clarify (to the extent possible) jurisdictional roles and responsibilities for future long-range planning efforts and ongoing implementation and monitoring of the Comp Plan. Additional CPAs were added to capture all unincorporated Bernalillo County areas (see **Figure 4-3**).

4.1.3.1 UNINCORPORATED BERNALILLO COUNTY COMMUNITY PLANNING AREAS

Unincorporated Bernalillo County includes four major CPAs – two in the East Mountains (Northeast County and Southeast County), the North Valley, and the South Valley (s**ee Figure 4-3**). Each area has its own Rank 2 Area Plan with policies focusing on land use and zoning and has a recognizable character and identity developed over the last few centuries. Each area also has a unique history with landmarks, special places, and events, along with a relatively distinct lifestyle incorporating agriculture and village settlement patterns which distinguish these areas from more urban neighborhoods.

County CPAs also include a portion of North Albuquerque Acres, Sandia Heights, and properties on the West Side and the West Mesa that have recently developed as Albuquerque's footprint has expanded. A dominant theme in many of these areas is a desire to preserve the rural character, whose meaning and attributes vary within different areas of the county. Portions of these County CPAs lie within planning boundaries for Rank 2 Area Plans, the West Side Strategic Plan

and Southwest Area Plan, and will remain subject to policies in those plans.

There are nearly 100 recognized neighborhood associations in the county that reflect the members' concerns and identification with their residence in the county. These neighborhood associations are organized by residents to respond to community issues and to participate in the County's land use approval process. The associations and their membership change over time.

East Mountains

The East Mountains is a recognized area to the east of the Sandia Mountains, including the Cibola National Forest area and private lands. It encompasses approximately 321 square miles and includes open space, recreational, residential, and commercial uses, with a large proportion of the area still undeveloped. Historic communities, such as Tijeras, Carnuel, San Antonio, Chilili, and Cañoncito contribute to the uniqueness of the area and form the basis of the identity and livelihoods of the descendants of the original Hispanic settlers in the late 17th and early 18th centuries. These settlements included churches, plazas, and other buildings that still serve local residents. Some of the settlements were previously inhabited by Native Americans. Land Grants, including Cañon de Carnuel and Chilili, also continue to be important historical and socio-political elements in the East Mountains, along with some agricultural activities.

The area has experienced growth as people have come in search of a more rural, mountain setting. In particular, growth has taken place along North Highway 14 in the communities of Cedar Crest and Sandia Park and along east Route 66 and other major County roads, such as Route 337 and Mountain Valley, Frost, and Zamora Roads.. Several large subdivisions and resort-style communities such as Tablazon, Nature Pointe, and Paa-ko have also developed.

Given the distinctive natural and historical features of the East Mountains, residents have recognized the importance of planning for land use and environmental protection. The *East Mountain Area Plan* was first adopted by Bernalillo County in 1975 and amended in 1992 and 2006 to recognize and maintain the East Mountains' unique physical, environmental, and cultural elements. The Plan includes measures and policies for preserving the rural character, scenic areas, and environmental features of the East Mountains, through zoning and subdivision regulations, and through sector plans. It also includes criteria that recommend consideration of site-specific issues, such as slope, vegetation, drainage, and cultural resources, in the development review process.

As with the rest of Bernalillo County, water quantity and quality concern residents. Community water systems have reduced the number of new individual wells in the area and have sought a more consistent water supply. Concerns with fire have also increased, particularly in time of drought.

Following the East Mountain Area Plan recommendation, the North Highway 14 SDP was adopted in 2012 to guide development in designated locations along the corridor while preserving the area's Rural Character. The Plan designates village centers, including Sandia Park, Cedar Crest, Turquoise Triangle, and Triangle Village Center, where neighborhood-scale commercial development may occur following specific zoning and design standards.

There are more than 30 recognized neighborhood associations in the East Mountains as of 2016. The East Mountain Coalition of Neighborhood Associations assists with the coordination of the work of the East Mountain neighborhood associations.

North Valley

The North Valley area encompasses approximately one hundred square miles in the northwest quadrant of metropolitan Albuquerque. It includes properties within the City of Albuquerque, the Village of Los Ranchos and Unincorporated Bernalillo County. The area is bounded by Interstate 40 on the south, Interstate 25 on the east, the Rio Grande on the west, and the Bernalillo-Sandoval County line on the north. The area within the County is mainly north of Osuna Road, extending north to Sandia Pueblo. The North Valley is distinguished by its unique history and cultural traditions and natural and environmental features, including the Rio Grande, Bosque, and the elaborate agricultural system that was developed with irrigation and ditches (acequias).

Early communities in the North Valley developed around the acequia system, which still exists in many areas, but has been impacted by growth of the area. The early communities also revolved around traditional villages. Between *La Plaza Vieja* (Albuquerque's Old Town) to the south and the ancient Sandia Pueblo to the north were once the Spanish villages of Los Thomases, Los Candelarias, Los Griegos, Los Duranes, Ranchitos, Los Ranchos, and La Alameda (the site of a Tiwa Pueblo).

Development also took place along Alameda Boulevard near Fourth Street and Edith Boulevard. Commercial development located along Fourth and Second Streets when merchants and tradesmen came from the eastern states and settled the area between Old Town and the Santa Fe Railroad tracks. To this day the North Valley remains a rich mixture of Indian, Hispanic, and Anglo American cultures, with many historical areas and properties. Since the 1950s, a number of subdivisions have developed, with higher density and commercial and industrial uses allowed near the urban area, and lower density residential maintained under A-1 zoning in the northerly portions of the North Valley and nearby Rio Grande Boulevard.

The North Valley retains its semi-rural, light agricultural character. Some agricultural activity continues despite subdivision and development. In addition to gardens producing crops primarily for home use, there are numerous horse farms, pastures, and small-scale animal operations. In 1993, the North Valley Area Plan was adopted as a Rank 2 Area Plan by both the City and the County to guide future development and recognize the North Valley as a unique and fragile resource. The plan includes policies that guide the density, character, and land use in the plan area and encourage such



Image credit: Bernalillo County



Image credit: City of Albuquerque

Neighborhoods in the North Valley are often low density with agricultural and rural character.

principles as Cluster Housing and Village Center development. The North Valley Area Plan recognizes sub-areas including the following: the North Edith Boulevard Corridor, North I-25, Second and Fourth Streets, Alameda, and Mid-North Valley East. Each of these has particular characteristics and trends that are addressed in the plan with recommendations and policies.

There are several recognized Neighborhood Associations in the North Valley that have organized to protect neighborhood interests, including the residential, low density, rural or semi-rural lifestyles that are valued by many North Valley residents.

South Valley

The South Valley is characterized by both urban densities and rural lifestyles. The northern urban neighborhoods near Central Avenue in the Atrisco area merge into more semi-urban areas, while farther south, neighborhoods become the open rural ranchos of Pajarito and Los Padillas. The 39 square miles of the South Valley and adjacent mesa slopes, which comprise more than one-third of the existing metropolitan area, represent diversity in land use and rich culture and history.

The South Valley has clear cultural and ethnic traditions and a very high percentage of residents who, together, have had majority ownership rights to most of the land for generations, particularly in the form of land grants. Its rich history and cultural traditions find expression in place names and in past settlements, first by Pueblo Indians, then by the Spanish and Mexican people in the 1500s. Some important features within this history include the development of El Camino Real, the Royal Highway that today is called State Highway 85 and Isleta Boulevard. This route has been described as the oldest continuously used highway in North America.

The pattern of land use and settlement found today in the valley began with the land grant communities established during the 1690s and early 1700s, following the reconquest of New Mexico by the Spanish. The early plazas and ranchos of Atrisco, Pajarito, and Los Padillas were established before the town of Albuquerque existed, on land grants issued by the king of Spain to encourage settlement in "New Spain."

The land grants of the South Valley were bounded on the west by the Rio Puerco and on the east by the Rio Grande. The narrow valley flood plain along the Rio Grande was ideally suited for irrigation agriculture, which provided the key to survival in this arid region. Each family had access to enough arable land to maintain a largely self-sufficient lifestyle. Over the years, these lands were divided among family members into long strips running perpendicular to the acequias, a pattern still apparent today. The mesa grasslands, held jointly by all members of the community, were used primarily for grazing cattle and sheep.



Image credit: City of Albuquerque

On the West Side and West Mesa, residents want to preserve rural character, views, and the natural landscape.

Beginning in the late 17th century, the South Valley area began to evolve into seven village centers surrounded by supporting agricultural lands, marshes, and low sand hills. For over 200 years, families of the area cultivated the narrow strip of arable land between the frequently flooding Bosque and shifting sand bars of the Rio Grande, and semi-arid grazing lands that they shared on the western mesa. This pattern continued into the 20th century when urban growth expanded into the South Valley.

By 1950, large-scale agribusiness and economic centralization, spurred on by low transportation costs, undercut the economic viability of the South Valley's agricultural base. Since the 1960s, the growth of Albuquerque's population and the desire for low-cost land for residential development has brought increasing pressure on the open areas and agricultural lands in the South Valley. Urban growth continued spreading into the South Valley from the north and along its major thoroughfares in the form of residential subdivisions and commercial developments. Industrial uses have developed along the eastern and western edges of the South Valley. Within the flat flood plain of the river valley, however, agriculture was still a major land use.

The main corridors of the Valley, including Atrisco Road and Bridge, Isleta, Rio Bravo, and Coors Boulevards, have increasingly become mixed-use areas with both commercial and residential uses along them. Growth on the Southwest Mesa has increased, along with the prospects of expansion further to the west in the form of master planned communities. In recent years, agriculture has witnessed a resurgence among residents of the South Valley as the demand for local products has increased. Nevertheless, expansion of more urban types of development into the South Valley and its agricultural lands has continued.

As planning has developed as a mechanism for guiding development for both the City and the County, a number of plans have been adopted for the lands in the South Valley. In 1988, the Southwest Area Plan (SWAP) was adopted in accordance with the Albuquerque/Bernalillo County Comp Plan as a Rank 2 Area Plan, with a particular focus on land use and specifying how growth should occur in the Southwest Quadrant. The plan recognized existing Village Centers, including Atrisco, Five Points, Armijo, Los Padillas, and Pajarito, along with roads such as Isleta Boulevard and Central, as culturally and historically significant and as areas that could be the subject of future planning activities, including possible mixed-use development.

The plan identified five residential areas in which particular residential densities would be allowed, ranging from low density in the south to higher density in the northern and western areas, in accordance with County zoning. The plan also emphasized the importance of enhancing agricultural uses, preserving the area's natural features such as the Bosque and the Ceja Escarpment, and protecting residential neighborhoods from expanding industrial uses. The SWAP was revised and adopted by the County in 2001 with most of the same principles as the 1988 SWAP.

Following the Comp Plan and SWAP, several sector plans have been adopted for areas in the Southwest Area with specific design and zoning requirements, including the Isleta Boulevard and Village Centers SDP and the Bridge Boulevard Corridor Redevelopment Plan. The plans follow the Centers and Corridors concept that allows higher density, mixed use development in designated areas while encouraging the continuation of residential uses in other areas.

In association with the identity, values, and concerns in the South Valley, a number

of neighborhood associations have been recognized in both the City and the County. For the County, the associations mainly represent established neighborhoods, particularly in the more urban areas, or areas around the traditional village centers. Two neighborhood association coalitions have also formed to cover the large areas that fall within the South Valley and more recently the Southwest Mesa and to help coordinate activities of the many associations.

Other Areas in the County Experiencing Recent Development

North Albuquerque Acres

The North Albuquerque community is located north of Bear Canyon Arroyo and extends to the Sandia Reservation boundary and from Sandia Heights to the city limits. It is located on land within the Elena Gallegos Land Grant, which extended from the Rio Grande to the Sandia Crest, and includes challenging topography in some areas due to slope and drainage issues.

North Albuquerque Acres was one portion within the Grant that was platted into one acre lots to be sold to individuals from throughout the United States, with the prospect of lot consolidation and possibly more intense residential and commercial development. This large lot pattern, with mainly A-1 zoning, has been maintained and has shaped development in the area to the present in which new development reflects contemporary architectural styles but also retains rural elements.

Recognizing the goal to preserve the character of North Albuquerque Acres in the County, in 2001, Bernalillo County adopted the Paseo del Norte / North Albuquerque Acres SDP. This affirmed the predominantly A-1 zoning and residential character in the community while designating specific parcels along Paseo del Norte with low-intensity commercial or higher density residential uses. Subsequently, the Comp Plan Development Area designation was changed to Rural from Developing Urban and Semi-Urban. Many of the efforts to retain the rural, low density features of the area are the result of the work of the North Albuquerque Acres Community Association, which is registered with Bernalillo County.

Sandia Heights

The Sandia Peak Ski Area opened in 1937. Access to the ski area was a narrow, winding road up the east side of the mountain. Two local developers, Bob Nordhaus and Ben Abruzzo, envisioned a tramway up the mountain to connect to Sandia Peak from the west side. Construction began in 1964, and what would later be billed as the "World's Longest Aerial Tramway" opened in May 1966. The two men purchased land at the base of the tram for the terminal and parking lot along with some additional land that was then developed and sold as residential lots. Between 1965 and 1975 Nordhaus and Abruzzo bought 1,500 acres of the Sandia foothills, land that has been developed slowly over the years.

Sandia Heights was the first subdivision in the Albuquerque area to include water conservation in its plans, and the natural landscape was an integral part of the subdivision design.



Sandia Heights residents enjoy access to and views of the foothills.

4.1.3.2 CITY COMMUNITY PLANNING AREAS

The following pages contain descriptions that were developed as part of a planning effort from 1995 that created the CPA concept and began to identify and define distinctive community identities for each area.[1] The City intends to update this information over time through an ongoing long-range community planning effort for each area through the CPA assessment process, described below. Through this process, residents will work with City Planning staff to identify defining character elements and policy and/or regulatory protections for those elements.

City CPA Assessment Process

The City intends to engage stakeholders in each CPA on a five-year cycle. Every four months, City staff will work with stakeholders in one CPA to assess development, demographic, and health trends; identify important character elements in neighborhoods and special places; recommend changes to Comp Plan policies or zoning regulations to address issues; update Rank 2 Facility Plans; and prioritize capital projects and partnerships that can leverage opportunities for area revitalization and enhancement (see **Appendix D** for a more detailed description of the CPA assessment process).

Over the course of four years, these CPA assessments will be documented for all of the City's CPAs. On the fifth year, City staff will compile and compare information gathered and update the Comp Plan. Policies developed through the assessment process for each CPA will be found in **Goal 4.3** of this chapter and can be updated, along with adjustments to Center or Corridor types or boundaries and policies related to other Comp Plan elements.

This effort marks a significant departure from past planning efforts. Because sector development plans have historically been done in isolation from each other, it has proved difficult to apply valuable lessons to other areas of the city. Instead of reacting to immediate crises, the process is intended to be proactive – like a wellness check before symptoms of illness appear. It is also intentionally designed to accommodate all areas of the city, learning from each and extending the benefits to all.

The proposed CPA assessment process is intended to improve inclusive public engagement and decision-making. City Planning staff will spend significant time in the community during each CPA effort, holding "office hours," attending standing meetings of key groups, conducting walking tours and community workshops, and gathering information.

When this process uncovers critical issues, Planning staff can work with Council Services to identify funds for more detailed investigations and planning efforts to identify and recommend policy or regulatory changes or implementation efforts.

Done well, CPA assessments will be vital tools to implement and track the Comp Plan and identify changes needed to better serve and protect neighborhoods (see also the **Implementation chapter** and **Appendix D** for more about the CPA assessment process and a proposed assessment outline).

A consistent CPA assessment process provides four primary benefits:

1. Capacity-building: Staff and stakeholders can learn and share lessons across Community Planning Area assessments and over time.

2. Efficiency: A defined process encourages timely completion and lowers barriers to stakeholder participation.

3. Implementation: Properly considered stakeholder input, thorough technical analysis, and clearly articulated recommendations will lead to more consistent implementation.

4: Coordination: Assessments with a standardized organization and format, addressing similar issues at the same level of analysis, using a similar set of tools, and recommending policies, regulations, and actions that acknowledge a citywide context, will be effective tools to update the Comp Plan and zoning standards.

Central Albuquerque

Central Albuquerque is the location of the original Old Town settlement with surrounding agricultural lands, the New Town development during the railroad era (now known as Downtown), and the original residential subdivisions, many of which have been designated as historic neighborhoods.

Design/Character Considerations

- Concentration of urban development Downtown
- Street level retail/commercial activity Downtown
- Building fronts at sidewalk along Central Avenue
- Glass storefronts and major pedestrian entrances onto the street
- Public transit connections between downtown and Old Town, the Albuquerque Botanical Gardens and Zoo, the South Broadway Cultural Center, and other ABQ Centers
- Varying architectural styles and building scale, depending on the historical era of each neighborhood
- Historic adobe architecture in Old Town
- Victorian architecture of the railroad era neighborhoods
- Rural landscapes to the west of Rio Grande Boulevard
- Mature trees and grass predominant in landscaping
- Small residential lots
- Proximity to the Rio Grande
- Mix of land uses and proximity of residential and non-residential uses

East Gateway

One of Albuquerque's "front doors," this area is the first impression of Albuquerque for millions of travelers every year.

Design/Character Considerations

- Entry or gateway into Albuquerque through Tijeras Canyon, with dramatic views to the west
- Grid pattern of principal and minor arterial streets
- Topography of the Sandia and Manzano foothills
- Topography and open space of the Tijeras Arroyo
- Proximity of Open Space
- Use of native and naturalized plant species in public and private landscapes
- Views of the mountains to the east and of the city to the west

Foothills

Nestled at the base of the Sandia Mountains, this area is distinguished by its unique relationship to the mountains and impressive views of the valley.

Design/Character Considerations

- Topography of the Sandia foothills
- Proximity of Open Space and Open Space trail system
- Arroyos extending from the foothills of the Sandia Mountains, providing opportunities for recreation trails to link to Open Space
- Indigenous landscaping
- Views of the mountains to the east and of the city and Northwest Mesa to the west

Mesa del Sol

A master-planned community south of the Albuquerque International Sunport, with several planned business parks and new urban neighborhoods.

Design/Character Considerations

- [text pending after first CPA assessment]

Mid Heights

Made up of many 1950s suburbs, this area includes major arroyos that form linear parks with multi-use trails. Uptown Urban Center, a regional shopping mecca, is its focal point.

Design/Character Considerations

- Concentration of large-scale Urban Center development in Uptown
- Grid pattern of principal and minor arterial streets
- Suburban development pattern of the 1940s, 1950s, and 1960s
- Commercial strips bordering major streets
- Views of the Sandia Mountains to the east, particularly along east/west streets
- Schools and parks as focal points for community events and social activities

Near Heights

Centered on the University of New Mexico and Central New Mexico Community College, its main corridor is Central/Route 66, with local shopping centered in Nob Hill. It is a gateway for Kirtland Air Force Base and is characterized by its ethnic diversity in the International District.

Design/Character Considerations

- Massing of large-scale development for UNM, Albuquerque International Sunport, Veterans Affairs complex
- Buildings fronting the sidewalk along Central and key cross streets
- Varying architectural styles and building scale, depending on the era in which the neighborhood was developed
- Mature trees and grass in landscaping
- Landscaped medians
- Use of neon by businesses along Central
- Rolling topography caused by water flow through the Tijeras Arroyo
- Ethnic and cultural diversity of residents
- Excellent public transit access and transit-supportive development patterns along Central
- Rectangular block grid of approximately 700 feet by 350 feet

Near North Valley

A semi-rural area that relates strongly to the Rio Grande. An intricate ditch irrigation system, extensive vegetation and evidence of its historic Hispanic traditions set it apart.

Design/Character Considerations

- Rural landscapes
- Mature trees, agricultural fields, acequia system
- Long, narrow lots that reflect traditional agricultural uses.
- Culture and traditions – traditional adobe architecture
- Narrow streets without curb and gutter or sidewalks
- Proximity to the Rio Grande and the Bosque
- Views of the mountains
- Multiple small-scale Centers within walking distance of adjacent neighborhoods
- Mixed land uses, including industrial and commercial uses, along major streets

North Albuquerque

Characterized by breathtaking vistas and high desert setting, it has developed primarily as low-density, large lot subdivisions, with retail and institutional uses along corridors.

Design/Character Considerations

- Topography of the Sandia foothills
- Proximity of Open Space
- Indigenous landscaping
- Views of the mountains to the east and of the city and Northwest Mesa to the west
- Rural densities on platted one-acre lots in North Albuquerque Acres north of San Antonio and east of Eubank
- Pattern of urban development reflecting post-War subdivision and site design standards
- Walled neighborhoods

North I-25

Between the railroad tracks to the west and I-25 to the east, this area is characterized by business and industrial parks and semi-rural neighborhoods. The Balloon Fiesta Park and Museum host millions of visitors per year.

Design/Character Considerations

- [text pending after first CPA assessment]

Northwest Mesa

A predominantly residential community, adjacent to the volcanoes and volcanic Northwest Mesa Escarpment and overlooking the river and mountains. Coors Corridor provides many commercial opportunities. Corrales and Rio Rancho border this area to the north.

Design/Character Considerations

- Suburban subdivisions with wide streets and landscape buffers and large building setbacks
- Walls lining minor arterial and collector streets to separate residential development
- Proximity to the Rio Grande and Petroglyph National Monument, and volcanic Northwest Mesa Escarpment
- Views of the volcanoes and escarpment to the west and the Rio Grande and mountains to the east
- Shopping centers set back from the street with parking in front

Southwest Mesa

Characterized by its suburban subdivisions, impressive vistas, and connection to the Western mesa vista, this area is still developing, and its identity and sense of community is still emerging.

Design/Character Considerations

- Arid mesa environment characterized by sand flats, dunes, and escarpments dotted with scrub juniper and sage
- Views of the Bosque, the Sandia Mountains, Downtown, and city lights at night to the east
- Arroyos as linear open spaces that provide opportunities for trail connections to the east
- "Gateway" to Albuquerque from the west, where I-40 and Route 66 separate from each other

West Mesa

Bounded by I-40 on the south, the Rio Grande to the east, and Montaño Road to the north, this area developed primarily as residential subdivisions, with commercial activity along Coors Boulevard. With spectacular views to the volcanoes and the Sandia Mountains, it is characterized by its proximity to the Northwest Mesa Escarpment, Petroglyph National Monument, and the Bosque.

Design / Character Considerations

- [text pending after first CPA assessment]

4.1.3.4 TRIBAL JURISDICTIONS

Bernalillo County includes tribal lands belonging to Isleta Pueblo, Sandia Pueblo, Laguna Pueblo, and the To'Hajiilee Chapter of the Navajo Nation. As sovereign nations, these tribes are not subject to the policies in this Comp Plan. Planning is coordinated through the Mid Region Council of Governments.

4.1.3.5 KIRTLAND AIR FORCE BASE

Kirtland Air Force Base is federal land that also houses Sandia National Laboratories. The base is not subject to the policies in this Comp Plan. Joint land use planning is done through Memoranda of Understanding and the Mid Region Council of Governments.

Endnotes

1. For all City Community Planning Area Urban Design/Character Considerations: City of Albuquerque, "Albuquerque Identity Program Final Report," 1995.

4.2 Goals, Policies & Actions

for Community Identity

Goal 4.1 Character

Enhance, protect, and preserve distinct communities.

Goal 4.2 Process

Engage communities to identify and plan for their distinct character and needs.

Goal 4.3 City Community Planning Areas

Protect and enhance the natural and cultural characteristics and features that contribute to distinct identity and prioritize projects and programs to meet the needs of communities, neighborhoods, and sub-areas.

Policies are organized to support each Goal. Many Policies have supporting Sub-polices, cross-references to other relevant policies, and implementing Actions to more clearly guide decision-making.

[ABC] indicates a policy or action for both the City and County
[BC] indicates a policy or action for Bernalillo County
[A] indicates a policy or action for the City of Albuquerque

Goal 4.1 Character

Enhance, protect, and preserve distinct communities.

POLICY 4.1.1

Distinct Communities: Encourage quality development that is consistent with the distinct character of communities. [ABC]

a) See **Goal 4.3** below for descriptions of character-defining elements for each City CPA.

b) See **Land Use Policy 5.2.1** for desired land uses.

c) See **Urban Design Policies 7.3.2 and 7.3.3** for policies on community character and placemaking.

d) See **Housing Goal 9.1** for policies related to housing options and affordability.

POLICY 4.1.2

Identity and Design: Protect the identity and cohesiveness of neighborhoods by ensuring the appropriate scale and location of development, mix of uses, and character of building design. [ABC]

a) Maintain and preserve the unique qualities of historic areas. [ABC]

b) See County Area and Sector Development Plans for guidance in the County. [BC]

c) See **Goal 4.2** below for the process to identify community character.

d) See **Goal 4.3** below for City CPA character considerations for development.

e) See **Land Use Goal 5.2** for policies about Complete Communities.

f) See **Land Use Goals 5.5 and 5.6** for Development Area policies.

g) See the **Heritage Conservation chapter** for historic and cultural protections.

h) See **Heritage Conservation Policy 11.2.1** for minimizing the negative impacts of gentrification on communities.

ACTIONS

4.1.2.1 Continue use of Area and Sector Development Plans as a planning tool within unincorporated Bernalillo County. [BC]

4.1.2.2 Define existing and desired character of areas within each CPA and recommend policy and regulatory changes, capital projects, or partnerships to protect or enhance character as part of the ongoing cycle of assessments. [A]

POLICY 4.1.3

Placemaking: Protect and enhance special places in the built environment that contribute to distinct identity and sense of place. [ABC]

a) See **Urban Design Policies 7.3.2 and 7.3.3** for policies on community character and placemaking.

b) See **Heritage Conservation chapter** for historic and cultural considerations.

ACTIONS

4.1.3.1 Provide opportunities for residents, businesses, and other stakeholders to come together to identify special places, catalytic actions, and creative solutions to area issues and prioritize capital projects and beautification opportunities. [ABC]

4.1.3.2 Partner with non-profits, neighborhood associations, merchants associations, businesses, and other stakeholders to plan and program special events. [ABC]

4.1.3.3 Support neighborhood cleanup initiatives and ensure that weed, litter, and building safety codes are enforced to maintain property appearance, occupant safety, and property values. [ABC]

4.1.3.4 Work with communities and key stakeholders to establish recommended plant lists for landscaping in each CPA. [A]

POLICY 4.1.4

Neighborhoods: Enhance, protect, and preserve neighborhoods and traditional communities as key to our long-term health and vitality. [ABC]

a) Respect existing neighborhood values and social, cultural, recreational resources.

b) Leverage community resources to identify issues, opportunities, and special places and promote strong community identity.

c) Support improvements that protect stable, thriving residential neighborhoods and enhance their attractiveness.

d) Encourage transformative change in neighborhoods expressing the desire for revitalization.

e) See **Land Use Policy 5.2.1** for guidance about where certain land uses are appropriate.

f) See **Land Use Policies 5.6.3 and 5.6.4** for policies about Areas of Consistency and how to transition between Areas of Change and Consistency.

g) See **Land Use Goal 5.7** for policies to promote public-private partnerships for catalytic development in Centers and Corridors.

h) See **Housing Policy 9.7.2** for Metropolitan Redevelopment.

i) See **Heritage Conservation Policy 11.2.1** for minimizing the negative impacts of gentrification on communities.

j) See **Implementation Strategic Action 3.3** for catalytic projects.

ACTIONS

4.1.4.1 Provide programs and partner with non-profits to help residents in distressed neighborhoods improve and stabilize their neighborhood. [ABC]

4.1.4.2 Work with residents to identify sub-standard houses or nuisances that should trigger assistance. [ABC]

4.1.4.3 Identify infrastructure needs, such as sidewalk, curb, and gutter improvements, and coordinate implementation with relevant departments and stakeholders. [ABC]

POLICY 4.1.5

Natural Resources: Encourage high-quality development and redevelopment that responds appropriately to the natural setting and ecosystem functions. [ABC]

a) Respect natural environmental conditions and carrying capacities and cultural landscapes when locating new development and regulating its intensity and design.

b) See **Urban Design Goal 7.5** for context-sensitive site design.

c) See **Heritage Conservation Goal 11.1** for policies to protect rural and agricultural heritage.

d) See **Heritage Conservation Goal 11.3** for policies to protect cultural landscapes.

e) See **Resilience & Sustainability Goal 13.4** for policies to protect natural resources.

Goal 4.2 Process

Engage communities to identify and plan for their distinct character and needs.

POLICY 4.2.1

Community Planning Areas: Use Community Planning Areas to track conditions and progress toward implementation of the community vision over time and organize planning efforts to identify distinct community character. [ABC]

a) Guide development through Comp Plan Development Area policies in **Land Use Goals 5.5 and 5.6**. [ABC]

b) Use County Area or Sector Development Plans to further guide development. [BC]

c) Use policies in **Community Identity Goal 4.3** to further guide development in City CPAs. [A]

d) See **Land Use Policy 5.3.7** to address objectionable land uses.

e) See **Resilience & Sustainability Policy 13.5.4** to address potential adverse impacts of development.

ACTIONS

4.2.1.1 Adjust CPA boundaries to the extent possible to be congruent with New Mexico Department of Health Small Area boundaries to best coordinate health data and reporting. [ABC]

4.2.1.2 Provide a demographic analysis of race/ethnicity and income for each Community Planning Area as part of the five-year Comp Plan update. [A]

4.2.1.3 Reflect the CPA process and geographies in a revised Planning Ordinance as part of the City's Integrated Development Ordinance. [A]

POLICY 4.2.2

Community Engagement: Facilitate meaningful engagement opportunities and respectful interactions in order to identify and address the needs of all residents. [ABC]

a) Engage communities to help identify, build, and strengthen distinct identity and sense of community. [A]

b) Increase awareness about and understanding of cultural differences, shared identity, and differing needs across communities. [A]

c) Build capacity for more culturally significant interactions between City and County staff and the public. [A]

d) Work with community leaders to identify and remove barriers to meaningful community engagement. [A]

e) Create robust and meaningful public involvement processes to help build long-term consensus about growth and development in the Albuquerque area. [A]

f) See **Land Use Policy 5.7.5** for additional policies on public engagement.

g) See **Transportation Goal 6.5** for policies about equity in transportation systems.

h) See **Infrastructure, Community Facilities & Services Policy 12.4.1** for collaborative strategies to prioritize public investment.

i) See **Infrastructure, Community Facilities & Services Policy 12.4.2** for policies about ADA accessibility in public facilities.

j) See **Infrastructure, Community Facilities & Services Policies 12.5.5 and 12.5.6** for policies about staff capacity and public input in public resource allocation.

ACTIONS

4.2.2.1 Engage neighborhoods and area stakeholders in the county through planning efforts to create Area Plans and/or Sector Development Plans to identify appropriate protections for character, guide future development, and plan needed capital projects. [BC]

4.2.2.2 Engage neighborhoods and area stakeholders in the city through a CPA assessment process to identify contributing elements to distinctive character and identity and recommend needed changes to Comp Plan policies or City zoning standards. [A]

4.2.2.3 Educate residents, businesses, and community-based organizations about the land use and zoning framework, as well as the planning and development process, through a Citizens Academy training program. [A]

4.2.2.4 Coordinate between the Planning Department and Council Services staff throughout the CPA assessment process to plan and host the Citizens Academy and to track implementation efforts by various departments over time. [A]

4.2.2.5 Create an advisory board to develop best practices, training components, and recommendations for administrative procedures for more meaningful and accessible community engagement. [A]

Goal 4.3 City Community Planning Areas

Protect and enhance the natural and cultural characteristics and features that contribute to distinct identity and prioritize projects and programs to meet the needs of communities, neighborhoods, and sub-areas. [A]

POLICY 4.3.1

CPA Assessments: Identify the character-defining elements, priorities for capital investment, and potential programs and partnerships for each CPA through the ongoing, long-range planning assessment process. [A]

a) See **Policy 4.2.1** above for policies and actions related to the CPA assessment process.

b) See **Policies 4.3.2 through 4.3.13** below for policies specific to each CPA.

c) See **Heritage Conservation chapter** for historic and cultural considerations.

ACTIONS

4.3.1.1 Update the Comp Plan to include policies that protect and enhance the character of each CPA and of the neighborhoods within each CPA. [A]

4.3.1.2 Evaluate adopted SDPs to update and incorporate narratives, implementation actions, and recommendations into each CPA assessment report. [A]

4.3.1.3 Develop a list of priority capital projects with the community and key stakeholders as part of each CPA assessment report. [A]

4.3.1.4 Develop a list of priority programs and events with the community and key stakeholders as part of each CPA assessment report. [A]

POLICY 4.3.2

Central Albuquerque CPA

[TO BE COMPLETED THROUGH THE CPA ASSESSMENT PROCESS.]

POLICY 4.3.3

East Gateway CPA

[TO BE COMPLETED THROUGH THE CPA ASSESSMENT PROCESS.]

POLICY 4.3.4

Foothills CPA

[TO BE COMPLETED THROUGH THE CPA ASSESSMENT PROCESS.]

POLICY 4.3.5

Mesa del Sol CPA

[TO BE COMPLETED THROUGH THE CPA ASSESSMENT PROCESS.]

POLICY 4.3.6

Mid Heights CPA

[TO BE COMPLETED THROUGH THE CPA ASSESSMENT PROCESS.]

POLICY 4.3.7

Near Heights CPA

[TO BE COMPLETED THROUGH THE CPA ASSESSMENT PROCESS.]

POLICY 4.3.8

Near North Valley CPA

[TO BE COMPLETED THROUGH THE CPA ASSESSMENT PROCESS.]

POLICY 4.3.9

North Albuquerque CPA

[TO BE COMPLETED THROUGH THE CPA ASSESSMENT PROCESS.]

POLICY 4.3.10

North I-25 CPA

[TO BE COMPLETED THROUGH THE CPA ASSESSMENT PROCESS.]

POLICY 4.3.11

Northwest Mesa CPA

[TO BE COMPLETED THROUGH THE CPA ASSESSMENT PROCESS.]

POLICY 4.3.12

Southwest Mesa CPA

[TO BE COMPLETED THROUGH THE CPA ASSESSMENT PROCESS.]

POLICY 4.3.13

West Mesa CPA

[TO BE COMPLETED THROUGH THE CPA ASSESSMENT PROCESS.]



“Placemaking promotes a simple principle: if you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places.”

~ Gary Toth, Senior Director, Transportation Initiatives



PLAN ELEMENT

Chapter 5

LAND USE

Image Credit: City of Albuquerque

5.1 Background & Analysis

5.1.1 Introduction

How land is used, and the spatial relationship between different land uses, profoundly shapes our lives. The buildings we work in, the way we travel between home and school, and the quality of the air we breathe are just a few aspects of our daily experiences influenced by land use.

In general, it is important to protect public health and safety by separating residential and industrial land uses and ensuring adequate buffering, separation distances, or mitigation measures between incompatible uses.

It is also important to encourage mixed-use areas – those with compatible residential and non-residential uses within walking distance of each other – to promote better access to goods and services from home and work, encourage walking and biking as viable active transportation options, leverage transit investments, and increase mobility for all residents.

Other areas that keep residential and non-residential uses separate tend to be more auto-dependent and result in suburban development patterns, with lower density residential areas and lower intensity non-residential areas.

The land use policies in this chapter seek to provide a range of appropriate areas for needed land uses and encourage a variety of urban, suburban, and rural places to thrive.

Unfortunately, we have learned that past development trends in the Albuquerque area focused too heavily on single-use, suburban development, particularly on the edges of our metropolitan footprint. Low-density, single-use development, often referred to negatively as sprawl, is associated with high transportation and infrastructure costs, negative social impacts, higher water use, and higher consumption of natural resources than targeted investment in mixed-use, infill development. Identifying and supporting opportunities to create great places throughout our region is paramount.

This chapter tackles how to accommodate growth primarily in and around Centers connected by key Corridors. The goals and policies in this chapter link our vision for growth to the reality of how it will be achieved—through zoning codes, development standards, and infrastructure investments.

This chapter provides guidance for long-term, large-scale land use decisions. To be successful, those decisions need to be coordinated with transportation, economic development, and natural resource protections, among other areas of City and County governance.

These policies are intended to enrich our sense of place and support long-lasting, meaningful changes to our community.



Applying the Guiding Principles

Each element of the Comp Plan uses guiding principles as the basis for its goals, policies, and actions. The six guiding principles and their definitions were developed from input received during the public involvement process, detailed in the Vision chapter.

Here, we apply the guiding principles to **land use** goals, policies, and actions.

STRONG NEIGHBORHOODS

- An appropriate mix of land uses protects and enhances neighborhood character and vitality.
- Adequate infrastructure and community facilities support growth at the desired intensity of each neighborhood.

MOBILITY

- Coordinated land use and transportation support desired development and character while increasing transportation options.
- Higher-density and intensity uses focused around transportation networks with safe pedestrian and bicycle facilities maximize the success of transit investments.

ECONOMIC VITALITY

- Mixing land uses in Centers creates desirable places to live and work, attracting a skilled workforce and major employers.
- A healthy mix of uses in the right locations protects regional capacity for new jobs and industrial activity.

EQUITY

- Allowing a variety of housing types better meets the needs of a range of households.
- Locating jobs and community facilities near housing lowers household transportation costs.

SUSTAINABILITY

- Focusing more intense uses in Centers preserves open space, agricultural land, and sensitive natural areas.
- Infill and redevelopment require fewer natural resources for new infrastructure than greenfield development.

COMMUNITY HEALTH

- **Buffering** incompatible land uses protects people from health hazards.
- A greater mix and intensity of uses in Centers makes active transportation options more viable.
- Planning the Community Green Space network increases opportunities for outdoor recreation.

In the future…

Our region will grow and develop as a network of active Centers connected by vibrant Corridors that work in conjunction with Development Areas to preserve and enhance our distinct neighborhoods and most treasured cultural and natural assets.

Redevelopment and infill strategies will target existing centers of moderate- and high-density mixed land uses to concentrate social and economic activities and reduce urban sprawl, auto travel, and service costs.

Walking and biking options will increase throughout the region and provide connections between existing and new neighborhoods and a high-quality Open Space network.

Downtown and Urban Centers will be more dense than other areas and support activity 18 hours a day.

Employment Centers will offer a range of employment opportunities through industrial, commercial, and office activity. Activity and Village Centers will serve residents' needs through smaller, less dense development that is compatible with the surrounding area. These smaller centers will offer retail, schools, parks, and local services to limit the need for longer trips.

In the County, Development Areas (in conjunction with Centers and Corridors) will guide growth at appropriate densities to protect and enhance existing communities.

In the City, growth and redevelopment will be focused in Areas of Change with existing infrastructure and where mixed-use development can be served by transit. Areas of Consistency (mostly single-family neighborhoods and green spaces outside of Centers and Corridors), will experience limited new development. Change that does occur will reinforce or enhance the existing character of those neighborhoods. Physical and visual buffers will ease the transitions between disparate uses or changes in development intensity between Areas of Change and Areas of Consistency.



Image credit: City of Albuquerque

5.1.2 Context & Analysis

5.1.2.1 ACCOMMODATING GROWTH SUSTAINABLY

Albuquerque and Bernalillo County are predicted to continue growing steadily into the future. The county's total population is forecasted to increase 46 percent by the year 2040, translating into a total of almost one million people. This growth will add approximately 310,000 people, 120,000 homes, and 130,000 jobs within the county. The majority of that growth – 95,000 housing units and 112,000 jobs – is projected to be located within Albuquerque. Population and employment growth together present us with various land use choices and outcomes for our future.

Growing Inward vs. Outward

The physical distribution of growth in the Albuquerque area is constrained by land owned by tribes, other municipalities, and the federal government. Developable land in the county is further constrained by topographic features, including the Rio Grande valley, mountain ranges to the east, volcanic escarpment to the west, and the steeply sloping Rio Puerco valley farther west.



The unincorporated area of the county includes over 500 square miles. Almost 50 percent of this land is preserved as a natural area or park or is otherwise constrained from development. Of the remaining area, approximately 120 square miles are already developed, leaving around 160 square miles of vacant, unconstrained land (see **Table 5-1**).

In the unincorporated county area, most development is expected to be low density and low intensity. Higher-density and more mixed-use development will require approval as master planned communities in the Reserve or Rural Development Areas or in designated areas within County Area or Sector Development Plans. Already approved Master Plans, such as Westland and Santolina, are anticipated to develop as higher-density and intensity land uses in Centers, connected by Corridors, and surrounded by lower-density residential and lower intensity non-residential uses.

In the city, less than fifteen percent of the available land is vacant and buildable – totaling 24 square miles. The Volcano Heights area and Mesa del Sol are the two largest areas in the city that remain vacant and undeveloped (see **Table 5-1**).

To achieve our vision the City and County need to address key **challenges** and **strategies**.

CHALLENGES

- How to accommodate future growth sustainably, discourage sprawl, and reduce water consumption.
- Pressures on historic land use patterns that may adversely impact rural and semi-rural lifestyles.
- Lack of coordination between land use and transportation decisions and other infrastructure investments.
- Imbalance of jobs and housing east and west of the Rio Grande.

STRATEGIES

- Directing growth to Centers and Corridors.
- Protecting character and lifestyles in rural areas in the county and Areas of Consistency in the city.
- Encouraging high-quality development and redevelopment, particularly in Areas of Change.
- Aligning land use decisions and transportation investments with the Comp Plan Vision.
- Expanding multi-modal access to goods and services, homes, and jobs.
- Providing a mix of land uses in Centers that encourage pedestrian-friendly districts.
- Improving the balance of jobs and housing west of the Rio Grande.



Much of the already developed land may be ripe and appropriate for redevelopment under its current zoning, particularly in Areas of Change. Carefully considered land use policies that protect the places we love will facilitate the addition of new housing and jobs in a way that not only maintains, but highlights, the distinctive character of surrounding neighborhoods, commercial centers, and natural areas.

The challenge from both a regional and environmental perspective is to encourage infill development that provides a viable alternative to suburban sprawl and reduces development pressure in rural areas and single-family neighborhoods. Successful strategies will:

- Remove barriers for high-quality infill and desired development types that implement the community vision.
- Recognize the true cost of development by considering transportation costs, social benefits, and other impacts.
- Support opportunities for high-quality, affordable infill, which tend to be rare.

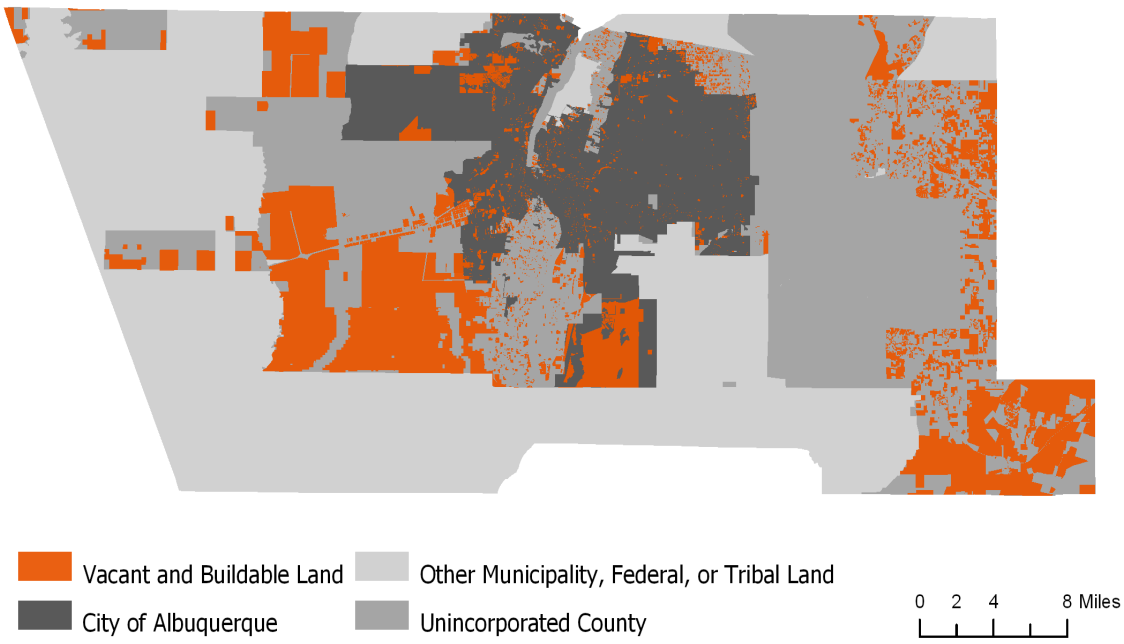


Figure 5-1: Vacant Land in Albuquerque & Unincorporated Bernalillo County

Source: MRCOG

	DEVELOPED SQ. MI. (APPROX)	VACANT SQ. MI. (APPROX)	TOTAL DEVELOPABLE LAND SQ. MI. (APPROX)	TOTAL UNDEVELOPABLE LAND SQ. MI. (APPROX)
Albuquerque	89	24	113	76
Unincorporated Bernalillo County*	120	160	280	259

Table 5-1: Developed and Vacant Land, Albuquerque & Unincorporated Bernalillo County

*Unincorporated Bernalillo County includes Federal Lands, such as Cibola National Forest, the Petroglyph National Monument, and the Reserve Area. It does not include Kirtland Air Force Base, tribal lands, or other municipalities.

Improving the Jobs-Housing Balance on the West Side

On a regional scale, balancing housing and jobs east and west of the river increases access and mobility for residents and workers, reduces congestion, and improves air quality. At the neighborhood scale, having convenient access to goods and services near your home is an important factor in your quality of life. Providing goods, services, and employment opportunities near residential areas makes walking, biking, and transit more convenient choices, which can reduce the number of long trips by car for commuting and errands.

As of 2016, there are 20 percent more jobs than households in Albuquerque, which indicates a good situation for our economy and our residents. West of the Rio Grande, however, there is only one job for every two households, meaning that many residents are commuting across the river every day for work. The imbalance of jobs and housing on the West Side is one of the main causes of traffic congestion on river crossings.

Over the years, commercially zoned land on the West Side has changed to residential zoning, resulting in single-family subdivisions built in locations with poor access to goods and services. Striving for more job opportunities and services west of the river is a major priority for the region. This will help both with building complete communities, where people can access nearby goods and services, as well as managing traffic congestion.

While employment is expected to grow on the West Side by over 20,000 jobs by 2040, this represents only 11 percent of all the job growth expected in Albuquerque. At the same time, the West Side is expected to grow by over 25,000 households, almost 30 percent of those expected in Albuquerque. Unless development patterns change, the imbalance of jobs and housing will continue to increase, resulting in increased commutes and congestion on river crossings.

Ensuring adequate land on the West Side for future employment opportunities, as well as more options for higher-density housing that can be better served by transit and located closer to jobs and services, are important strategies to address the jobs-housing balance and improving quality of life for West Side residents.

Coordinating Land Use & Transportation to Create Great Places

Land uses are most successful, and create the most successful places, when coordinated with the streets that serve them.

Best practices in planning in the mid-20th century emphasized keeping land uses separate. To support this single-use development pattern, transportation investments prioritized the automobile, which further perpetuated sprawling,



Image credit: City of Albuquerque

Vibrant and accessible spaces improve quality of life for all residents.

IMPLEMENTING LAND USE POLICY

The County will continue to rely on Area, Corridor, and Sector Development Plans to guide commercial and higher-density residential development within Centers and Corridors. As of 2016, there were more than 800 Special Use (SU) Permits shown in the County Zone Atlas, many of which are outside designated commercial areas. Sector planning may help reduce the number of SU Permits on properties in the County.

As of 2016, the City has over 1,000 policies and over 235 individual zoning designations from Area, Corridor, and Sector Development Plans. Policies have been incorporated into this Comp Plan to guide development decisions. In order to better implement the Centers and Corridors vision and ensure that new development respects existing neighborhoods, zoning and design regulations will be overhauled and adopted as an Integrated Development Ordinance.

In the future, proactive planning through Community Planning Area assessments will identify development issues, desired development patterns, and recommendations for updates to policies in the Comp Plan and/or regulatory changes to zoning standards (see **Appendix E** for more about this process).

suburban development patterns, where people depend almost exclusively on cars to access daily needs.

As of 2016, the City and County have both adopted Complete Streets Ordinances, which emphasize transportation investments to enhance transportation options and improve mobility for pedestrians, cyclists, and transit users (often referred to as different "modes" of travel). Paired with land use policies that encourage a mix of uses close to residents, multi-modal streets can help support districts where people can live, work, learn, and play. Well-designed streets add to, rather than detract from, the safety, beauty, and uniqueness of the built and natural environment. Coordinating land use and transportation helps with placemaking when the interface between streets and the edge of private development is carefully designed.

The Mid-Region Metropolitan Planning Organization's (MRMPO) Metropolitan Transportation Plan (MTP) also emphasizes the need for and benefits of changing land use patterns and transportation investments to create more walkable places and expand multi-modal options. The MTP proposes strategies to change land use patterns in order to reduce automobile traffic while increasing transit, pedestrian, and bicycle use. Key changes include balancing jobs and housing west of the Rio Grande, promoting mixed-use development, and focusing growth and redevelopment in Centers and Corridors rather than expanding the urban footprint. The MTP quantifies the benefits of these strategies related to traffic congestion, air quality, and economic development.

Coordinating the Comp Plan's land use and transportation policies with regional policies is an effective tool to realizing common community goals. While the MRMPO is made up of elected officials from each jurisdiction in the four-county region, it is up to individual jurisdictions to adopt plans and regulations that change land use patterns and implement transportation projects that support desired land uses. The 2016 Comp Plan update represents an effort to realize the potential benefits outlined in the MTP.

Additional policies related to placemaking through design of streets and at the edges of private development can be found in the **Urban Design chapter**. Additional policies governing the design of key Corridors can be found in the **Transportation chapter**.

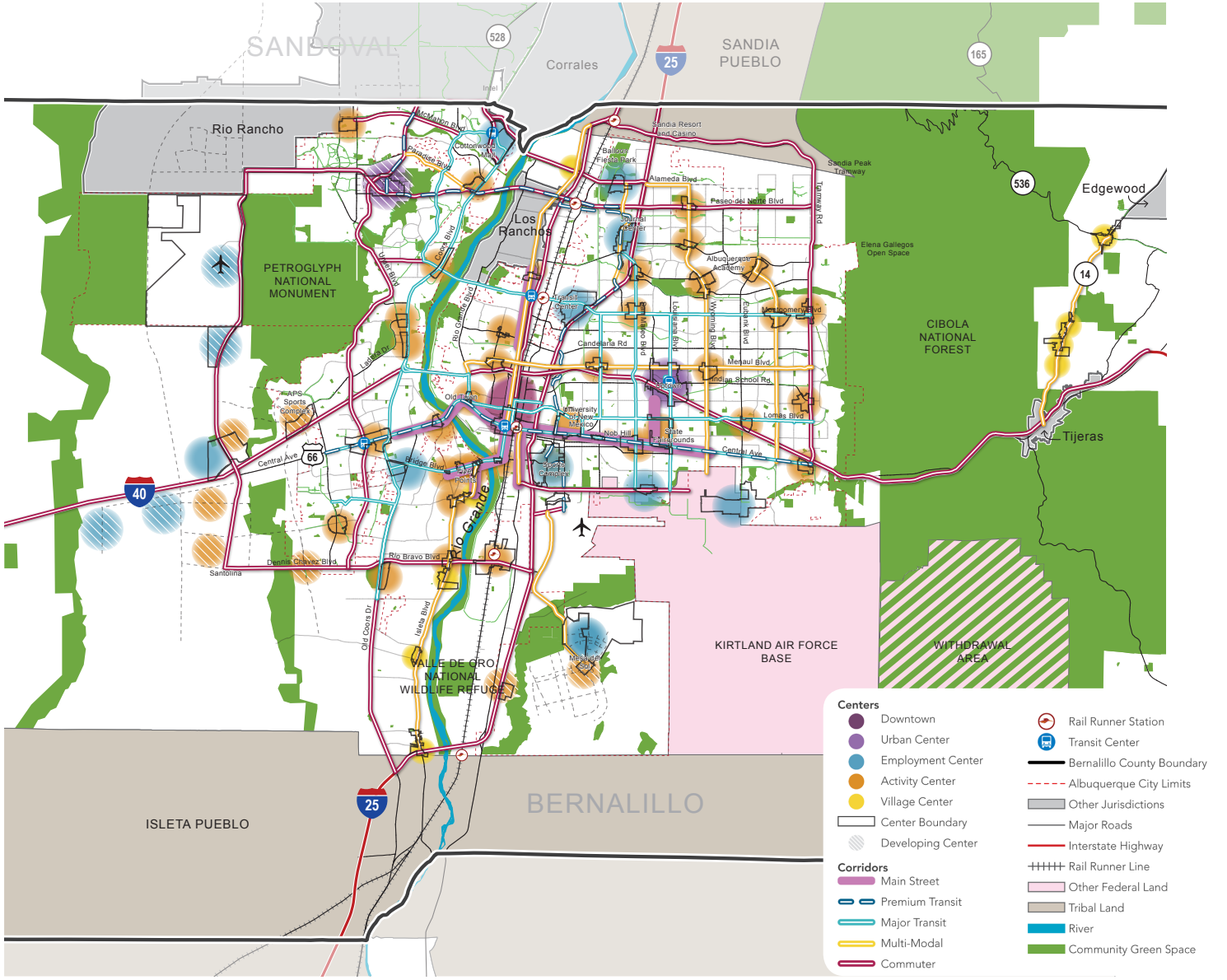


Figure 5-2: Vision Map with Center Boundaries

5.1.2.2 DIRECTING GROWTH

In order to plan for balanced growth in appropriate locations, the Comp Plan designates places in the city and county where most development is expected and encouraged. Identifying and mapping these areas helps decision-makers and stakeholders target, plan, and implement new growth and infill. Centers and Corridors and Development Areas identify areas most appropriate for new growth and development and guide appropriate densities and design. These policies serve as a guiding framework for zone changes, new plans and policies, and revised zoning standards in the future.

Centers & Corridors

The Comp Plan designates Centers as areas of more intense development with a variety of uses that allow many different activities connected by Corridors that include a mix of uses and transportation connections within walking distance (see **Figure 5-2**).

Designated Centers and Corridors are intended to accommodate the most future growth in the city and county. Instead of growing primarily at our edges, growth is encouraged in Centers and along Corridors, where development can be connected by transportation networks and efficiently served by utility infrastructure.

Different Center types guide development at appropriate scales to serve and relate to surrounding neighborhoods. Different Corridor types accommodate the full range of travel modes to enhance access and mobility via cars and trucks, transit, bicycles, and pedestrians.

Centers and Corridors policies encourage higher-density and higher-intensity development in appropriate places to create vibrant, walkable districts that offer a wide range of services and recreational opportunities.

Development Areas

Since 1975, the Comp Plan has identified Development Areas in the city and county to guide growth to appropriate areas that match the intensity and density of proposed development. The Development Area designations, in conjunction with Centers and Corridors, guide where new growth should go, how intense it should be, and how it should be designed. City and County Development Areas are discussed in more detail in **Sections 5.1.2.4 and 5.1.2.5**, respectively.

In the county, Development Areas are based on natural features, degree of urbanization, settlement patterns, density, and land uses. Development Areas include Reserve and Rural areas, where new development is intended to be low density and low intensity unless it is approved as a master planned community with Centers and Corridors surrounded by lower density and intensity uses. Semi-urban and Developing and Established Urban Areas guide development at higher intensities and densities (see **Figure 5-5**).[1]

DEVELOPMENT AREA (APPROXIMATE)	SQ. MI. (AS OF 2015)
Reserve	65
Rural	300
Semi-Urban	15
Developing Urban	20
Established Urban	10

Table 5-2: County Development Area Profile

DEVELOPMENT AREA (APPROXIMATE)	SQ. MI. (AS OF 2015)
Areas of Consistency	115
Areas of Change	45

Table 5-3: City Development Area Profile

In the city, there are two Development Areas – Areas of Change, where growth is encouraged and best served with transit and other infrastructure, and Areas of Consistency, where any development that happens should be designed carefully to reinforce the character, scale, and intensity of surrounding neighborhoods or non-residential development (see **Figure 5-6**). Areas of Change include most Centers and Corridors, approved business and industrial parks, and some Metropolitan Redevelopment Areas. The rest of the city is mapped as Areas of Consistency, which include single-family neighborhoods, parks and open space, development along Commuter Corridors, and non-residential development outside of Centers.

Community Green Space

The Comp Plan also maps the system of City and County parks and Open Space, along with state and federally owned open space, which together make up a network of "Community Green Space." This general term used in the Comp Plan for the larger collective of open spaces doesn't presuppose that they all have the same goals, priorities, or mandates for land management as County-owned Open Space or City-owned Major Public Open Space.

See the **Parks & Open Space chapter** for more information about Open Space owned or managed by the City or County. Portions of the Community Green Space system may allow recreation, while others preserve natural spaces, sensitive lands, and rare habitats that are unsuitable for development and less suited for public access.

Community Green Space includes the Sandia Mountain foothills, the Rio Grande Bosque, the Volcanoes, the West Mesa escarpment, the Rio Puerco escarpment and sand dunes, agricultural lands in the north and south valleys, and the systems of arroyos and acequias (see **Figure 5-3**). Many of these areas have been purchased or dedicated to the City or County or are owned by other agencies, including the U.S. Forest Service, National Park Service, U.S. Fish and Wildlife Service, Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA) and the Middle Rio Grande Conservancy District (MRGCD).

Community Green Space also includes a system of developed parks and recreation facilities, including regional parks, community centers with outdoor spaces, aquatic facilities, and smaller neighborhood parks throughout the city and county. Connecting all of these areas and facilities to each other and to the rest of the city and county is a network of recreational trail corridors, drainage channels (arroyos), and irrigation and drainage ditches (acequias). Some arroyos and acequias have official trails, with license agreements for recreational use. It is important to note that the AMAFCA arroyo system and the MRGCD ditch and drain system are not maintained as recreational facilities, and any recreational use must be managed so that it does not interfere with their primary uses (see the **Infrastructure, Community Facilities & Services chapter** for more information on these drainage, flood control, and irrigation systems). Other corridors have been unofficially used for recreation and transportation because they are inviting spaces with natural characteristics within the developed city.

Local residents identify natural and cultural landscapes as one of the identifying features of our community (see the **Heritage Conservation chapter** for more about this topic). As part of our natural and cultural identity, Community Green Space is an important quality-of-life factor contributing to livability in the city and county. It helps create an attractive setting for development.

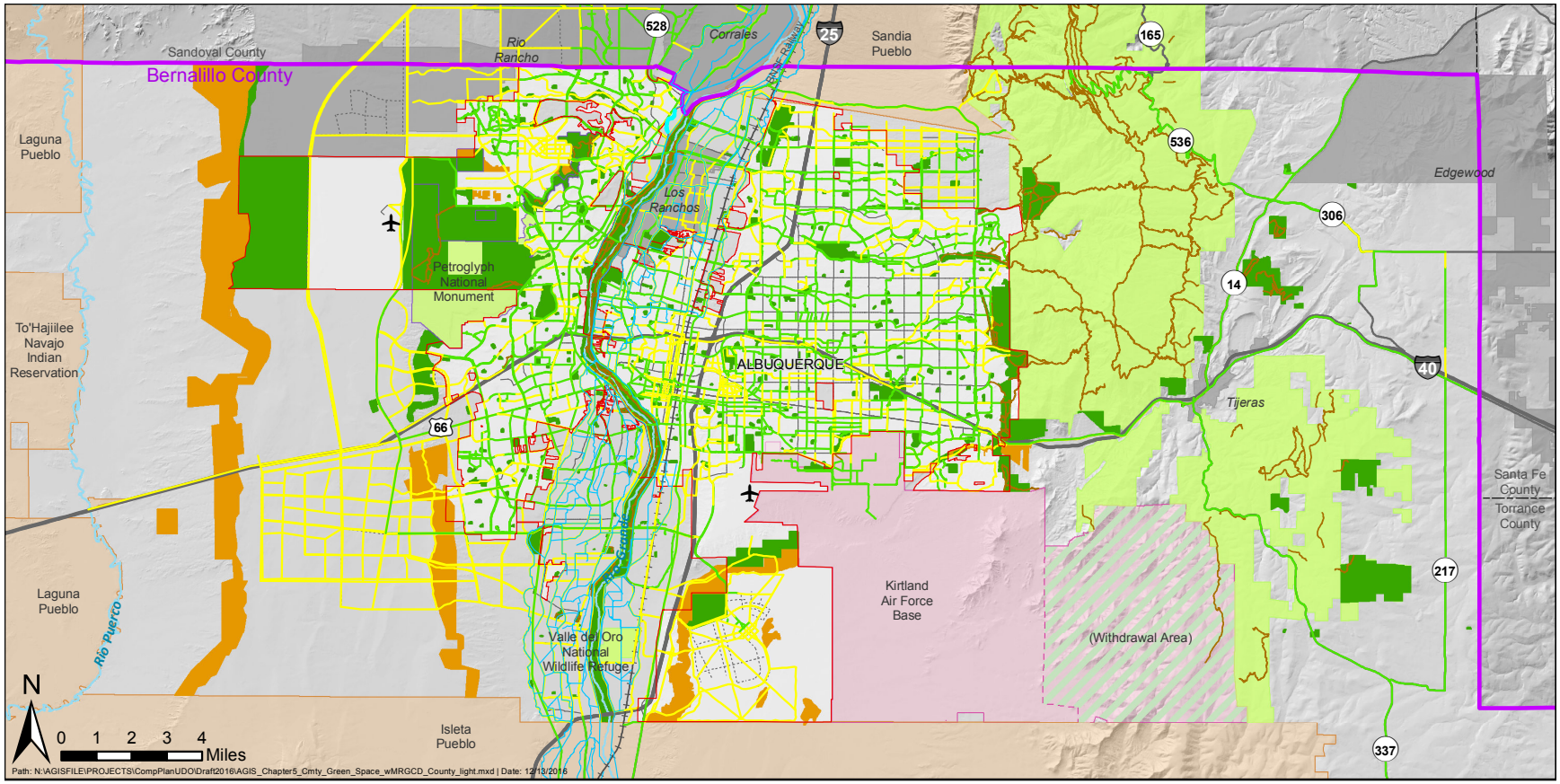


Figure 5-3: Community Green Space

5.1.2.3 CENTERS & CORRIDORS

The Centers and Corridors Vision was first adopted in the 2001 Comp Plan update. Center boundaries were established based on existing development and future high-density and high-intensity areas identified in adopted Area Plans, Master Plans, Sector Development Plans, or zoning actions.

Center designations were assigned to reflect a desire for regional- versus neighborhood- or village-scale development. Those Centers where development is anticipated but not on the ground are referred to as Developing Centers.

In 2016, nine Centers that had been adopted by the County in separate planning efforts were added. The Centers and Corridors designations were updated to clarify the intended character of each Center and Corridor type, reflect more recent planning efforts, and ensure that key goals could be implemented (see **Figure 5-4**). **Tables 1-1 and 1-2** outline the transition to new Center and Corridor designations, including the following new considerations:

- Downtown was identified as its own Center type with the most intense, walkable, mixed-use environment in the Albuquerque area.
- Uptown and Volcano Heights were designated as intense, walkable Urban Centers.
- The remainder of smaller-scale centers were designated as either Activity Centers (primarily in the city), Village Centers (in the county only), or Employment Centers, a new Center designation focused on encouraging jobs and industry.
- A Premium Transit Corridor designation was added to identify key Corridors for high-capacity and/or high-frequency transit service.
- Multi-Modal and Main Street designations were added to promote walkability along key corridors.

Where Centers and Corridors overlap, the Urban Design chapter describes the following hierarchy of policies:

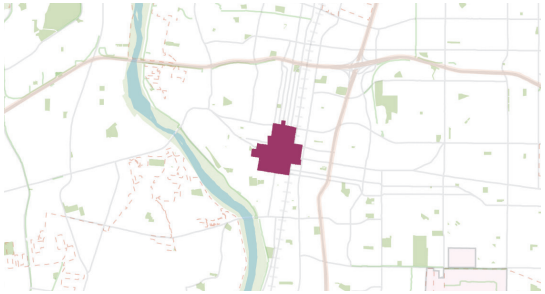
- Premium Transit Corridors
- Downtown / Urban Centers
- Main Streets
- Employment / Activity / Village Centers
- Major Transit / Multi-Modal / Commuter Corridors

With the exception of Premium Transit Corridors, whose policies override all others, Center policies generally take precedence over Corridor policies to encourage nodes of activity along Corridors. Within Centers, for example, vehicle travel lanes may need to narrow to allow for wider sidewalks for pedestrians. Within this framework, the Main Street designation operates like a Center, overriding Employment, Activity, or Village Center policies to ensure continuity of the best pedestrian-oriented environment possible.

This hierarchy protects the significant public investment needed for viable and convenient premium transit service from end to end along designated Corridors. Downtown, Urban Center, and Main Street policies override other Corridor policies to protect the integrity of these walkable environments. Employment, Activity, and Village Center policies take precedence over the remaining Corridor types to protect the viability of the activities and environments they are intended to encourage.

Centers

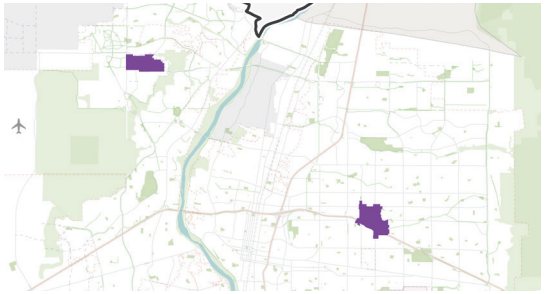
There are five types of Centers in the Comp Plan, each describing a varying level of intensity and market area size. The Centers in the city and county may vary in their degree of urbanization and walkability. Many of the Centers in the county are in currently rural areas. In the city, most Centers will have, or strive for, a high degree of walkability, and should be well-served by transit. Other Centers focus on providing jobs where they are needed most throughout the region. Policies that guide development in Centers can be found at the end of this chapter and in the **Urban Design chapter**.



DOWNTOWN

Albuquerque's Downtown serves as a regional hub for concentrated job and commercial activity supported by high-density housing. Downtown includes a wide variety of land uses, including private and government offices, multi-family housing, retail, restaurants, and entertainment uses. Downtown is intended to have the highest-intensity of employment and commercial uses in the region and to offer the highest-quality environment for pedestrians. This mixed-use district should include multiple transportation options, the tallest buildings in the region, the highest densities, the smallest blocks, and alleys for delivery of goods.

Streets should have trees for shade, wide sidewalks, and easy-to-use wayfinding signs. Multi-story buildings should feature ground-floor shops with large, street-facing windows. Plazas and other open spaces should provide an inviting atmosphere for pedestrians and support a diversity of uses, generating activity throughout the day and evening.



URBAN CENTERS

Urban Centers are intended to be distinct, walkable districts that incorporate a mix of employment, service, and residential uses at a density and intensity lower than Downtown but higher than the neighborhood-oriented Activity Centers. Urban Centers serve a smaller regional area than Downtown, while Activity Centers serve the immediate surrounding area.

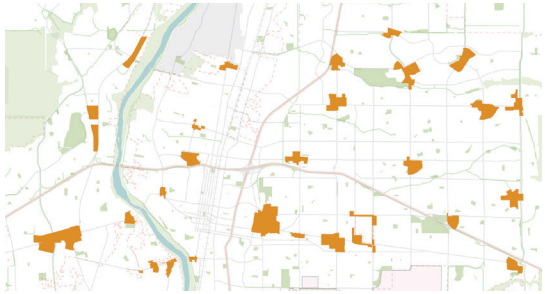
Similar to Downtown, Urban Centers can be important areas for economic growth, offering employment opportunities and a range of housing options. They feature moderate building heights and block sizes. Some offer opportunities for regional shopping destinations and job centers.

These mixed-use districts, including Uptown and Volcano Heights, are easily accessed by transit and provide opportunities for people to live, work, learn, shop, and play. Urban Centers are intended to become more walkable over time through investments in streetscape amenities, by attracting infill development with high-quality design that supports walkability, and by locating services closer to nearby residents. On-street parking, wide sidewalks, and active public spaces work together to create an appealing streetscape that deepens a distinct district identity.



EMPLOYMENT CENTERS

Employment Centers are intended to remain predominately industrial, business, and retail centers. Employment Centers tend to be auto-oriented and need to provide excellent access for trucks and connections for freight. For this reason, Employment Centers should be located near major intersections or along highways or major arterials. Additionally, because land uses are typically separated by parking lots or arterial roads, street design should emphasize efficient movement of vehicles and pedestrian accommodation within business parks. Once Employment Centers are largely developed, it may be appropriate and beneficial to introduce mixed-use and/or higher-density residential development.



ACTIVITY CENTERS

Activity Centers provide convenient, day-to-day services at a neighborhood scale to serve the surrounding area within a 20-minute walk or a short bike ride. They are intended to provide a mix of neighborhood commercial and residential uses at a slightly higher density than the surrounding single-family homes. These smaller centers should incorporate good pedestrian friendly design and are appropriate for mixed-use and multi-family housing. Most Activity Centers will be smaller geographic areas than Urban Centers, with buildings that range from one to three stories and development patterns that support access by all transportation modes.



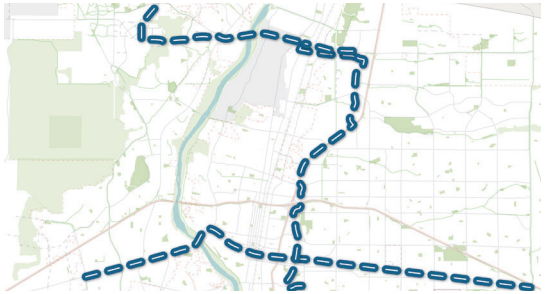
VILLAGE CENTERS

Village Centers serve rural areas and semi-urban areas. Like neighborhood-serving Activity Centers, they may include a variety of retail and commercial services, but Village Centers will also provide gathering spaces for local events such as festivals, markets, and street fairs. In general, Village Centers will draw from a larger geographic area than Activity Centers and will meet the needs of lower-density rural areas. Village Centers should be a focal point for tourism in scenic and historic parts of the County such as the East Mountains and the South Valley.

Corridors

The Comp Plan establishes a network of five different corridor types for major public streets. This range of Corridor types is intended to balance the street system by identifying different streets that prioritize bicycling, walking, or transit use in and between Centers. The Corridor types also provide policies for limited-access and automobile-priority streets to meet a full range of mobility and access needs.

The character of the Corridor and adjacent land uses should change within Centers and near low-density neighborhoods to reduce auto travel speeds and increase pedestrian safety. Each Corridor type has land use policies found in this chapter, policy objectives for street design and transit service in the **Transportation chapter**, and development form policies in the **Urban Design chapter.**



PREMIUM TRANSIT CORRIDORS

Premium Transit Corridors are anticipated to be served by high-quality, high-capacity, and high-frequency public transit. These Corridors are planned for mixed-use and transit-oriented development within walking distance of transit stations, with transitions to single-family neighborhoods beyond the Corridor. Interactive public spaces should be encouraged to add vitality, pedestrian amenities, and "eyes on the street" to aid public safety.

The Premium Transit designation acts as an overlay on other Corridor designations. Until premium transit projects have identified transit station locations and funding has been secured, development policies for the underlying Corridor apply. Once stations and funding have been identified, Premium Transit Corridor policies kick in.

The design and operation of premium transit service will vary according to the land use context and underlying Corridor designation. Much of Central Avenue is also designated as a Main Street Corridor with pedestrian-oriented development, so stations are planned every quarter mile. On other Premium Transit Corridors, if they have lower densities and less street connectivity, transit stations may be spaced farther apart to serve nodes of higher-intensity, pedestrian-oriented activity.

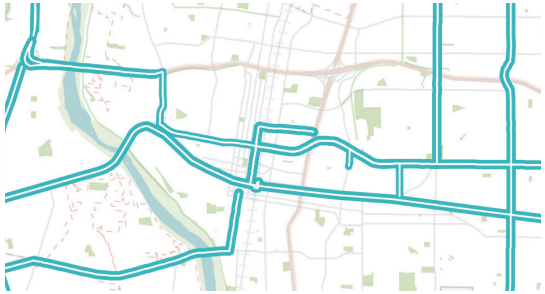


MAIN STREET CORRIDORS

Main Streets are intended to be lively, highly walkable streets lined with local-serving businesses, modeled after the American tradition of Main Street as a place for living, working, and shopping. Examples of this type of street include Central Avenue in Nob Hill and Bridge Boulevard in the South Valley.

Main Streets should have one- to four- story buildings, usually placed right up to the sidewalk. Parking should be on-street and to the sides of or behind buildings. Away from the Main Street, density should quickly decrease to minimize impacts on nearby neighborhoods. This development pattern should be well-served by transit and contain safe and pleasant walking environments with street trees, landscaping, and wide sidewalks. Public investments in these areas should prioritize street and walkway improvements.

Although Main Street is classified as a Corridor type, the intent is for it to function more like a linear Center that guides the appropriate land use forms along the Corridor. Because this designation is primarily about urban design and the relationship between buildings and the street, a Main Street will often also have other Corridor designations that primarily relate to road design. Within the private realm, the Main Street policies override; within the public right-of-way, the other Corridor designation would override.



MAJOR TRANSIT CORRIDORS

Major Transit Corridors are anticipated to be served by high frequency and local transit (e.g. Rapid Ride, local, and commuter buses). These corridors prioritize transit above other modes to ensure a convenient and efficient transit system. Walkability on these corridors is key to providing a safe and attractive pedestrian environment, as well as good access for pedestrians, cyclists, and transit users to goods and services along these Corridors and the Centers they connect.

Development along Major Transit Corridors should be transit- and pedestrian-oriented near transit stops, while auto-oriented for much of the Corridor. Building heights and development densities may be higher in Centers along these Corridors but should be stepped back behind the Corridor to respect established neighborhoods.

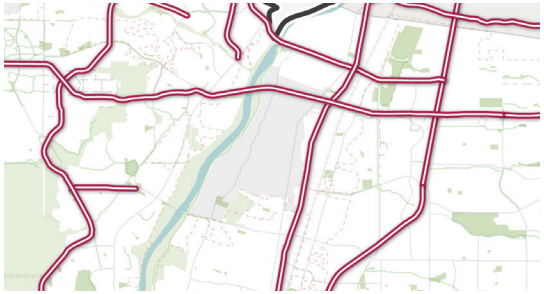
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MULTI-MODAL CORRIDORS

Multi-modal corridors are intended to encourage the redevelopment of aging, auto-oriented commercial strip development to a more mixed-use, pedestrian-oriented environment that focuses heavily on providing safe, multi-modal transportation options.

The development of these corridors will enhance the environment for pedestrians and transit users, while nearby parallel streets will serve bicycle travel. The density and scale of development behind Multi-Modal Corridors should diminish quickly to minimize impacts on existing neighborhoods and respect established development patterns.



COMMUTER CORRIDORS

Commuter Corridors are intended for long-distance trips across town by automobile, including limited-access streets. These roads tend to be higher-speed and higher-traffic volume routes. Development along these corridors should be more auto-oriented, but where the Corridors pass through Centers, development should include more mixed-use, pedestrian-oriented uses.

Though Commuter Corridors can be attractive for developing a strip of retail, this type of development pattern would quickly lessen the utility of the corridor for its main purpose. Access controls on these corridors influence the location and mix of land uses and the design of development. Land uses along Commuter Corridors should be buffered from the corridor, and retail uses concentrated along Multi-Modal Corridors and in Centers.

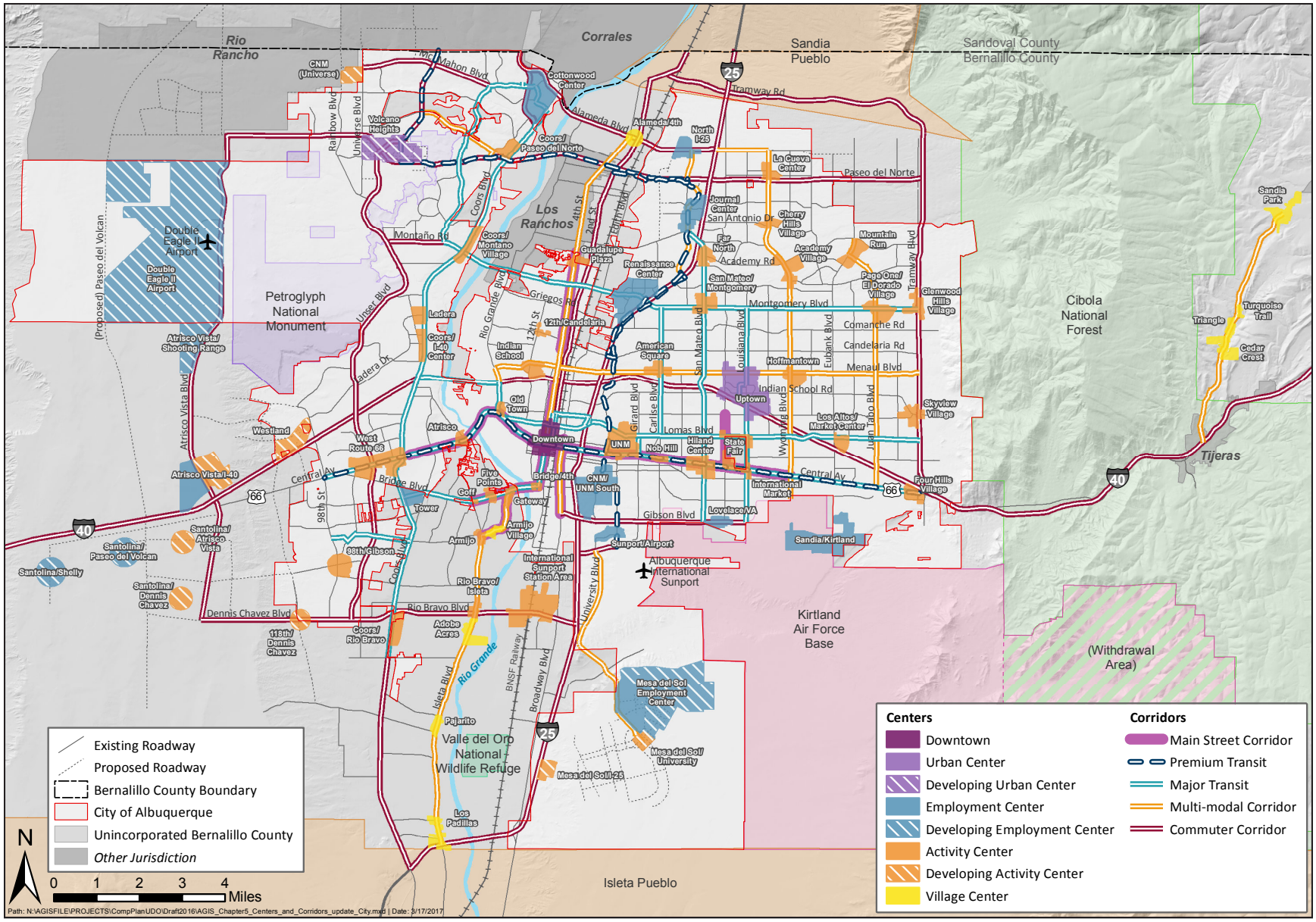


Figure 5-4: Centers and Corridors

5.1.2.4 BERNALILLO COUNTY DEVELOPMENT AREAS

Reserve Areas (County only)

Reserve Areas encompass approximately 65 square miles on the western and southern edge of Bernalillo County. Reserve Areas were originally designated for undeveloped land that was not contiguous with other growing areas. Development in Reserve Areas can occur following Rural Area policies for low-density or agricultural development without special review.

In order to develop at higher densities, however, projects must follow Reserve Area policies designed to encourage the development of large, self-sufficient, planned communities that include employment, a variety of housing types and residential densities, services, a street network, and recreation opportunities and Open Space. The communities must also demonstrate careful attention to preserving the significant environmental, archaeological, and paleontological features of the land.

As the metropolitan area has grown, several large communities, which will include urban centers, employment districts, and varying residential uses, have been approved in the Reserve Area, including Mesa del Sol (2008), Westland (2009), and Santolina (2015). As of 2016, some development in Westland and Mesa del Sol has occurred, with all the communities expected to continue to develop over the next 50 years.

Since the last major revision to the Comp Plan in 1988, the Planned Communities Criteria (PCC) were adopted by both the City and the County to provide additional policies and guidelines for development in Reserve Areas. Although the City is not retaining Reserve Areas, the PCC still apply to approved master planned communities in the city.

The PCC must be addressed for approval of master planned communities at each level of planning (Level A, Level B, and Level C) and in increasing degrees of detail. They are grouped in the following topics: Land Use, Transportation, Environment and Open Space, and Government and Public Service (see **Table 5-4**).

A planned community is to be approved only if all public infrastructure and service needed primarily to serve proposed areas is provided at no net expense to the government.



Image credit: City of Albuquerque

Much of the unincorporated county consists of low-density development and open space, with special criteria for more dense development to protect the character of the area.

Rural Areas (County only)

Rural Areas encompass approximately 300 square miles in Bernalillo County, the largest of any Development Area. They include characteristics that are commonly associated with rural lifestyles, including large-lot residential developments, agricultural uses, the existing irrigation ditch (acequia) network, and limited commercial development in designated areas and specific corridors. Rural Areas are located in the South Valley, North Valley, North Albuquerque Acres, East Mountains, and the Rio Puerco area.

Similar to Reserve Areas, the development of Rural Areas may follow two possible planning tracks. One track is for conventional development following Rural Area policies. Residential density is limited to one dwelling unit per acre, and new commercial development should be neighborhood-scale and located in designated areas, such as Rural Village Centers. New Rural Area development should recognize the character and environmental conditions of the site and its surroundings in assessing site suitability and potential impacts of development. Cluster housing with dedicated areas of open space or farmland is especially attractive for Rural Areas in the Rio Grande Valley. Traditional irrigation systems should be preserved and protected in the land development process. Many properties in the Rural Area lack access to public water and sewer service.

The second Rural Area development track is for Master Planned Communities. Such large-scale, mixed use communities may also be allowed in the Rural Area if they follow the Policies and Requirements of the Reserve Area and the Planned Communities Criteria (as described below in **Table 5-4**).

Semi-Urban Areas (County only)

Semi-Urban Areas are generally characterized by development limitations due to topography, soil conditions, water quality, flood potential, scenic qualities, and recreational potential. They also provide a transition between Rural Areas and Developing Urban or Established Urban Areas.

Semi-Urban Areas, which total approximately 10 square miles in the county, are found in the North and South Valley and in an

CRITERIA	GENERAL REQUIREMENTS – WITH INCREASING SPECIFICITY AT EACH PLANNING LEVEL
Land Use	Mix of uses that promote self-sufficient development, including a hierarchy of Centers, employment areas, and residential areas with an overall density of up to three dwelling units per acre. Designation of open space network, phasing plan required.
Transportation	Comprehensive transportation system to serve the development; accommodation for different modes of transportation, including pedestrians, bicycles, and transit.
Environment & Open Space	Identify and conserve environmental resources; identify depth to groundwater and legal water availability, quantity, and quality. Strategy for wastewater and waste management.
Government & Public Services	Provision for services, including schools, parks, and other public facilities, strategy for funding of infrastructure, and a development agreement to codify the master plan and the funding strategy.

Table 5-4: Planned Communities Criteria (Summary)





Image credit: Bernalillo County

Farming is a way of life in Rural and Semi-Urban Areas.

area adjacent to the West Mesa south of I-40. Semi-Urban areas in the valley contain some of the County's best farming soils and irrigation opportunities. An overall gross residential density of up to three dwelling units per acre is allowed in the Semi-Urban Area where municipal water and sewer service are available, unless otherwise specified in a county Sector Development Plan, or under clustered housing with open land. Semi-Urban Area policies seek to address or preserve important natural features and the viability of agricultural uses.

Developing Urban Areas (County only)

Developing Urban Areas have recently undergone or are planned or programmed for future residential and commercial development that will result in more urban land uses and patterns. Because the development may be relatively recent, these areas may be subject to area and sector planning, special design treatment, and phasing of infrastructure.

These Developing Urban areas, which total about 21 square miles in the county, are generally adjacent to established residential neighborhoods and located along the West Mesa and in the southeast quadrant of the County from I-25 in the east to Second Street in the west. Developing Urban Area policies encourage a full range of land uses and generally allow an overall density of up to five dwelling units per acre, with more specific densities and commercial opportunities identified in area and sector plans and centers and corridors in the Comp Plan. Policies also recommend measures that minimize impacts of new development on existing development.

Established Urban Areas (County only)

Established Urban Areas are generally long-standing, older neighborhoods that include residential and non-residential development that are established or undergoing or may require redevelopment efforts along with more specific area and sector planning.

The Established Urban Areas historically have been mainly within the city, and they will be guided by the Comp Plan language for Centers and Corridors, Areas of Consistency and Change, and other applicable policies.

The Established Urban Areas in the county (around seven square miles) are generally adjacent to the more urban areas of the city and are located in the South Valley between Bridge Boulevard and I-40, with a few remaining tracts scattered in the North Valley, particularly along Edith Boulevard. Established Urban area policies encourage a full range of urban land uses and generally allow an overall density of up to five dwelling units per acre, with higher densities and commercial opportunities identified in area and sector plans, with a number of policy recommendations for redevelopment. Redevelopment strategies are also discussed within the context of the **Economic Development chapter**.

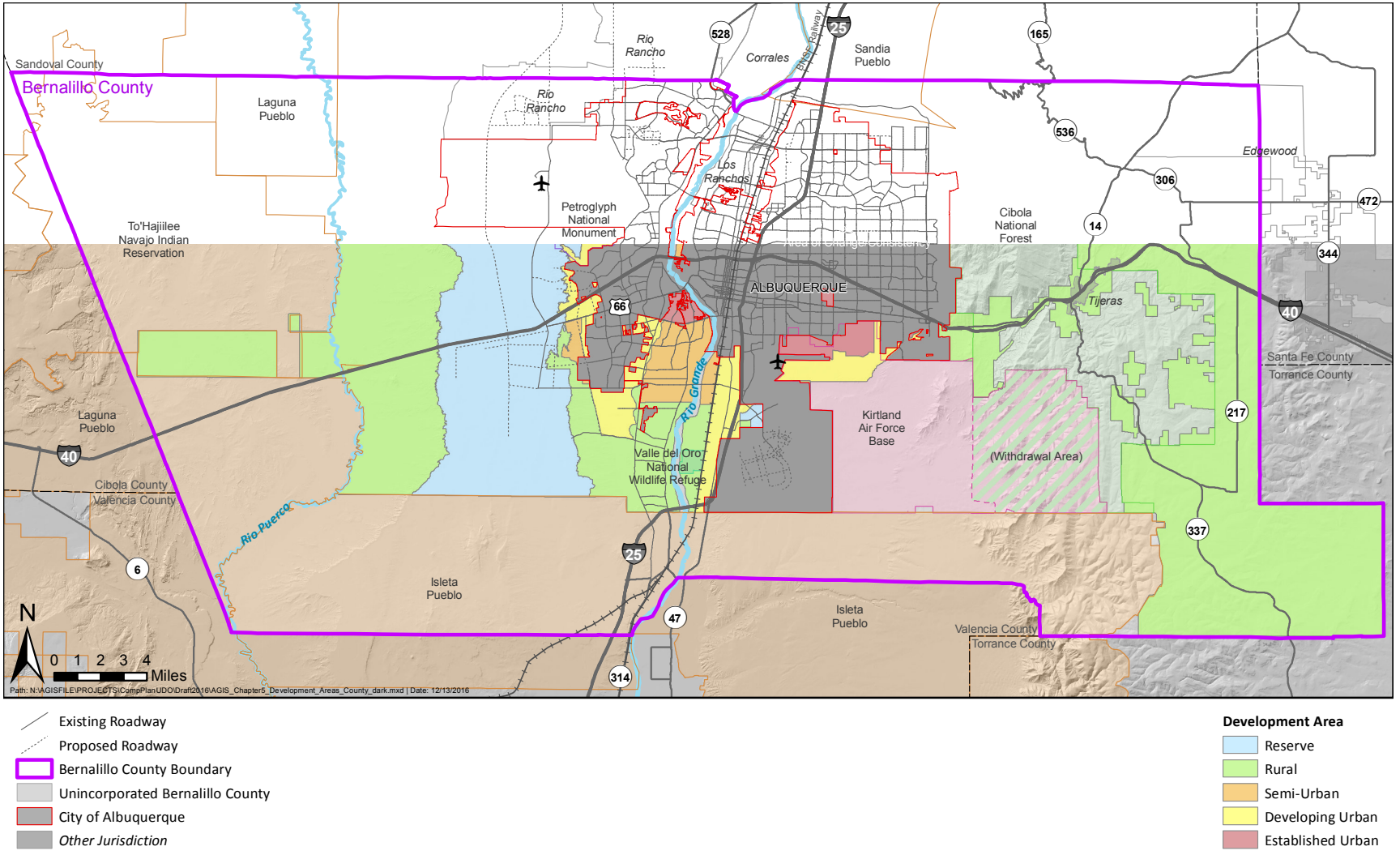


Figure 5-5: County Development Areas

5.1.2.5 CITY OF ALBUQUERQUE DEVELOPMENT AREAS

Directing growth to Areas of Change is intended to help preserve and protect established neighborhoods in Areas of Consistency. Areas of Change and Consistency are designed to be complementary to protect the scale and character of distinctive neighborhoods while accommodating new residents and jobs in areas already well served by infrastructure and transit.

Areas of Change (City only)

Designated Centers and Corridors, along with Metropolitan Redevelopment Areas and Master Planned Areas, have been mapped as Areas of Change. Areas of Change policies allow for a mix of uses and development of higher density and intensity in areas where growth is desired and can be supported by multi-modal transportation.

The intent is to make Areas of Change the focus of new urban-scale development that benefit job creation and expanded housing options. By focusing growth in Areas of Change, additional residents, services, and jobs can be accommodated in locations ready for new development. Development in Areas of Change will still need to consider the ability of utilities to adequately serve infill and redevelopment.

To better understand the benefits and potential outcomes of focusing growth in Areas of Change, the planning team modeled the capacity for household and employment growth within urbanized land. The analysis demonstrated that 89 percent of projected new housing and 97 percent of projected new employment that is anticipated in the city between 2016 and 2040 could be accommodated in Areas of Change.

Areas of Consistency (City only)

Neighborhoods designated as Areas of Consistency will be protected by policies to limit densities, new uses, and negative impacts from nearby development. While these areas may see some infill development and new uses, new development or redevelopment will need to be compatible in scale and character with the surrounding area.

Some Areas of Consistency are experiencing a different set of pressures than those posed by incompatible infill development. These areas may have a high home-occupancy rate,



Image credit: Bill Tondreau

Focusing growth and development in Areas of Change will accommodate many of the additional residents and jobs expected in the city through mixed-use development and multi-modal transportation options, while protecting established residential neighborhoods and Open Space in Areas of Consistency.

yet face deteriorating infrastructure, land use conflicts, such as those between industrial and residential uses, or a lack of basic services such as grocery stores or parks. These areas will benefit tremendously from targeted reinvestment in nearby Areas of Change.

Implementing Areas of Change & Areas of Consistency

The Areas of Change and Consistency strategy is designed to identify places designated for higher intensity uses and denser housing, and that can accommodate new residents and jobs, while enhancing the unique qualities of established neighborhoods that are looking for new ways to preserve their character and quality of life.

As a guidance tool, Areas of Change and Consistency direct more dense development to areas where growth is desired (Areas of Change). In parallel, it is used to apply policies limiting new development to an intensity and scale consistent with places that are highly valued for their existing character (Areas of Consistency).

Development in Areas of Change and Consistency will be tracked over time. Similar to County Development Areas, this map may be updated periodically as part of future Comp Plan updates to reflect platting and/or zone changes that affect the status of property as an Area of Change or Consistency.

Regulatory changes will be needed to require building and lighting heights to step down where Areas of Change abut Areas of Consistency, along with other protections for neighborhood edges.

MAPPING AREAS OF CHANGE & AREAS OF CONSISTENCY

Areas of Change and Consistency are mapped according to criteria listed below, based on platted parcels (for more details on the methodology, see **Appendix I**).

After adoption of the Comp Plan, this map will be updated periodically as part of future Comp Plan updates and as needed to reflect platting and/or zone changes that affect the status of property as an Area of Change or Consistency.

AREAS OF CHANGE INCLUDE:

- Comp Plan Centers
- Parcels along Premium Transit, Major Transit, Multi-Modal and Main Street Corridors
- Park and Ride facilities and parcels around Transit Centers
- Parcels within Metropolitan Redevelopment Areas (MRAs) with adopted MRA plans, according to the priorities established by those plans
- Properties within approved Master Development Plans (site development plans with detailed design standards), such as business and industrial parks and master planned communities

AREAS OF CONSISTENCY INCLUDE:

- Single-family residential zones and parcels with single-family residential uses
- Parks, Open Space, and golf courses
- Cemeteries
- Airport runways and fly-in zones
- Other parcels outside Change areas, regardless of zoning or current use

Endnotes

1. As of the 2016 update of this Comp Plan, the Central Urban Area (largely in the City of Albuquerque) has been eliminated. The limited Central Urban area in the County has been changed to Established Urban.

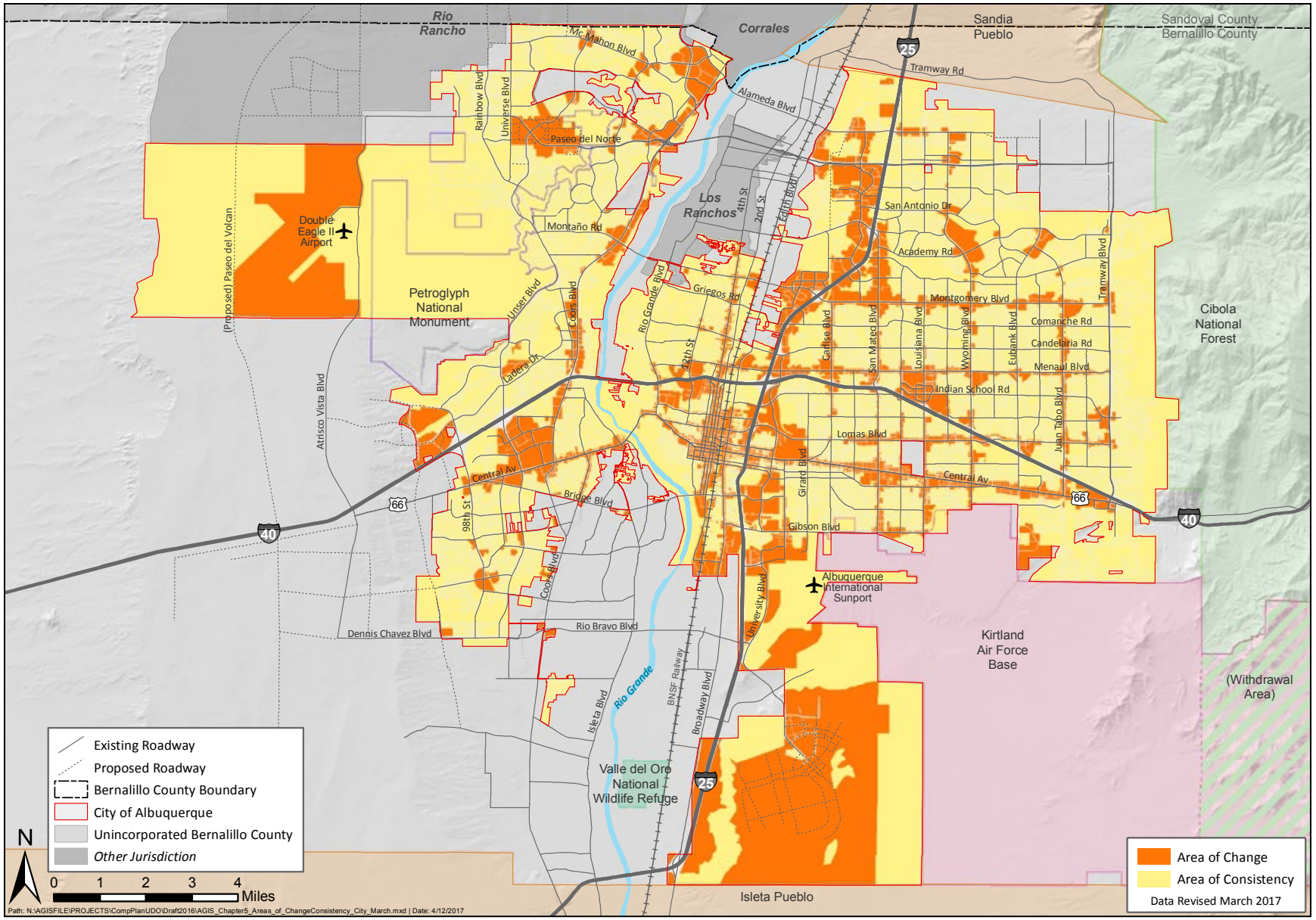


Figure 5-6: City Development Areas – Areas of Change and Areas of Consistency

5.2 Goals, Policies & Actions

for Land Use

Goal 5.1 Centers & Corridors

Grow as a community of strong Centers connected by a multi-modal network of Corridors.

Goal 5.2 Complete Communities

Foster communities where residents can live, work, learn, shop, and play together.

Goal 5.3 Efficient Development Patterns

Promote development patterns that maximize the utility of existing infrastructure and public facilities and the efficient use of land to support the public good.

Goal 5.4 Jobs-Housing Balance

Balance jobs and housing by encouraging residential growth near employment across the region and prioritizing job growth west of the Rio Grande.

Goal 5.5 County Development Areas

Use Development Areas to foster the distinctness of communities in the unincorporated County by guiding their form, character, and density.

Goal 5.6 City Development Areas

Encourage and direct growth to Areas of Change where it is expected and desired and ensure that development in and near Areas of Consistency reinforces the character and intensity of the surrounding area.

Goal 5.7 Implementation Processes

Employ procedures and processes to effectively and equitably implement the Comp Plan.

Policies are organized to support each Goal. Many Policies have supporting Sub-polices, cross-references to other relevant policies, and implementing Actions to more clearly guide decision-making.

[ABC] indicates a policy or action for both the City and County
[BC] indicates a policy or action for Bernalillo County
[A] indicates a policy or action for the City of Albuquerque

Goal 5.1 Centers & Corridors

Grow as a community of strong Centers connected by a multi-modal network of Corridors.

POLICY 5.1.1

Desired Growth: Capture regional growth in Centers and Corridors to help shape the built environment into a sustainable development pattern. [ABC]

a) Create walkable places that provide opportunities to live, work, learn, shop, and play.

b) Structure capital investment and land use regulations to direct growth to Centers, in particular those in need of public and private reinvestment.

c) Encourage employment density, compact development, redevelopment, and infill in Centers and Corridors as the most appropriate areas to accommodate growth over time and discourage the need for development at the urban edge.

d) Encourage the development of multi-unit, multi-story apartments and mixed-use residential buildings in Downtown, Urban Centers, and Activity Centers to increase housing density and expand housing options and affordability.

e) Encourage platting with a range of residential lot sizes to support choice in housing and to meet the needs of all income levels.

f) Discourage the development of detached single-family housing as an inappropriate use in Centers and along Corridors.

g) Encourage residential infill in neighborhoods adjacent to Centers and Corridors to support transit ridership.

h) Encourage all new development, especially in designated Centers and Corridors, to address transit connections, linkages, and opportunities within the proposed development.

i) Locate industrial development in Employment Centers or in existing industrial zones within the I-25 and I-40 corridors.

j) Follow development form policies in **Urban Design Policy 7.1.3**, **Table 7-3** for Centers, and **Table 7-4** for Corridors.

k) See **Policies 5.1.3-5.1.12** below for uses appropriate in each Center and Corridor.

l) See **Policy 5.2.2** below for appropriate uses outside of Centers and Corridors.

m) See **Goal 5.3** below for policies that promote efficient development patterns.

n) See **Policies 5.5.1 and 5.6.1** below for community green space protection.

o) See **Community Identity Goal 4.1** for policies to protect and enhance existing neighborhoods and **Goal 4.3** for area-specific policies.

p) See **Transportation Goals 6.1 and 6.2** for policies that guide development in the public right-of way.

q) See **Urban Design Policy 7.1.1** for the hierarchy of Centers and Corridors policies.

r) See **Housing Goal 9.3** for policies related to housing development.

s) See **Parks & Open Space Goal 10.1** for parks and Open Space facilities.

t) See **Heritage Conservation Policy 10.1.1** for preservation of agricultural heritage.

u) See **Infrastructure, Community Facilities & Services Goal 12.2** for policies about locating community facilities in Centers.

v) See **Infrastructure, Community Facilities & Services Policy 12.5.3** for public investment in infrastructure to direct growth.

w) See **Resilience & Sustainability Goal 13.5** for community health considerations.

ACTIONS

5.1.1.1 Adjust development standards and ordinances to remove obstacles to achieving the pedestrian- and transit-orientation necessary in appropriate Centers and Corridors. [ABC]

5.1.1.2 Explore direct (e.g. public investment or partnerships) and indirect (e.g. zoning regulations or incentives such as density bonuses) approaches to promote higher density and infill development in Centers and along Corridors. [ABC]

5.1.1.3 Evaluate existing land uses and development trends to identify opportunities for increased land use intensity to support transit-oriented development within 660 ft. of transit stations along Premium or Major Transit Corridors. [ABC]

5.1.1.4 Promote ongoing public-private cooperation necessary to create private market conditions that support intensified development of jobs and housing in Transit Corridors. [ABC]

5.1.1.5 Identify obstacles to infill development, including infrastructure capacity and public investment priorities. [ABC]

5.1.1.6 Work with utilities and transportation representatives to identify infrastructure capacity and possible expansion requirements to adequately serve infill and redevelopment. [ABC]

5.1.1.7 Consider differential taxation of land and improvements to incentivize infill development. [BC]

5.1.1.8 Reassess zoning capacity every five years for at least 20 years of growth within Centers, Corridors, and City Areas of Change. [A]

5.1.1.9 Update zoning codes to allow the highest-density development in Downtown and Urban Centers. [A]

5.1.1.10 Structure capital investment and land use regulations in support of creating additional housing and jobs within Transit Corridors. [A]

5.1.1.11 Adopt zoning and design standards requiring appropriate transitions between development and single-family residential neighborhoods, such as step-backs, setbacks, landscape buffers, etc. [A]

5.1.1.12 Provide an expedited review and approval process for projects in Centers and Corridors. [A]

5.1.1.13 Partner with the private sector and neighborhood organizations to

redevelop vacant and under-utilized properties and incentivize adaptive reuse of distressed structures. [A]

5.1.1.14 Incentivize a wide range of housing types and affordability levels in Downtown and Urban Centers. [A]

5.1.1.15 Monitor building permits and zone change requests by Community Planning Area and by Center and prepare an annual review of development trends. [A]

POLICY 5.1.2

Development Areas: Direct more intense growth to Centers and Corridors and use Development Areas to establish and maintain appropriate density and scale of development within areas that should be more stable. [ABC]

a) See **Goal 5.5** for County Development Areas.

b) See **Goal 5.6** for City Development Areas.

POLICY 5.1.3

Downtown: Strengthen Downtown's identity as a regional hub for the highest-intensity development, with concentrated job and commercial activity supported by the highest-density housing. [A]

a) Support pedestrian-oriented development.

b) Support mixed-use development.

c) Ensure opportunities for public and private employment, civic uses, and cultural and entertainment activities.

d) Ensure that there are multiple transportation options to access and circulate within Downtown.

e) Encourage plazas and other open spaces to provide an inviting atmosphere for pedestrians and support a diversity of uses.

f) Create an 18-hour Downtown that generates activity throughout the day and evening.

g) Minimize the potential negative impacts of Downtown development on abutting neighborhoods.

h) See **Urban Design Goal 7.1** for development form and priority street elements in Downtown.

i) See **Economic Development Policy 8.1.1** for creating places that support economic development.

j) See **Infrastructure, Community Facilities & Services Policy 12.3.4** for public safety service provision.

ACTIONS

5.1.3.1 Promote Downtown as a center for arts, cultural, and public facilities/activities while recognizing its importance as the historic center of the City. [A]

5.1.3.2 Develop, maintain, and market Downtown as though it were a single mixed-use project. [A]

5.1.3.3 Support efforts to upgrade neighborhoods surrounding Downtown and create links between residential areas and cultural, arts, and entertainment facilities Downtown. [A]

5.1.3.4 Promote the redevelopment of existing commercial parking lots

and restrict all new commercial parking lots in surrounding neighborhoods. [A]

5.1.3.5 Work with residents and stakeholders through the CPA assessment process to analyze and recommend adjustments to policy and/or regulatory protections for existing single- and two-family homes within the Downtown Center. [A]

5.1.3.6 Work with residents, stakeholders, and property owners to analyze the boundary for the Downtown Center and modify it as necessary to best match existing and desired future development, promote access and connectivity, ensure appropriate transitions to surrounding neighborhoods, and support economic development efforts. [A]

POLICY 5.1.4

Urban Centers: Create highly accessible and walkable Urban Centers that provide a range of employment opportunities and higher-density housing options. [A]

a) Encourage mixed-use development.

b) Encourage pedestrian-oriented design, transit-oriented development, and infrastructure improvements that make Urban Centers more walkable over time.

c) Encourage plazas and other open spaces to provide an inviting atmosphere for pedestrians and support a diversity of uses.

d) Ensure opportunities for regional shopping destinations, entertainment activities, and employment centers.

e) Create 18-hour Urban Centers that generate activity throughout the day and evening.

f) Prioritize transit investment to provide access to and within Urban Centers, potentially spurring additional private investment and transit-oriented development.

g) See **Urban Design Goal 7.1** for development form.

h) See **Housing Goal 9.3** for policies related to housing development.

POLICY 5.1.5

Employment Centers: Create Centers that prioritize employment opportunities and foster synergy among businesses. [ABC]

a) Prioritize office and commercial employment in areas with good access via automobile and transit.

b) Prioritize industrial employment in areas with good connectivity for freight routes.

c) Until 80 percent of the available land in Employment Centers has developed with uses associated with employment opportunities, discourage residential uses on the ground floor.

d) After employment has been established on 80 percent of the available land, encourage mixed-use development to introduce high-density residential uses that bring housing to jobs.

e) Allow Employment Centers to develop as auto-oriented areas.

f) Provide safe and convenient pedestrian and bicycle access to and mobility within Employment Centers.

g) Provide good transit access to Employment Centers and connect transit stops/stations to businesses via pedestrian walkways and bikeways.

POLICY 5.1.6

Activity Centers: Foster mixed-use centers of activity with a range of services and amenities that support healthy lifestyles and meet the needs of nearby residents and businesses. [ABC]

a) Incorporate a compatible mix of commercial and residential uses with a range of higher-density housing types.

b) Provide neighborhood-oriented commercial, retail, institutional, and public services.

c) Encourage gathering spaces for festivals, markets, and street fairs.

d) Ensure that Activity Centers are pedestrian-friendly and provide convenient pedestrian connections to nearby residential areas.

e) Provide good connectivity via bicycle between Activity Centers and nearby residential areas and multi-use trails.

f) See **Urban Design chapter** for discussion of neighborhood-scale development and pedestrian-friendly design.

POLICY 5.1.7

Village Centers: Capture higher-intensity growth within Village Centers as places with a mix of uses that serve the needs of residents in order to protect rural lifestyles and surrounding land use patterns. [BC]

a) Encourage a variety of shopping opportunities.

b) Provide gathering spaces for festivals, markets, and street fairs.

c) Focus on tourism in scenic and historic parts of the county in Village Centers.

d) Allow a range of housing types and densities.

POLICY 5.1.8

Premium Transit Corridors: Foster corridors that prioritize high-capacity, high-frequency transit service, with mixed-use, transit-oriented development within walking distance of transit stations. [ABC]

a) Encourage higher-density residential developments within ¼ mile of identified transit station locations.

b) Minimize negative impacts on nearby neighborhoods by providing transitions between development along Transit Corridors and abutting single-family residential areas.

c) Encourage active public spaces and plazas within 660 feet of identified transit station locations and balconies and decks overlooking transit station areas.

d) Apply Premium Transit policies after station locations have been identified and project funding has been allocated.

e) See **Transportation Policy 6.1.4** for Premium Transit Corridors.

f) See **Urban Design Goal 7.1** for development form.

POLICY 5.1.9

Main Streets: Promote Main Streets that are lively, highly walkable streets lined with neighborhood-oriented businesses. [ABC]

a) Prioritize street and walkway improvements, such as street trees, landscaping, lighting, wayfinding, and wide sidewalks, to create safe and comfortable pedestrian environments.

b) Minimize negative impacts on nearby neighborhoods by providing transitions between Main Street development and abutting single-family residential areas.

c) Ensure that Main Streets are well-served by multi-modal transportation.

d) Follow Main Street policy guidance for private property and follow other Corridor designation policies for decisions related to the public right-of-way when a corridor has both the Main Street and another Corridor designation.

e) See **Urban Design chapter** for discussion of building and parking orientation.

POLICY 5.1.10

Major Transit Corridors: Foster corridors that prioritize high-frequency transit service with pedestrian-oriented development. [ABC]

a) Encourage higher-density residential developments within ¼ mile of transit stops or stations.

b) Minimize negative impacts on nearby neighborhoods by providing transitions between development along Transit Corridors and abutting single-family residential areas.

c) Encourage mixed-use development in Centers and near intersections.

d) See **Transportation Policy 6.1.6** for Major Transit Corridors.

e) See **Urban Design Goal 7.1** for development form.

POLICY 5.1.11

Multi-Modal Corridors: Design safe Multi-Modal Corridors that balance the competing needs of multiple modes of travel and become more mixed-use and pedestrian-oriented over time. [ABC]

a) Encourage the redevelopment of aging auto-oriented commercial strip development to a more mixed-use, pedestrian-oriented environment.

b) Prioritize improvements that increase pedestrian safety and convenience and make bicycle and transit options more viable.

c) Encourage lower auto traffic speeds and narrower traffic lanes to accommodate other modes of travel in more intense and active areas along the corridor.

d) See also **Transportation Policy 6.1.7** and **Goal 6.2** for multi-modal policies.

e) See **Urban Design Goal 7.1** for development form.

POLICY 5.1.12

Commuter Corridors: Allow auto-oriented development along Commuter Corridors that are higher-speed and higher-traffic volume routes for people going across town, often as limited-access roadways. [ABC]

a) Allow auto-oriented, single-use development, such as strip retail, large retail facilities, and business and institutional campuses along Commuter Corridors.

b) Buffer residential land uses adjacent to Commuter Corridors.

c) Support traffic flow by limiting new curb cuts, encouraging shared access of driveways and business access roads, or providing access from perpendicular local roads.

d) See **Transportation Policy 6.1.8** for Commuter Corridors

e) See **Urban Design Goal 7.1** for development form.

Goal 5.2 Complete Communities

Foster communities where residents can live, work, learn, shop, and play together.

POLICY 5.2.1

Land Uses: Create healthy, sustainable, and distinct communities with a mix of uses that are conveniently accessible from surrounding neighborhoods. [ABC]

a) Encourage development and redevelopment that brings goods, services, and amenities within walking and biking distance of neighborhoods and promotes good access for all residents. [ABC]

b) Encourage development that offers choice in transportation, work areas, and lifestyles. [ABC]

c) Maintain the characteristics of distinct communities through zoning and design standards that are consistent with long-established residential development patterns. [ABC]

d) Encourage development that broadens housing options to meet a range of incomes and lifestyles. [ABC]

e) Create healthy, sustainable communities with a mix of uses that are conveniently accessible from surrounding neighborhoods. [ABC]

f) Encourage higher density housing as an appropriate use in the following situations: [ABC]

   i. Within designated Centers and Corridors;

   ii. In areas with good street connectivity and convenient access to transit;

   iii. In areas where a mixed density pattern is already established by zoning or use, where it is compatible with existing area land uses, and where adequate infrastructure is or will be available;

iv. In areas now predominantly zoned single-family only where it comprises a complete block face and faces onto similar or higher density development;

v. In areas where a transition is needed between single-family homes and much more intensive development.

g) Locate quality commercial development and redevelopment in existing commercial zones and designated Centers and Corridors as follows: [ABC]

i. In Activity Centers with development to serve adjacent neighborhoods with an emphasis on pedestrian and bicycle connections to nearby residential areas;

ii. In larger area-wide shopping centers located near intersections of arterial streets and provided with access via transit;

iii. Next to another shopping center at an intersection only when safe pedestrian crossings are provided to encourage shoppers to "park once" and walk to multiple stores; and

iv. In contiguous storefronts along streets in established neighborhoods and Main Streets.

h) Encourage infill development that adds complementary uses and is compatible in form and scale to the immediately surrounding development. [ABC]

i) Discourage mineral extraction in highly scenic or prime recreational, agricultural, or residential areas. [ABC]

j) Discourage zone changes to commercial, industrial, or office uses outside of Centers and Corridors. [ABC]

k) Discourage zone changes to detached single-family residential uses on the West Side. [ABC]

l) Discourage zone changes to more intense land uses within federally-defined accident potential zones located at the ends of runways, in conjunction with review and comment from KAFB. [ABC]

m) Discourage zone changes to single land uses on sites larger than ten acres. [A]

n) Encourage more productive use of vacant lots and under-utilized lots, including surface parking. [A]

o) See **Community Identity Goal 4.1** for policies to preserve distinct communities.

p) See **Community Identity Goal 4.3** for policies about community character in each Community Planning Area.

q) See **Urban Design Goal 7.1** for policies on development form.

r) See **Urban Design Goal 7.3** for policies on design elements that reinforce community identity.

s) See **Heritage Conservation chapter** for protecting historic areas and scenic views.

POLICY 5.2.2

Planned Communities: Include Centers and Corridors in master planned communities and follow the Planned Communities Criteria (PCC) as adopted by the City and County. [ABC]

a) Acquire land within planned communities to preserve required Open Space. [ABC]

b) Encourage a mix of single-family and townhouse lots with a range of sizes to support choice in housing and to meet the needs of all income levels. [ABC]

c) Ensure coordination and phasing of Planned Communities in Rural and Reserve Areas that achieve the policies for each Development Area. [BC]

d) Encourage appropriate jobs-housing mix by requiring that balanced employment be developed and established before additional residential development can be approved within a Planned Community at the end of a development phase. [BC]

e) See **Policy 5.5.2** below for policies on Planned Communities in Reserve Areas.

f) See **Policy 5.5.3** below for policies on Planned Communities in Rural Areas.

ACTIONS

5.2.2.1 Negotiate phasing schedules with Planned Community developers within each master plan for infrastructure costs. [ABC]

5.2.2.2 Ensure that master plans establish land use mix, quantity, and location of each Planned Community. [ABC]

5.2.2.3 Develop mechanisms to ensure that Planned Communities will complement infill in urban areas. [ABC]

5.2.2.4 Require environmental, fiscal, and economic analyses that demonstrate development feasibility and plan phasing and plan submittals that establish boundaries for each Planned Community project. [ABC]

5.2.2.5 Include performance clauses or conditions of approval within approved Planned Community Master Plans that invalidate Master Plans if construction has not begun within a specified period of time. [ABC]

5.2.2.6 Coordinate the phasing of Planned Communities with the County's Capital Improvements Program, Utility Extension policy, and regional economic justification and impacts. [BC]

5.2.2.7 Coordinate Master Plans in Rural and Reserve Areas for Planned Communities with landowners and implement them through zoning and other local land use regulations and utility policies. [BC]

Goal 5.3 Efficient Development Patterns

Promote development patterns that maximize the utility of existing infrastructure and public facilities and the efficient use of land to support the public good.

POLICY 5.3.1

Infill Development: Support additional growth in areas with existing infrastructure and public facilities. [ABC]

POLICY 5.3.2

Leapfrog Development: Discourage growth in areas without existing infrastructure and public facilities. [ABC]

POLICY 5.3.3

Compact Development: Encourage development that clusters buildings and uses in order to provide landscaped open space and/or plazas and courtyards. [ABC]

POLICY 5.3.4

Conservation Development: Encourage conservation development to promote private open space and preserve natural landscape, agricultural lands, and other features of the natural environment to encourage development that is sensitive to the open, natural character of the area and the geological and cultural conditions. [ABC]

a) Use conservation easements to limit construction and ecologically harmful activities to provide a buffer to ecologically sensitive areas. [A]

b) Encourage use of development envelopes to define areas in which buildings (including accessory structures), landscaping, construction activity, walls and fences, and recreational activities are permitted. [A]

c) Use cluster development to concentrate buildings on a portion of the site, in particular near floodplains or other natural features, to allow the remaining land to be used for recreation, open space, agriculture, or preservation of sensitive land areas. [A]

d) See **Infrastructure, Community Facilities & Services Policy 12.5.3** for prioritizing public investment to direct growth.

ACTIONS

5.3.4.1 Provide incentives for cluster housing development that is sensitive to natural constraints and adjacent development and includes open space in perpetuity. [ABC]

5.3.4.2 Consider adopting standards for homeowner associations, including provisions that would enable the City or County to bill the association for maintenance costs

associated with common open space and/or private parks. [ABC]

POLICY 5.3.5

School Capacity: Discourage zone changes from non-residential to residential or mixed-use zones when affected public schools have insufficient capacity to support the anticipated increase of students based on proposed dwelling units. [ABC]

a) See **Housing Goal 9.1** for policies that encourage mixed-income neighborhoods.

b) See **Infrastructure, Community Facilities & Services Policy 12.4.3** for improved coordination with APS.

POLICY 5.3.6

Reassembly and Replatting: Encourage property owner coordination to reassemble areas prematurely subdivided or platted that have inadequate right-of-way or drainage before infrastructure and services are extended. [ABC]

ACTION

5.3.6.1 Provide public reassembly assistance, including bringing landholders and private developers together to re-plan and re-subdivide problem areas (e.g. title problems, obsolete platting). [ABC]

POLICY 5.3.7

Locally Unwanted Land Uses: Ensure that land uses that are objectionable to immediate neighbors but may be useful to society are located carefully and equitably to ensure that social assets are distributed evenly and social responsibilities are borne fairly across the Albuquerque area. [ABC]

a) Minimize the impacts of locally unwanted land uses on surrounding areas through policies, regulations, and enforcement.

b) Ensure appropriate setbacks, buffers, and/or design standards to minimize offsite impacts.

c) See **Policy 5.2.1** above for desired land uses to support complete communities.

d) See **Community Identity Goal 4.1** for policies to preserve distinct communities.

e) See **Community Identity Policy 4.2.1** for the Community Planning Area assessment process.

f) See **Infrastructure, Community Facilities & Services Policy 12.3.9** about behavioral health services.

g) See **Resilience & Sustainability Goal 13.5** for protecting community health and welfare.

ACTIONS

5.3.7.1 Identify and map objectionable land uses and concentrations of such uses as they are identified through the CPA assessment process. [A]

5.3.7.2 Analyze existing policies, regulations, and processes that address objectionable land uses and recommend changes to mitigate negative impacts on the immediately surrounding area. [A]

5.3.7.3 Coordinate with New Mexico Regulation and Licensing Department to include public health criteria in the alcohol licensing process. [A]

POLICY 5.3.8

Solar Protections: Protect solar access to encourage solar energy collection and healthy living conditions. [ABC]

a) Encourage platting and street layout that facilitates solar access.

b) See **Infrastructure, Community Facilities & Services Policy 12.1.6** related to energy systems.

c) See **Resilience & Sustainability Policy 13.4.3** for energy conservation policies.

ACTION

5.3.8.1 Establish stepbacks and/or setbacks between structures to protect solar access. [ABC]

Goal 5.4 Jobs-Housing Balance

Balance jobs and housing by encouraging residential growth near employment across the region and prioritizing job growth west of the Rio Grande.[74]

POLICY 5.4.1

Housing near Jobs: Allow higher-density housing and discourage single-family housing near areas with concentrated employment. [ABC]

a) Prioritize higher-density housing where services and infrastructure are available.

b) Prioritize mixed-use development near where substantial employment exists in Employment Centers.

c) See **Housing Goal 9.1** for policies about housing supply and affordability.

ACTIONS

5.4.1.1 Coordinate with MRMPO to monitor the balance of jobs and housing east and west of the Rio Grande based on population and employment projections and development trends. [ABC]

5.4.1.2 Develop adjustments to land use policies, regulations, and incentives to improve the jobs-housing balance. [ABC]

POLICY 5.4.2

West Side Jobs: Foster employment opportunities on the West Side. [ABC]

a) Ensure adequate capacity of land zoned for commercial, office, and industrial uses west of the Rio Grande to support additional job growth.

b) Prioritize employment opportunities within Centers.

c) Prioritize incentives and support for employers providing base employment on the West Side.

d) Promote the clustering of employment opportunities within business parks or industrial parks served by transit.

e) See also **Policy 5.1.5** above for policies about Employment Centers.

f) See **Economic Development Goal 8.1** for policies about planning for and targeting employment growth.

g) See I**nfrastructure, Community Facilities & Services Policy 13.1.2** on water and wastewater infrastructure.

Goal 5.5 County Development Areas

Use Development Areas to foster the distinctness of communities in the unincorporated County by guiding their form, character, and density. [BC]

POLICY 5.5.1

Community Green Space: Provide visual relief from urbanization and offer opportunities for education, recreation, cultural activities, and conservation of natural resources by setting aside publicly-owned Open Space, parks, trail corridors, and open areas throughout the Comp Plan area as mapped in Figure 5-3. [BC]

a) Maintain existing irrigation systems as Community Green Space to help ensure agricultural lands in rural areas.

b) See **Urban Design policy 7.3.1** for design that preserves natural and cultural features.

c) See **Urban Design policy 7.6.1** for drainage infrastructure design.

d) See the **Parks & Open Space chapter** for discussion of community green space and policies to acquire and preserve land.

e) See **Heritage Conservation Goals 11.1 and 11.3** for rural heritage and cultural landscapes.

f) See also **Resiliency & Sustainability Goal 13.4** for policies to preserve natural resources.

ACTION

5.5.1.1 Develop setback standards for and encourage clustering of open space along the irrigation system.

POLICY 5.5.2

Reserve Areas: Allow opportunity for future development of high quality, mixed-use, largely self-sufficient planned communities, bounded by permanent open-space, in appropriate outlying areas, and protect and maintain the non-urban development areas as Rural unless such planned communities are developed. [BC]

a) Use **Figure 5-5** to determine where Reserve Area policies apply.

b) Accommodate a portion of growth in new planned communities in Reserve Areas. Such communities should meet the following guidelines:

   i. Provide employment, goods, and public services, with at least one type of Center within each planned community as adequate to be substantially self-sufficient.

   ii. Ensure that housing quantity, type, price, and location correspond to employment opportunities.

   iii. Negotiate service cost sharing between the developer and the local government, with water, sewer, and street systems installed to meet County requirements to ensure that planned communities are not a net expense to local governments.

   iv. Provide transit/para-transit service within planned communities and connect with other urban areas.

   v. Separate and distinguish new communities from existing Urban Areas with dedicated Open Space.

   vi. Provide a viable and sustainable mix of housing types to be affordable for a range of income levels.

   vii. Ensure contiguous acreage for each planned community that meets the above guidelines.

c) Maintain open space and densities under three dwelling units per acre in areas outside of planned communities and use density transfer (clustering) to accomplish appropriate urban densities within planned communities. Prescribe housing densities, land use mix, open space, infrastructure size and location, and other public services and facilities through Level A and B plans.

   i. Transfer development rights to local government to ensure the permanency of the pattern.

   ii. Calculate density using all land except publicly owned land (whether fee or easement), including Indian Tribal lands.

   iii. Conduct a carrying capacity analysis of each planned community area to identify constraints and opportunities presented by environmental, historical, cultural, archaeological, and infrastructure factors.

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

e) Implement the Comp Plan by reviewing planned community master plans per this section and the Planned Communities Criteria (PCC) as adopted by the City and County and denying planned community master plans that fail to demonstrate a sense of place, self-sufficiency, environmental sensitivity, separation from the contiguous Albuquerque urban area by permanent open space, and provision

of infrastructure at no net expense to the local government(s).

f) Require compliance with both the PCC and the Comp Plan policies for Level A, Level B, and Level C plans.

g) See **Policy 5.2.2** above for planned development.

h) See **Policy 5.5.1** above for community green space.

i) See **Policy 5.7.2** and associated actions below for former Comp Plan "Possible Implementation Techniques" that apply to all County Development Areas.

j) See also **Urban Design Policy 7.3.2** for design that reflects community character.

ACTIONS

5.5.2.1 Develop and evaluate additional mechanisms that ensure that the Reserve Area policies are achieved.

5.5.2.2 Zone County Reserve Area land that is not expected to develop from one to twenty acres per dwelling unit based on environmental characteristics.

5.5.2.3 Zone County Reserve Area land within approved Master Planned Communities with PC (Planned Community Zoning) as specified in the Bernalillo County Zoning Ordinance.

5.5.2.4 Continue to coordinate with APS regarding identification of school needs, pertaining to capital investment, within new and proposed Master Planned Communities in accordance with current policies and procedures required for approval of such large-scale development proposals within Bernalillo County.

5.5.2.5 Prepare environmental, fiscal and economic analyses that demonstrate development feasibility and plan phasing. Prepare cost of service studies for water supply and infrastructure service requirements. Establish boundaries by submitting a plan for each planned community project.

5.5.2.6 Negotiate schedules with Planned Community developers within each master plan for infrastructure costs.

POLICY 5.5.3

Rural Areas: Maintain the separate identity of Rural Areas as alternatives to urbanization by guiding development compatible with their open character, natural resources, and traditional settlement patterns. [BC]

a) Use **Figure 5-5** to determine where Rural Area policies apply.

b) Retain the rural character of areas designated as Rural Areas on the Development Area map by allowing development consisting primarily of ranches, farms, and single-family homes on large lots, with overall gross densities not exceeding one dwelling unit per acre. Development in these areas should follow these guidelines:

   i. Allow higher-density development at appropriate locations within Village Centers, rural villages, or planned communities, but retain appropriate overall-area gross density through dedication of open space.

   ii. Define Rural Area density patterns through lower rank plans.

iii. Encourage clustered development, setbacks from ditches, and conservation easements to preserve farmland, ditches, and open space.

iv. Each higher density area is to be controlled by a site development plan and is to be located well away from other such higher density areas.

v. Allow small "rural villages" with compact housing areas - usually no more than 100 dwellings - and very few stores to serve the village.

vi. Follow Reserve Area policies for planned communities within rural villages, but with lower gross density requirements.

vii. In the East Mountain area , allow urban densities, to be determined by lower ranking plans.

viii. Approve new rural villages and planned communities only if all public infrastructure needed to serve the proposed areas is provided at no cost to the County.

c) Ensure that development in Rural Areas is compatible with natural resource capacities, including water availability, acequias, soil capacity, community and regional goals, and includes trail corridors where appropriate. Maintain rural densities where water and sewer service is not available.

d) Carefully control development in floodplains and valley areas where flood danger, high water table, soils, and air inversions inhibit extensive urbanization.

e) Maintain, to the extent feasible, land that is suitable for agriculture in agricultural production using a variety of techniques, including conservation easements, acquisition of properties, and agricultural zoning, to discourage non-agricultural development in these areas.

f) Guide development of inhabited rural settlements of a distinctive historic and cultural character using the following policies:

i. Maintain and integrate existing buildings, features, and landscapes determined to be of significant local, State, and/or National interest as viable elements of the community.

ii. Ensure that new rural development is sensitive to existing historic, cultural, and economic patterns.

g) Control development in the East Mountains and the Valley to prevent environmental deterioration and ensure compatibility with the resource base and natural recreational and scenic assets.

h) Guide industrial and commercial development in Rural Areas using the following policies:

i. Encourage small-scale, local, or owner-operated industries which employ few people and may sell products on the same premises as the most desirable commercial or industrial use.

ii. Discourage mineral extraction in highly scenic or prime recreational, agricultural, or residential areas.

iii. Regulate noise and pollution levels and require restoration of land where mineral extraction and industrial development occurs.

iv. Allow neighborhood and/or community-scale commercial centers as appropriate uses in rural areas.

v. Discourage strip commercial development and, instead, encourage clustered commercial development at major intersections, in Employment Centers, and within designated mountain and valley Village Centers.

vi. Discourage special use permits for commercial and industrial uses outside of Village Centers and limit special use permits for non-residential uses to terms of no more than five years, except for utilities.

i) Extend County public services and facilities to Rural Areas only where: (1) public health and safety are threatened and there is no safe alternative; (2) a planned community is approved and being developed, for which extension of certain services and facilities is economically feasible and environmentally sound; or (3) the extension is part of an adopted policy of metropolitan area service.

j) See **Policy 5.5.1** above for community green space.

k) See **Policies 5.5.4 and 5.5.6** below for requirements for higher density development.

l) See **Policy 5.7.2** and associated actions below for former Comp Plan "Possible Implementation Techniques" that apply to all County Development Areas.

m) See also **Urban Design Policy 7.3.2** for design that reflects community character.

n) See **Heritage Conservation Goal 11.1** for rural and agricultural heritage.

o) See **Infrastructure, Community Facilities & Services chapter** for additional policies on infrastructure provision.

ACTIONS

5.5.3.1 Develop and adopt County zones that limit development densities to between 1 to 20 acres per dwelling unit based on land carrying capacity.

5.5.3.2 Amend the County Zoning Ordinance to add cluster principles and to include Cluster Housing as a permissive or conditional use.

5.5.3.3 Map low density zoning districts in environmentally sensitive areas.

5.5.3.4 Map agricultural zone districts on land qualifying for greenbelt tax status.

5.5.3.5 Monitor development and use of agricultural lands through a comprehensive data base and mapping system.

5.5.3.6 Develop mechanisms for agricultural and greenbelt easements, land banks, land trusts, and voluntary agricultural districts.

5.5.3.7 Consider amending the County Zoning Ordinances to require buffering of residences and other sensitive uses in Rural Areas from environmental impacts of commercial and industrial activities.

POLICY 5.5.4

Semi-Urban Areas: Maintain the character and identity of the Semi-Urban areas that have environmental, social, or cultural conditions limiting urban land uses. [BC]

a) Use **Figure 5-5** to determine where Semi-Urban Area policies apply.

b) Enforce development limitations imposed by topography, acequia easements, soil conditions, groundwater quality,

agricultural potential, flood potential, scenic qualities, recreation potential and existing development for Semi-Urban areas, as defined by the Plan map.

c) Maintain overall gross density up to three dwelling units per acre, or as specified in County Sector Plans.

d) Include trail corridors, where appropriate in Semi-Urban areas.

e) Encourage development that is compatible with economic policies and historical and socio-cultural values.

f) Maintain and integrate existing and new buildings and spaces of local significance into the community.

g) Encourage agricultural uses, particularly where access to acequias and other forms of irrigation is available.

h) Encourage cluster housing to preserve farmland and open space and setbacks from ditches and conservation easements to preserve farmland and ditches.

i) Guide industrial and commercial development using the following policies in Semi-Urban areas:

   i. Encourage neighborhood- and community-scale commercial centers as appropriate;

   ii. Discourage strip commercial development in favor of clustered commercial development in Village Centers or along designated corridors;

   iii. Create mixed-use areas that protect residential uses in the area, while offering a variety of local employment opportunities;

   iv. Discourage mineral extraction in highly scenic or prime recreational, agricultural, or residential areas;

   v. Discourage special use permits for commercial and industrial uses outside of Village Centers or along designated corridors. Where non-residential permits are requested and deemed appropriate, they should be limited to terms of no more than 5 years, except utilities.

j) See **Policy 5.7.2** and associated actions below for former Comp Plan "Possible Implementation Techniques" that apply to all County Development Areas.

k) See **Urban Design Goal 7.1** for policies on designing rights of way.

l) See **Heritage Conservation Goal 11.1** for rural and agricultural heritage.

m) See **Heritage Conservation Goal 11.3** for cultural landscapes and view protection.

POLICY 5.5.5

Developing and Established Urban Areas: Create a quality urban environment that perpetuates the tradition of identifiable, individual, compact, but integrated communities within the metropolitan area and that offers variety and maximum choice in housing, transportation, work areas, and lifestyles, while creating a visually pleasing built environment. [BC]

a) Use **Figure 5-5** to determine where Developing and Established Urban Area policies apply.

b) Allow a full range of urban land uses resulting in an overall gross density up to five dwelling units per acre within Developing and Established Urban Areas as shown by the Plan map, with higher densities specified in area or sector plans.

c) Develop and adopt sector development plans stating density patterns.

d) Develop and enforce special requirements for low-density holding zones to allow for sector planning, special design treatments, and phasing of infrastructure in keeping with capital investment priorities in Developing Urban Areas.

e) Where needed to guide more detailed planning, combine major portions of the Established and Developing Urban Areas and adjacent Plan map areas into districts that correspond to Community Planning Areas, using the following process:

   i. Determine boundaries for each area plan based upon design character, social and cultural identity, and visual and environmental features.

   ii. Determine content of each area plan based upon needs analysis, including but not limited to characteristics, conditions, trends and opportunities in land use, the built and visual environment, and social and economic environment.

   iii. Determine development potential of each plan area in keeping with density objectives of the Comp Plan.

   iv. Determine Center appropriateness and character for each area in coordination with the area-wide Centers implementation planning, as developed in future planning efforts.

f) Encourage the location, intensity, and design of new development to respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, acequia easements, and resources of other social, cultural, and recreational concern.

g) Accommodate new growth through infill and compact development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured.

h) Encourage clustering of homes to provide larger shared open areas and houses oriented towards walkways or bikeways.

i) Ensure that development is carefully designed to conform to topographical features and include trail corridors and dedicated Open Space where appropriate.

j) Encourage higher density housing as an appropriate use in the following situations:

   i. Within designated Centers and Corridors;

   ii. In areas with excellent access to the major street network and transit;

   iii. In areas where a mixed density pattern is already established by zoning or use, where it is compatible with existing area land uses, and where adequate infrastructure is or will be available;

   iv. In areas now predominantly zoned single-family only where it comprises a complete block face and faces onto similar or higher density development: up to 10 dwelling units per net acre;

   v. In areas where a transition is needed between single-family homes and much more intensive development: densities will vary up to 30 dwelling units per net acre according to the intensity of development in adjacent areas.

k) Ensure that employment and service uses are located to complement residential areas and are sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

l) Locate new commercial development in existing commercially zoned areas and

designated Centers and Corridors as follows:

i. In small neighborhood-oriented centers with parking located in the back and side and pedestrian and bicycle connections to nearby residential areas;

ii. In larger area-wide shopping centers located at intersections of arterial streets and with access via transit;

iii. More than one shopping center should be allowed at an intersection only when safe pedestrian crossings are provided to encourage 'park once and walk' opportunities;

iv. In free-standing retailing and contiguous storefronts along streets in older neighborhoods.

m) Encourage quality and innovation in design that is appropriate to the Plan area in all new development, including solar orientation and panels, cisterns and water harvesting, xeriscaping, adobe and rammed earth construction, and other green technologies.

n) Encourage urban and site design that maintains and enhances unique vistas and improves the quality of the visual environment.

o) Reassemble or sector plan areas prematurely subdivided with problematic ownership, platting, inadequate right-of-way, or drainage before service extension is assured.

p) Continue to redevelop and rehabilitate older neighborhoods in the Established Urban Area.

q) Develop and use cost-effective redevelopment techniques, including Metropolitan Redevelopment Areas, Tax Increment Financing Districts, Main Street Districts, and others.

r) See **Policy 5.7.2** and associated actions below for former Comp Plan "Possible Implementation Techniques" that apply to all County Development Areas.

s) See **Urban Design Goal 7.1** for policies on designing rights of way.

t) See **Heritage Conservation Goal 11.3** for cultural landscapes and view protection.

Goal 5.6 City Development Areas

Encourage and direct growth to Areas of Change where it is expected and desired and ensure that development in and near Areas of Consistency reinforces the character and intensity of the surrounding area.

POLICY 5.6.1

Community Green Space: Provide visual relief from urbanization and offer opportunities for education, recreation, cultural activities, and conservation of natural resources by setting aside publicly-owned Open Space, parks, trail corridors, and open areas throughout the Comp Plan area as mapped in Figure 5-3. [A]

a) Maintain existing irrigation systems as Community Green Space to help ensure agricultural lands in rural areas.

b) See **Urban Design policy 7.3.1** for design that preserves natural and cultural features.

c) See **Urban Design policy 7.6.1** for drainage infrastructure design.

b) See **Parks & Open Space chapter Goals 10.1 and 10.3** for open space facilities, access, acquisition, and protection.

c) See **Heritage Conservation Goals 11.1 and 11.3** for rural heritage and cultural landscapes.

d) See also **Resiliency & Sustainability Goal 13.4** for policies to preserve natural resources.

ACTION

5.6.1.1 Develop setback standards for and encourage clustering of open space along the irrigation system.

POLICY 5.6.2

Areas of Change: Direct growth and more intense development to Centers, Corridors, industrial and business parks, and Metropolitan Redevelopment Areas where change is encouraged. [A]

a) Use **Figure 5-6** created according to the methodology described in **Section 5.1.2.5**, to determine where Areas of Change policies apply.

b) Encourage development that expands employment opportunities.

c) Foster a range of housing options at various densities according to each Center or Corridor type.

d) Encourage higher-density housing and mixed-use development as appropriate land uses that support transit and commercial and retail uses.

e) Encourage job creation in business and industrial parks, near freight routes, and where adequate transitions and buffers can be provided to protect abutting residential uses.

f) Minimize potential negative impacts of development on existing residential uses with respect to noise, stormwater runoff, contaminants, lighting, air quality, and traffic.

g) Encourage development where adequate infrastructure and community services exist.

h) Encourage development in areas with a highly connected street grid and frequent transit service.

i) Discourage zone changes from industrial uses to either mixed-use or residential zones.

j) See **Goal 5.1** above for policies on relevant Centers and/or Corridors.

k) See **Goal 5.4** above for policies on improving the jobs-housing balance and targeting employment opportunities.

l) See **Policy 5.6.4** below on appropriate transitions where Areas of Change abut Areas of Consistency.

ACTIONS

5.6.2.1 Provide financial and process incentives for infill and desired growth in Areas of Change.

5.6.2.2 Prioritize Areas of Change for public investment and infrastructure improvements to catalyze desired growth and development.

5.6.2.3 Update the Change and Consistency Map every five years to reflect development trends and future growth projections.

5.6.2.4 Coordinate with utilities to upgrade infrastructure as needed to accommodate and serve additional development.

POLICY 5.6.3

Areas of Consistency: Protect and enhance the character of existing single-family neighborhoods, areas outside of Centers and Corridors, parks, and Major Public Open Space. [A]

a) Use **Figure 5-6** created according to the methodology described in **Section 5.1.2.5**, to determine where Areas of Consistency policies apply.

b) Ensure that development reinforces the scale, intensity, and setbacks of the immediately surrounding context.

c) Carefully consider zone changes from residential to non-residential zones in terms of scale, impact on land use compatibility with abutting properties, and context.

d) In areas with predominantly single-family residential uses, support zone changes that help align the appropriate zone with existing land uses.

e) In areas with predominantly non-residential uses, carefully consider zone changes from non-residential to mixed-

use or residential zones for potential impact on land use compatibility with abutting properties, employment opportunities, and historic development patterns.

f) Limit the location of higher-density housing and mixed-use development to areas within ¼ mile of transit stations and within 660 feet of arterials and Corridors as an appropriate transition to single-family neighborhoods.

g) Provide stepbacks and/or setbacks to protect solar access and privacy on abutting single-family residential properties.

h) See **Policy 5.6.4** below on appropriate transitions where Areas of Consistency abut Areas of Change.

i) See **Community Identity Policy 4.1.4** to preserve and enhance distinct communities

j) See **Heritage Conservation Goal 11.3** for policies on appropriate development near to parks and open space areas.

ACTION

5.6.3.1 Update the City's Zone Map Amendment policies and criteria to reflect special considerations for zone map amendment requests in Areas of Consistency.

POLICY 5.6.4

Appropriate Transitions: Provide transitions in Areas of Change for development abutting Areas of Consistency through adequate setbacks, buffering, and limits on building height and massing. [A]

a) Provide appropriate transitions between uses of different intensity or density and between non-residential uses and single-family neighborhoods to protect the character and integrity of existing residential areas.

b) Minimize development's negative effects on individuals and neighborhoods with respect to noise, lighting, air pollution, and traffic.

c) See **Policy 5.3.7** above for addressing objectionable land uses.

ACTION

5.6.4.1 Create design and/or use standards for properties in Areas of Change that provide transitions to Areas of Consistency.

Goal 5.7 Implementation Processes

Employ procedures and processes to effectively and equitably implement the Comp Plan.

POLICY 5.7.1

Coordinated Public Investment: Prioritize public investments and program funding by the City and County to be consistent with and to implement Comp Plan land use goals and policies. [ABC]

a) Prioritize investment in Centers and Corridors. [ABC]

b) Prioritize investment in Areas of Change with existing infrastructure that needs to be upgraded. [A]

c) See **Community Identity Policy 4.1.4** for partnerships and investment in existing neighborhoods.

d) See **Transportation Policy 6.7.1** for public investment and partnerships to improve the transportation system.

e) See **Infrastructure, Community Facilities & Services Goal 12.5** for policies related to public investment in infrastructure, facilities, and services.

ACTIONS

5.7.1.1 Align capital investment to implement the Comp Plan Vision and land use policies. [ABC]

5.7.1.2 Use special assessment districts, issuance of public revenue bonds, tax increment financing, and/or tax incentives for improvements to ensure high-quality development, protect natural resources, and provide amenities. [ABC]

POLICY 5.7.2

Regulatory Alignment: Update regulatory frameworks to support desired growth, high quality development, economic development, housing, a variety of transportation modes, and quality of life priorities. [ABC]

a) Create pathways for economic growth and support the business ecosystem by providing clear development codes and processes. [ABC]

b) Limit the use of Special Use Permits (SU-Permits) in the County through the following mechanisms: [BC]

   i. Inventory and map all SU-permits by use.

   ii. Specify and limit the types of uses that may be considered under SU-permits to uses not available in another zoning category.

iii. Evaluate zones to expand list of permissible uses.

iv. Consolidate zoning for parcels split between SU-permits and by-right zones.

v. Allow home business permits when appropriate in place of SU-permits.

vi. Use conditional use permits in place of SU-permits when practical.

c) Avoid the use of SU-1 as a tool to negotiate design or use standards between stakeholders and limit its application to uses specified in the SU-1 zone. [A]

ACTIONS

5.7.2.1 Review and revise zoning codes to achieve a mix of land uses and housing options within market constraints. [ABC]

5.7.2.2 Create mixed use zones that allow desired building types to be developed by right in appropriate Centers and Corridors with adequate buffers and transitions to single-family neighborhoods and Open Space areas. [ABC]

5.7.2.3 Adopt a Transfer of Development Rights Ordinance to help protect sensitive areas and Open Space and encourage higher-density and higher-intensity development in appropriate areas. [ABC]

5.7.2.4 Update the County Comprehensive Zoning Ordinance and Subdivision Ordinance to guide the location of development, control the intensity of uses, and incorporate detailed performance standards. [BC]

5.7.2.5 Minimize the use of Planned Developments and Special Use Permits by establishing by-right zoning for uses that implement the Centers and Corridors vision, with clear design standards for high-quality development and adequate transitions and buffers between uses of different intensity and scale. [BC]

5.7.2.6 Develop and adopt area and sector development plans to guide development, including the location of non-residential uses, in order to protect local resources and community values. [BC]

5.7.2.7 Include language in the Subdivision Ordinance and in sector development plans for the identification and preservation of traditional irrigation systems. [BC]

5.7.2.8 Consider a zoning ordinance amendment to specify that carrying capacity studies should accompany development applications in environmentally sensitive areas of County Development Areas. [BC]

5.7.2.9 Track acres of agricultural and vacant land that is developed over time. [BC]

5.7.2.10 Retain existing County A-1 zoning as the only Rural Agricultural zone intended to provide for agricultural activities and spacious development especially in Semi-Urban and Rural areas where such land is adjacent to irrigation ditches. [BC]

5.7.2.11 Calculate potential number of dwelling units per area based on vacant land and absorption rates, zoning, and applicable Comp Plan policies. [BC]

5.7.2.12 Develop strategies to coordinate compliance between the County Zoning Ordinance and its environmental health regulations. [BC]

5.7.2.13 Adopt an Integrated Development Ordinance that updates and consolidates the City's zoning code, subdivision ordinance, and planning ordinance. [A]

5.7.2.14 Simplify the zoning code and review process. [A]

5.7.2.15 Work to remove obstacles to private investment (e.g. obsolete platting, deteriorating building conditions, vacancies, obsolete land uses, and high crime areas) through changes in regulations and/or partnerships. [A]

5.7.2.16 Work with property owners to identify mismatches between existing land uses, zoning, and the Comp Plan vision and recommend City-sponsored zone changes for the future. [A]

5.7.2.17 Minimize the use of Planned Development zones by encouraging an appropriate mix of permissive land uses in residential, mixed use, and non-residential zones. [A]

5.7.2.18 Limit the list of uses allowed in the SU-1 zone to those that are unique, infrequently occurring, and not adequately addressed by other zones. [A]

POLICY 5.7.3

Updated Centers and Corridors: Add, update, or delete Centers and Corridors as needed to shape the built environment in a manner consistent with the Comp Plan Vision for the future. [ABC]

a) Identify potential changes to Centers and Corridors through community outreach and planning efforts, including Sector Developments Plans in the County and the Community Planning Area assessment process in the city.

b) Analyze potential updates to Centers or Corridors in collaboration with City and County departments and other agencies.

c) Propose changes to Centers or Corridors as amendments to the Comp Plan and Vision Map for adoption by the City and County.

POLICY 5.7.4

Streamlined Development: Encourage efficiencies in the development review process. [ABC]

a) Encourage and facilitate meetings between developers and residents to identify and address issues prior to the official submittal of projects for approval.

b) Encourage and facilitate pre-application review by staff and relevant departments/agencies to facilitate coordinated reviews and early identification and resolution of issues.

c) Provide streamlined approval processes for projects that meet the intent of the Comp Plan.

d) Provide by-right approval processes for projects that meet regulatory standards.

e) See **Economic Development Goal 8.1** for policies to create places that support business development and success.

ACTION

5.7.4.1 Analyze the approval timeframes for different development projects, zones, and locations and adjust processes as necessary to ensure timely approvals for projects that meet the intent of the Comp Plan. [ABC]

POLICY 5.7.5

Public Engagement: Provide regular opportunities for residents and stakeholders to better understand and engage in the planning and development process. [ABC]

a) Coordinate with developers and lenders to remove obstacles and identify effective incentives for desired development. [A]

b) See **Community Identity Goals 4.2 and 4.3** for the CPA assessment process and Citizens Academies to engage the public on a regular basis.

c) See **Infrastructure, Community Facilities & Services Policies 12.5.5 and 12.5.6** for policies about staff capacity and public input in public resource allocation.

d) See **Appendix E** for a description of how the City will plan with communities in the future through the CPA assessment process and regular Citizens Academies.

ACTIONS

5.7.5.1 Develop and offer a Citizens Academy to explain the City's land use and transportation regulatory framework and the development process. [A]

5.7.5.2 Engage communities through the CPA assessment process to assess zoning regulations and adopted policies and recommend updates to the IDO or Comp Plan. [A]

POLICY 5.7.6

Development Services: Provide high-quality customer service with transparent approval and permitting processes. [ABC]

ACTIONS

5.7.6.1 Improve the One Stop Shop to provide premium customer service and transparency. [A]

5.7.6.2 Organize information about development projects, properties, and land use entitlements in an accessible, convenient, and understandable manner. [A]


RAIL RUNNER
NMRX
766 UNSER - UPTOWN
Rapid Ride
DOWNTOWN
ALBUQUERQUE

PLAN ELEMENT

Chapter 6

TRANSPORTATION



Image Credit: City of Albuquerque

6.1 Background & Analysis

6.1.1 Introduction

Those who live, work, or travel in Albuquerque understand the everyday challenges that can occur when trying to get from one place to another. Highways and arterials can quickly become congested, and there are few convenient and efficient multi-modal transportation options.



Image credit: City of Albuquerque

The Central Ave. Bridge crossing the Rio Grande serves all travel modes.

Throughout the process of updating the Comp Plan, residents expressed a desire for improved transportation options. They want to take advantage of the latest technology, from cars that can drive themselves to a greatly enhanced transit network. They also want safe and inviting streets and trails for walking and bicycling.

The Centers and Corridors framework provides an approach to help the greater Albuquerque area achieve this multi-modal vision. Centers provide a mix of higher-intensity uses, with homes, jobs, services – all the things families need in daily life – closer together, making walking and bicycling viable alternatives to driving. Connecting Centers by transit, bikeways, and trails further provides options for residents to reach important destinations.

The expansion of major roadways may temporarily ease congestion issues, but in time, commuting patterns are expected to adapt and create new demand on these routes. This should come as no surprise. No city has solved congestion by expanding roadway infrastructure for cars. In fact, congestion should be recognized as a sign of a successful and desirable place; the focus should be on managing rather than entirely eliminating it. As the region grows, the City and County should focus on other strategies to accommodate the people who will live and work in the region.

Changing demographics are contributing to reductions in vehicle miles traveled (VMT) per capita nationally and locally. The number of seniors is expected to more than double, increasing from 13 to 21 percent of the population over the next 20 years. This demographic shift further emphasizes the need for improved public transportation and non-motorized transportation options as a growing number of people may no longer be able, or want, to drive themselves.

Lifestyle preferences are also shifting. More people want to live in urbanized locations

Applying the Guiding Principles

Each element of the Comp Plan uses guiding principles as the basis for its goals, policies, and actions. The six guiding principles and their definitions were developed from input received during the public involvement process, detailed in the Vision chapter.

Here, we apply the guiding principles to **transportation** goals, policies, and actions.

STRONG NEIGHBORHOODS

- Complete neighborhoods with different types of housing and amenities support a greater range of transportation options.
- Good connections to Centers via walking and biking make neighborhoods more desirable.

ECONOMIC VITALITY

- Good transportation networks offer access to jobs via multiple routes and modes and allow efficient freight movement.
- Increased public transit options and shorter trip times help reduce household transportation costs.

SUSTAINABILITY

- Increased options for non-auto travel and mass transit reduce greenhouse gas emissions and reliance on fossil fuels.

MOBILITY

- Increased transportation options improve mobility for people, goods, and services.
- Aligning local transportation with regional planning strengthens networks throughout the metropolitan area.

EQUITY

- Safe and connected networks for non-auto travel and public transit expands mobility for those who do not drive.
- Universally designed, ADA compliant community design allows people of all ages and abilities to access goods and services by the transportation modes of their choice.

COMMUNITY HEALTH

- Improved networks for non-auto travel increase walking and biking opportunities.
- Safer transportation options allow people to travel to more places without fear of harm or injury.

In the future…

People will have a variety of options to travel safely and efficiently throughout the region. Innovative solutions will help to accommodate not only the automobile but all modes and all users. We will focus on maintaining and enhancing the infrastructure that we already have, while filling in the multi-modal gaps that currently exist in the network.

Transportation improvements will be tied closely with land use policy direction and emphasis will be on areas that can support multiple modes. Creating multi-modal Corridors that connect Centers will be an important element of mobility in the future. The reality is that large numbers of our population are unable to drive personal vehicles, due to their youth, age, or economic constraints. There is also a shifting preference for many individuals to live in "Complete Communities" where they do not have to drive to meet their daily needs. These choices are resulting in different transportation patterns as well. We will adapt for these changing mobility needs for a successful future.

The City will provide access for cyclists, pedestrians, and trail users to all areas of Albuquerque. This will help encourage cycling and walking as viable transportation options and provide recreation opportunities, which result in an improved quality of life. Additional trails, wider sidewalks, and dedicated bike facilities will improve connectivity along and across major corridors. Better coordination for signals along highly congested corridors will reduce travel time and improve air quality. This multi-modal approach to connectivity will not only help movement within the region but will also help to make Albuquerque a more livable city.

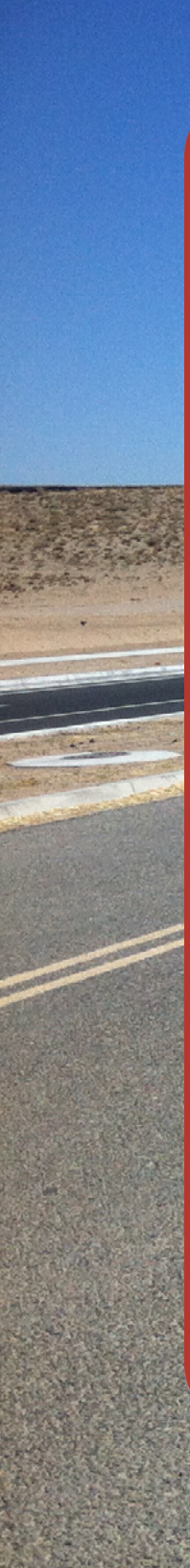


Image credit: City of Albuquerque

A bridge over I-25 for pedestrians and bicyclists enhances travel options in the North I-25 area.

with multiple transportation options. This does not specifically mean city centers, but rather complete communities where residents can live, work, learn, and play. These complete communities may be developed with enhanced infrastructure and new services within existing Centers and through the careful planning and phased development of new Centers, such as at Mesa del Sol.

Strategies for improving transportation should center on shifting trips to more energy-efficient travel modes, providing more viable multi-modal options, and helping people avoid making unnecessarily long trips altogether by continuing to bring destinations closer together. Moving toward more mixed-use development patterns that are easily accessible by multiple modes of transportation will allow our region to meet the transportation demands of the future.



To achieve our vision the City and County need to address key **challenges** and **strategies** summarized in this chapter:

CHALLENGES

- Lack of coordination between land use development and transportation investments.
- Finding ways to enhance network connectivity in new development and to retrofit developed portions of the city to improve connectivity.
- Underdeveloped multi-modal links between Centers and Corridors.
- Over-reliance on the personal automobile and limited opportunities for biking, walking, and transit.
- Current options for biking, walking, and transit are often inconvenient or uncomfortable for the majority of the population.
- Disconnected bike and trail networks throughout the city and county.
- Pedestrian safety on large arterials, particularly near transit stops.
- Growing congestion in some areas of the city and county during peak commuting hours, particularly on river crossings.
- Development patterns and an escarpment that constrain connectivity on the West Side.
- Limited roadway connectivity on the West Side, particularly for trucks that serve retail and industrial activity.

STRATEGIES

- Coordinating the transportation network with the regional Metropolitan Transportation Plan to plan for connectivity, street design, and funding.
- Coordinating land use development and transportation investments to be mutually supportive by matching street design to existing or desired character of land uses.
- Planning, developing, operating, and maintaining the transportation system to support the planned or desired character of land uses. This involves balancing mobility needs with the need to create livable built and natural environments.
- Improving network connectivity for pedestrians, bicyclists, and vehicles between Centers, roads, and different modes.
- Prioritizing streets to be transformed into Complete Streets and complete networks.
- Prioritizing key road network and trail improvements to increase opportunities for active transportation.
- Planning and implementing pilot projects to explore safety improvements for pedestrians and bicyclists.
- Encouraging the use of biking, walking, and transit, especially during peak hours to reduce traffic congestion, along with other travel demand management strategies.
- Expanding and improving transit options.
- Providing the community and the larger region with safe, comfortable, and efficient transportation options.
- Supporting and improving opportunities for residents to lead healthy, active lives on a daily basis through active transportation.
- Managing the transportation system in a coordinated and cost-effective manner through the capital improvement process and the development review process.

SYSTEM ELEMENTS	ASSETS - PLAN/GUIDELINES	RESPONSIBLE AGENCIES	PRIMARY PURPOSE/FUNCTION
Interstate Highway System	I-40 and I-25 2015 *New Mexico 2040 Plan*	NMDOT	• Trans-national freight • Local traffic
Freight	Highways, rail lines	NMDOT, BNSF	• Trucking is the dominant transport mode • National railroad network available for long distance freight • 28 mainline railroad/highway crossings in Bernalillo County, 10 are grade-separated
Aviation	Sunport, Double Eagle II 2015 Draft *Sustainable Airport Master Plan*	FAA, City Aviation Department	• Sunport is the largest airport in the state (Class I) • Kirtland Air Force Base shares use of the runways • Double Eagle II serves general aviation (private air services, typically corporate flights) • Federal Aviation Administration Air Route Traffic Control Center, a facility critical to reliable aircraft operations across a major part of the Southwest
Transit	Local public bus fleets, paratransit, Inter-city Park & Ride, New Mexico Rail Runner Express, interstate passenger rail	ABQ RIDE, NMDOT, Rio Metro, Amtrak	• Local public bus fleets provide commuter, local, and bus rapid ride service, and paratransit service, which provides origin to destination service for qualifying individuals • Inter-city Park & Ride has 11 routes in over 4,000 bus route miles that connect rural communities to the Rail Runner Express • Rail Runner serves 14 stations along a 96.5 mile corridor that travels from Belen to Santa Fe
Local Streets	Arterials, collectors, and local streets 2015 *MTP*; 2015 *LRTS Guide*	City DMD, Bernalillo County Public Works	• The region has around 4,150 lane miles of collector and arterial roadways (with many more miles of local residential streets) • Focused on capacity for automobiles and reducing delay in travel times • Also serve local freight and deliveries • Complete Streets Ordinances passed in the City and County in 2015
Bikeways and Trails	Bike routes, bike lanes, buffered bike lanes, multi-use trails 2015 *Bikeways and Trails Facility Plan*; 2012 *Pedestrian and Bicyclist Safety Action Plan*	City DMD, City Parks and Recreation, Bernalillo County Public Works, MRCOG	• The region has close to 600 lane miles of bikeways and trails • Bikeways and trails provide opportunities for active transportation, which can result in healthier communities

Table 6-1: Summary of Transportation System Elements

6.1.2 Context & Analysis

6.1.2.1 EXISTING TRANSPORTATION SYSTEM

Regional air, rail, and highway transportation systems are necessary for a functioning economy. They connect the region to the state, the nation, and other countries. They enable regional specialization and link spatially separated activities into an economic system. The major facilities of these systems are also important as they provide the structure for the region's physical development pattern. Albuquerque is New Mexico's major transportation center, where all the national transportation systems converge.

Since WWII, local transportation systems have been oriented to serve predominantly automobile travel, but there is increasing interest in enhancing conditions for other transportation options, such as transit, bicycling, and walking. The public transit system is a significant alternative to single-occupancy vehicle trips.



Image credit: City of Albuquerque

Central Ave. provides multiple options for residents and visitors to move throughout downtown and the rest of the city.

6.1.2.2 STREET SYSTEM & MOBILITY OPTIONS

Promoting mobility choices is a priority of both the City and County; however, maintaining efficiencies in the existing network is essential. With a growing population, areas currently developing or redeveloping, and changing demographics, the region faces critical decisions on how to accommodate the increase in trips throughout our local transportation system. The recently approved *Futures 2040 Metropolitan Transportation Plan* (MTP) calls for $1.6 billion to maintain existing facilities and another $2.2 billion to expand roadway facilities by about 330 miles in growing areas of the Central New Mexico region and to improve gaps in the bikeway and trail network.

The MTP contemplates a much more multi-modal, layered approach to the street network than in the past, including roadway designations that reflect their land use context, such as "community arterials." Although the automobile is still the primary transportation mode in the City and the region, efforts to create a more balanced system are encouraged. The *Long Range Transportation System* (LRTS) *Guide*, a component of the MTP, identifies the location and classifications of the future street network and incorporates Complete Streets design guidelines. The

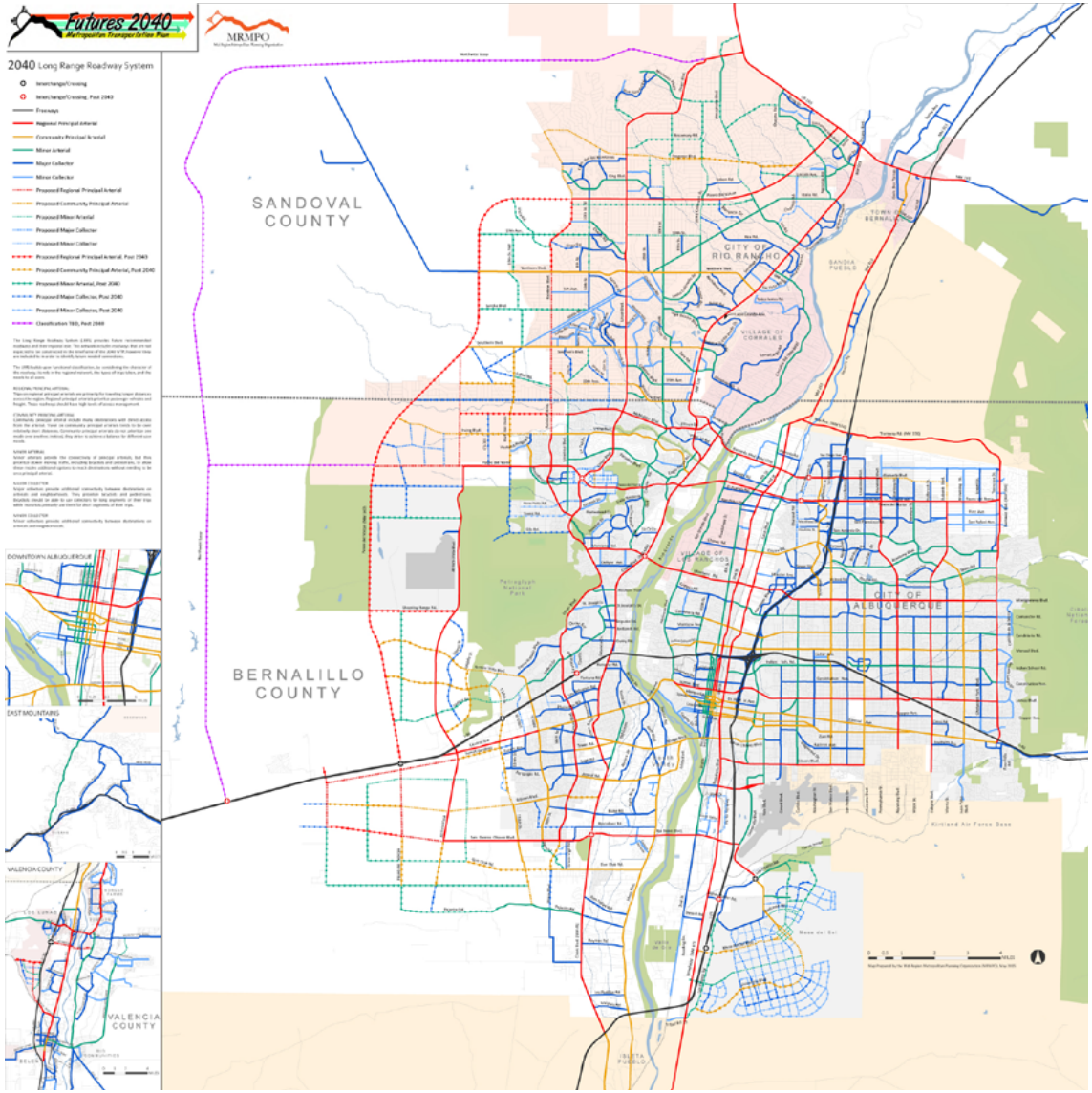


Figure 6-1: Long Range Roadway System Source: MTP

[*For illustration only. See www.mrcog-nm.gov for the most recent, full-scale map.*]

region consists of around 4,150 lane miles of collector and arterial roadways (with many more miles of local residential streets) and close to 600 lane miles of bikeways and trails. In 2014, the regional household travel survey conducted by the Mid-Region Council of Governments (MRCOG) showed residents travel 23 miles per day on average, with about 2 percent of respondents biking, 8.3 percent walking, and 2.7 percent taking transit. The remaining residents are primarily driving vehicles, with some carpooling.

Personal Automobile

National trends in automobile traffic have been changing in the last five years. Up until 2004, VMT and VMT per capita rose consistently. However, in the region, daily per capita VMT has decreased annually since 2004, from 24.2 to 21.7 in 2012. This change in travel patterns is increasingly associated with lower vehicle ownership rates and household preferences of younger generations shifting to relatively more urban locations.

Even though VMT per capita has been trending downward, overall VMT continues to rise in the region because of population and employment growth. Much of this growth is occurring in the suburban periphery. Extensive residential development west of

the Rio Grande has continued to generate more daily river crossings in an area where existing street deterioration is already outpacing maintenance. This increase in VMT will continue to add to congestion levels around the region, particularly at choke points such as the eight river crossings and bridges. Street efficiency can be improved by increasing emphasis upon compatible land use and street design measures and by expanding modal choices.

Often, the strategy for managing congestion in a city or a region is focused on a short period of time during the day, sometimes merely two one-hour peaks. Managing peak-hour congestion and providing more opportunities during peak hour to improve capacity will enhance network efficiency and reduce travel delay. One of the most efficient ways to reduce the peak demand is travel demand management, which includes reducing vehicle demand, providing additional public transportation service, integrating multi-modal options, and implementing strategies, such as ride-sharing, telecommuting, and signal timing improvements.

Most major arterials have been built to their maximum capacity (in terms of available right-of-way), and many developed areas may likely attract infill opportunities for new housing and job centers. Better linkage between future transportation and land use decision making can improve the efficiency of the network. Transit-oriented development (TOD) around transit stations and major transfer points can accommodate significant growth without expanding roadways. Mixed-use development has also been demonstrated to significantly reduce vehicular trips.

In many cases, growing vehicular traffic issues will not be able to be solved by expanding roadways. Strategic improvements to existing corridors need to take place to shift trips to other modes, while also maintaining the functionality of the vehicular system within the current right-of-way and number of travel lanes.

The Comp Plan uses the Commuter Corridor designation to identify roads that are planned to maintain a high level of service for automobiles so they can make long distance trips to regional destinations.

Access Management

Access management involves 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. MRCOG has designated a number of regional arterial roadways as limited access facilities (see **Map 3-10** of the MTP for limited access facilities). Changes to access spacing require approval by resolution of the regional body, except for roads managed by NMDOT.

Access management serves two purposes: to improve mobility and to improve safety. Access management improves throughput by reducing turning movements primarily on arterial roadways. It also improves safety by reducing the potential conflict points that occur at controlled and uncontrolled intersections and driveway access locations.

Transit Network

Resources for transit service must be prioritized to serve the current transportation needs of the region's diverse population, as well as to respond to shifting demographics and generational priorities. There are many people who cannot, or who desire not to, use a car every day. The younger segment of the population (made up largely of Millennials) are increasingly seeking safe and efficient alternatives to driving, while the growing retired and elderly population may need to rely on alternatives to the personal vehicle. While many older adults are

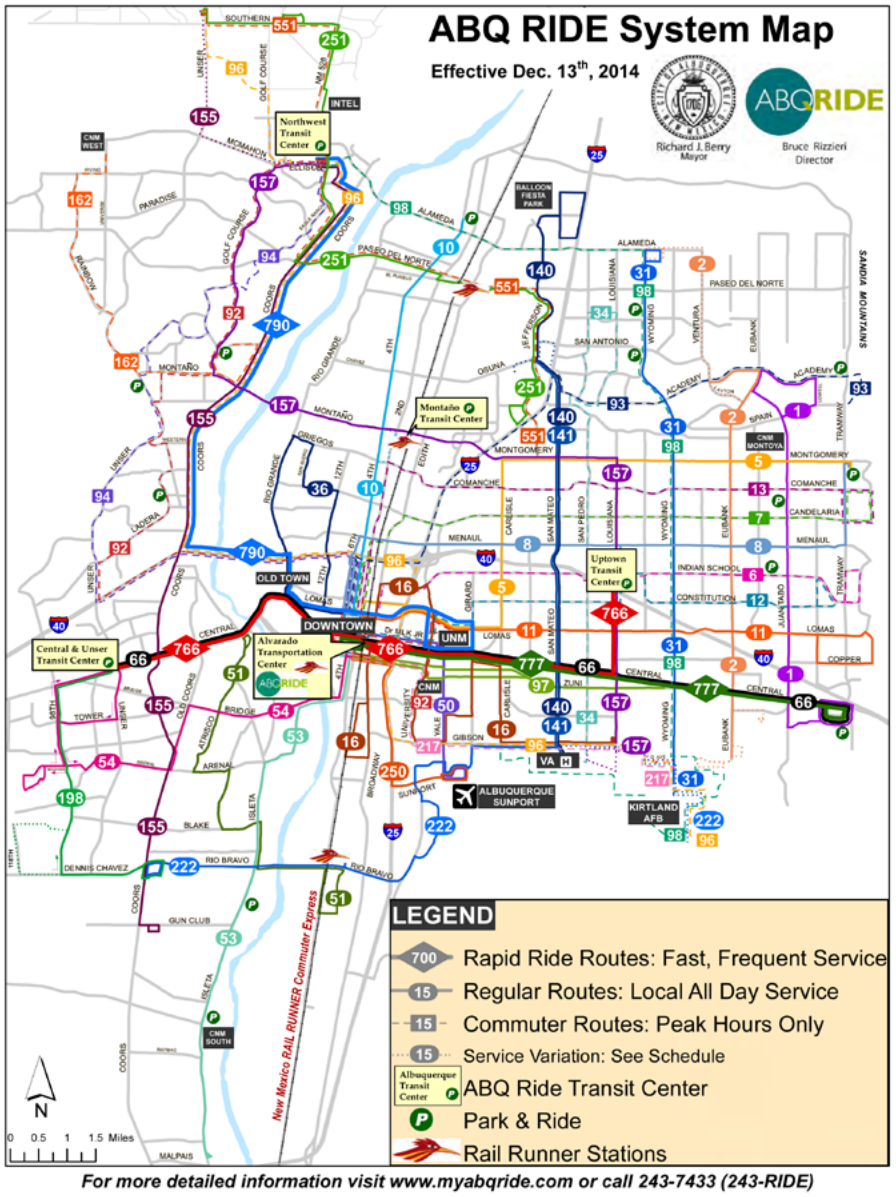


Figure 6-2: ABQ RIDE Transit System Map Source: ABQ RIDE

making new housing choices that are more transit-oriented, many also desire to age in place and stay in their current home for as long as they are able. As the Baby Boomer generation ages, it may actually tax transit systems because of the growing demand for paratransit service. Improved regular transit service may help mitigate strains on paratransit service.

Transit use in this region has increased significantly in the last 20 years. The number of annual passenger miles has more than doubled, with major increases in 2004 when the Rapid Ride service began. Ridership has almost doubled in 20 years going from close to seven million annual rides in 1996 to over 13 million in 2014. There have been smaller, but steady, increases since 2010, generally adding about 100,000 rides per year.



Image credit: City of Albuquerque

ABQ RIDE buses serve much of the city and the system has a total annual ridership of around 13 million.

RAPID RIDE ROUTES	TOTAL
766 - Red Line Rapid Ride	1,449,807
777 - Green Line Rapid Ride	1,113,280
790 - Coors Blue Line Rapid Ride	472,472
Rapid Ride Total	**3,035,559**

COMMUTER ROUTES	TOTAL
Commuter Routes	
96 - Crosstown Commuter	57,781
251 - Rail Runner Shuttle (Former #151)	43,459
222 - Rio Bravo Rail Runner Connection	31,079
7 - Candelaria Commuter	17,060
98 - Wyoming Commuter	15,422
92 - Taylor Ranch Express	14,466
250 - Airport/Downtown (Former #350)	14,162
217 - Downtown-KAFB Ltd. (Former 317)	14,017
93 - Academy Commuter	13,763
12 - Constitution Commuter	12,398
6 - Indian School Commuter	11,941
13 - Comanche Commuter	11,046
94 - Unser Commuter	10,196
551 - Jefferson-Paseo del Norte Express	9,999
34 - San Pedro Commuter	6,745
162 - Ventana Ranch / Unser	5,609
Commuter Total	**289,143**

LOCAL ROUTES	TOTAL
66 - Central Avenue	2,806,230
5 - Montgomery/Carlisle	907,968
11 - Lomas	767,149
8 - Menaul	746,900
141 - San Mateo	686,577
157 - Cottonwood/Montano/ Uptown Transit Center	665,757
140 - San Mateo/CNM Work Force	486,860
10 - North Fourth Street	426,288
155 - Coors	324,461
1618 - University/Gibson/Broadway	266,162
31 - Wyoming	225,752
53 - Isleta	205,968
54 - Bridge/Westgate	201,732
50 - Airport/Downtown	189,285
1 - Juan Tabo-Four Hills	158,906
2 - Eubank-Ventura	139,013
198 - 98th/Dennis Chavez	125,712
40 - D-RIDE	124,943
97 - Zuni Express	94,185
51 - Atrisco/Rio Bravo	70,477
36 - 12th Street/Rio Grande	49,287
Other	14,733
Local Total	**9,684,345**
Grand Total	**13,009,047**

Table 6-2: Total ABQ RIDE Annual Ridership By Route (Fiscal Year 2014 Ridership)

Source: ABQ RIDE

A robust public transit system provides a practical and equitable alternative to a car-dependent transportation network. Compared to owning a vehicle, transit is an affordable transportation option, and is particularly important for those who cannot drive due to age, income, or disability. Efficiently-run transit has the ability to move more people in a smaller amount of space. But in order for transit to be viable for many people and attract new riders, the service must be effective, reliable, convenient, and safe. Additionally, sufficient residential density and/or commercial intensity in close proximity to transit stops increases efficiencies and feasibility of the transit system. And, in turn, enhanced transit service can catalyze development of employment and residential concentrations in locations that are well-served by transit.

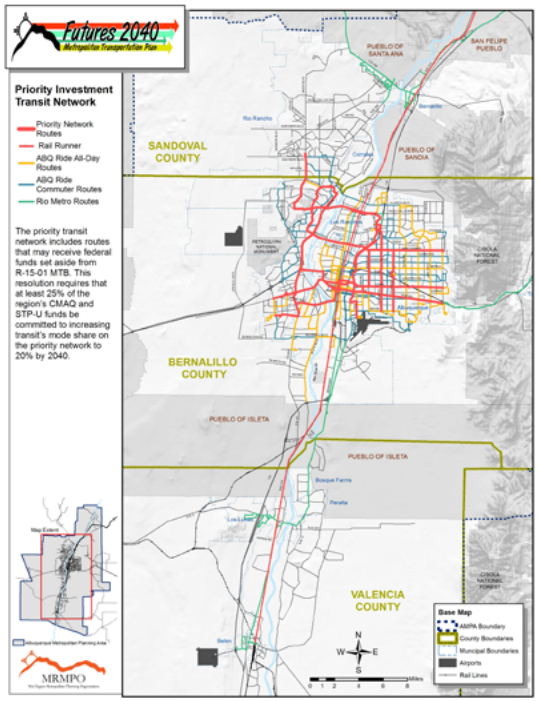


Figure 6-3: Priority Transit Network

Source: MTP

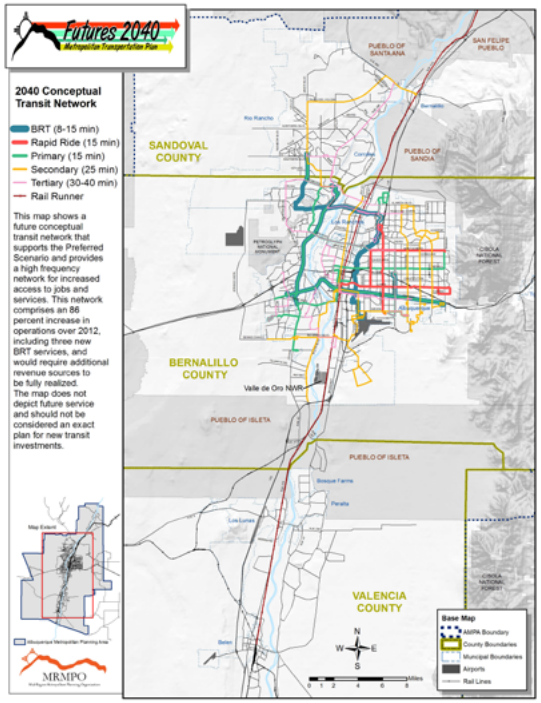


Figure 6-4: Conceptual Transit Network for the MTP Preferred Scenario

[*For illustration only. See www.mrcog-nm.gov for the most recent, full-scale maps.*]

The transit options described in this section may be considered enhanced alternatives to regular fixed route or local bus transit service and may be appropriate choices for certain areas in the city and county.

Rapid Bus (Rapid Ride)

Enhanced transit focuses on high-frequency bus service, with arrivals every 15 minutes or less during peak periods. In Albuquerque, this has taken the form of the Rapid Ride, which has frequent service with articulated buses that can carry double the number of passengers on a traditional bus. ABQ RIDE currently has three Rapid Ride routes in the region, connecting the Northwest Transit Center, the Central & Unser Transit Center, downtown and the Alvarado Transit Center, the Uptown Transit Center, and the Central & Tramway Park & Ride.

ABQ RIDE will continue to explore opportunities for new Rapid Ride services on routes with high ridership, such as San Mateo, Montgomery, and Lomas Boulevards. The Comp Plan uses the Major Transit Corridor designation to capture roads that are planned to have frequent service, such as Rapid Ride.

Rapid bus service can also be a first phase of high-capacity transit service, especially when funding is limited. In these cases, more

frequent bus arrivals are commonly achieved through wider stop spacing and signal preemption at intersections, which helps Rapid Ride service maintain a higher average speed than the local bus service.

While faster service requires fewer buses to maintain the same frequency, the greatest impact on frequency for the Rapid Ride is the operational commitment, which is the number of buses put into service at any one time. Most funding for operations comes from local sources, while large capital projects involve federal funding sources.

High-Capacity Transit

High-capacity transit combines high-frequency service along with more reliable and faster travel times, such as bus rapid transit (BRT) or light rail. BRT is a form of high-capacity transit that is already popular around the world for its relative ease of implementation and lower upfront costs, compared to other high-capacity transit modes.

BRT combines the flexibility and cost-effectiveness of traditional bus service with the high-quality of service typically found on a dedicated transit rail line and for a fraction of the cost. A variety of characteristics make this type of bus service faster, more reliable, and attractive to a wide variety of potential riders including the use of bus-only lanes, transit signal priority systems, higher capacity bus vehicles, stops spaced at least one-half mile apart, and frequent service (arrivals every 15 minutes or less). Station areas can also be designed similarly to transit rail platforms with convenient preboarding fare collection, more shelter, bus wait time technology, and level boarding with bus doors.

Development of high-capacity transit service is often accompanied by significant public investment and streetscape improvements along these corridors that helps catalyze private investment, particularly near transit stops. High-capacity transit has the capability of shifting commuting patterns in a way that can significantly impact congestion levels on major corridors. The Comp Plan identifies corridors that have been studied for high-capacity service as Premium Transit Corridors.

Albuquerque is currently implementing BRT into the ABQ RIDE system to enhance transit service along Central Avenue, a key east-west system corridor, replacing Rapid Ride. With Rio Metro Transit District, Bernalillo County, University of New Mexico, and Central New Mexico Community College (CNM), regional transit planners are also planning a second north-south service on University Boulevard connecting UNM, CNM and the Sunport.



Image credit: City of Albuquerque

The Rapid Ride is currently the most frequent, highest capacity transit option in Albuquerque.

This is considered a high priority by the Rio Metro Regional Transit District. A future phase would comprise a BRT crossing the Rio Grande on the Paseo del Norte corridor, connecting Northwest Albuquerque and Rio Rancho to UNM and Downtown.

Great service alone does not create sustainable ridership, however. Success of these transit investments is largely dependent on the relationship to surrounding land uses. High-capacity transit should be considered in areas with higher employment and/or residential activity, diverse uses, and pedestrian-oriented design.

Additionally, policies and zoning entitlements need to be in place along high-capacity transit corridors to facilitate their evolution into higher density and intensity places. Higher-intensity and mixed use development, TOD, is most advantageous at fixed BRT station areas. Comp Plan policies provide recommendations to target more dense and intense development and a higher level of pedestrian amenities near and around BRT station locations.

The Comp Plan uses the Premium Transit Corridor designation to capture roads that are planned to have BRT service in the future. Goals, policies, and actions that guide transportation decisions along Corridors can be found at the end of this chapter. The **Land Use chapter** contains Corridor descriptions and goals, policies, and actions that guide development along corridors and at stations.

Pedestrian Network

Pedestrian systems are the primary transportation element that connects all travel modes. Activity Center destinations, increased pedestrian amenities, and well-planned pedestrian connections promote walking as a viable form of transportation.

People want to walk in an environment where they can feel safe, particularly along roadways with higher traffic volumes. Streetside safety in areas where most travel is by vehicle is achieved by adequately separating pedestrians from other modes of travel. Safety, comfort, and convenience are all factors that will influence whether someone chooses to walk along a corridor.

Another determining factor in a person's decision whether or not to walk is walking distance. Local government can play a role in reducing walking distances by supporting land use planning and decisions that achieve a density of destinations (schools, coffee shops, daily services, etc.) within Centers that lend themselves to walking. In keeping with the Centers and Corridors framework, public transit is a primary connector between Centers. The policies portion of this chapter provides guidance on developing the "Pedestrian Priority Network." The **Urban Design chapter** contains additional discussion of and policies about pedestrian amenities.

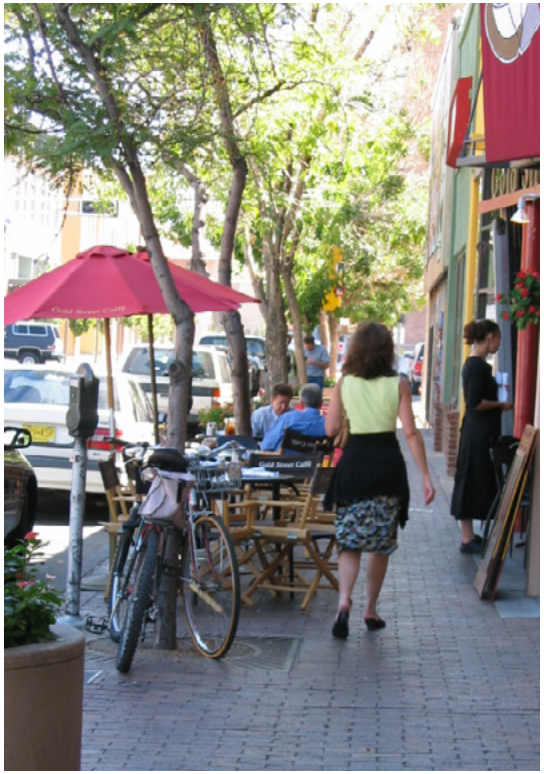


Image credit: City of Albuquerque

Sidewalks with trees, outdoor dining options, and on-street parking make pedestrians feel more comfortable and safe.

Sidewalk System

Many parts of the City have insufficient or poorly-maintained sidewalks or are missing them completely. Continuous and connected pedestrian facilities are important along Transit Corridors, and ideally, throughout the entire network. This ensures that destinations are accessible to all pedestrians, especially those with disabilities.

To create a better connected pedestrian network, filling gaps in the existing system and upgrading deficient sidewalks should be a high priority. Enhancing the sidewalk network is critical for the Pedestrian Priority Network – within Activity Centers, Main Streets, and within ¼-mile of transit stations. Other measures to increase pedestrian safety include marked crosswalks, roadway lighting, intersection design, and signal enhancements.

Multi-use Trails

Trails provide off-street connectivity to community resources such as parks, open spaces, schools, libraries, community centers, employment centers, shopping centers, bus stops, and the soft surface trails within Major Public Open Space areas. Multi-use trails are considered elements of the pedestrian and the bicycle network. They are often considered recreational corridors that people can use to access open spaces and outdoor



Image credit: City of Albuquerque

Multi-use trails are designed for all non-motorized modes of transportation, including horses.

experiences. They also serve as transportation facilities for bicyclists who do not have the skill level or comfort for on-street riding.

Multi-use trails are pathways that are physically separated from motor vehicle traffic and are for the use of pedestrians, bicyclists, skaters, wheelchair users, joggers, other non-motorized users, and equestrians. Not all trails may accommodate all of these uses.

Some of the challenges associated with the multi-use trail system include:

- Balancing the needs of various users, such as faster moving cyclists sharing a trail with pedestrians and equestrians.
- Addressing gaps in the system.
- Identifying and addressing the intersections of trails and major arterial roadways where there is no traffic signal or grade separation.
- Retrofitting trails to be universally accessible.

Bicycle Network

Providing safe and well-connected bicycling infrastructure is crucial to encouraging more bicycling. There is a direct correlation between the amount of bicycling infrastructure that is built and the number of people who choose to bike. However, constructing bicycling infrastructure that is safe and accessible to bicyclists of all abilities is often challenging, especially within a constrained right-of-way. In addition, design standards for bicycling infrastructure are rapidly evolving as cities experiment with different configurations to learn what works best.

The following section outlines the different types of bicycle facilities. As new development occurs, it needs to include facilities identified in the City's and County's adopted plans and the MTP Long Range Bikeway System. For more guidance on determining the appropriate facility type, location, and design standards, refer to the County's *Pedestrian and Bicyclist Safety*

Action Plan and the City's *Bikeways and Trails Facility Plan*. The policies at the end of this chapter provide guidance on developing the Bicycle Priority Network.

Bike Lanes

Bike lanes are dedicated travel lanes that carry bicycle traffic in the same direction as adjacent motor vehicle traffic. Bike lanes are provided for the exclusive use of bicyclists on a roadway and are identified through signs, striping, or other pavement markings. These lanes allow bicyclists to ride at comfortable speeds and encourage a position within the roadway where they are more likely to be seen by motorists. The specific design of each facility needs to be tailored to the street type, traffic speeds and volumes, and the development context.

Raised Bike Lanes

Raised bike lanes are one-way facilities that are vertically separated from the roadway, located near sidewalk-level. This design is most commonly seen in areas with high levels of bicycling within more active, urban environments. The vertical separation more clearly defines the different parts of the roadway with a 1 to 3 inch grade change between the vehicular and bicycle travel lane and between the pedestrian realm.





Image credit: City of Albuquerque

There are many types of bike facilities that are appropriate for different roadways and contexts. Protected bike lanes are important where cyclists are close to traffic, while bike boulevards are more appropriate in low-traffic areas.

An elevated bike lane serves as a major deterrent to cars drifting into the bicycle lane, which is a common occurrence in this region. This bicycle facility type has not yet been used in Albuquerque.

Buffered Bike Lanes

Buffered bike lanes are bicycle facilities that are separated from adjacent motor vehicle travel. Typical on-street buffered bike lanes are designed similarly to standard bike lanes with one-way travel, with the addition of pavement striping between the vehicular and cycle travel lanes. Where there is adequate space in the road, such as when a vehicular lane reduction is planned, striping a buffer along the bike lane is a way to clearly allocate space. Buffered bike lanes are also particularly useful to improve the comfort of bicycle lanes along roads with high speeds and/or volumes of traffic. One advantage of a buffered bike lane over a raised or protected bicycle lane or cycle track is that the buffered bike lane can be swept with regular street sweepers as part of routine road maintenance.

Protected Bike Lanes

Protected bike lanes are a type of buffered bike lane that, in addition to a horizontal separation, also have some form of a physical barrier in the buffer area, which may be designed with a variety of materials for physical protection, such as bollards, curbing, or raised planters. These on-street protected bike lanes provide even greater





Image credit: City of Albuquerque

Signalized bike and pedestrian crossings with a median refuge and well-marked bike lanes make it safe and easy to travel the city by bike and cross busy streets.

comfort and safety than buffered bike lanes due to the addition of a physical separation in the buffer area.

Protected bike lanes are recommended on arterials with high travel speeds, high traffic volumes, and multiple lanes or where safety issues have been noted. Protected bike lanes are complicated to design for long distances; however, other cities have found them extremely helpful providing critical links even though the link does not meet all the criteria for a bike lane, in terms of speed, volume, and vehicle travel lanes. Conventional bike lanes without protection on these types of roadways can be stressful for even the most confident riders.

Cycle Tracks

A cycle track is an exclusive bike facility that combines the user-experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic and distinct from the sidewalk. Cycle tracks are typically designed as two-way facilities to allow bicycle movement in both directions along one side of a roadway. These facilities should be considered in a variety of areas where a critical link is needed.

One of the challenges to implementation is that they cannot be easily retrofitted into existing streets through a road diet. This is because the design is substantially more extensive than typical restriping, and the projects take longer.

Shared Lanes/Bike Route

Certain roads may be more desirable for shared use due to low traffic speeds and volumes and do not necessitate a separated bike facility. These roadways can be designated as shared lane bike routes with route signs, such as "bicycles may use full lane," and "sharrow" pavement markings.

Shared lanes are preferable on streets with low traffic volumes (less than 3,000 average daily vehicle trips) and low travel speeds (less than 30 mph). Occasionally shared lanes are necessary to fill a gap in the network or transition between bike facilities. They also provide low-stress routes for individuals who would prefer to watch out for slow-moving cars entering the roadway instead of riding along with traffic on busier streets.

Bike Boulevards

Streets that have low traffic volumes and speeds, particularly in residential areas, may be designated as bicycle boulevards. These streets can be enhanced with certain design elements to encourage bicycle use and discourage excessive through trips by motor vehicles. Measures to reduce speeds and manage traffic volumes, commonly known

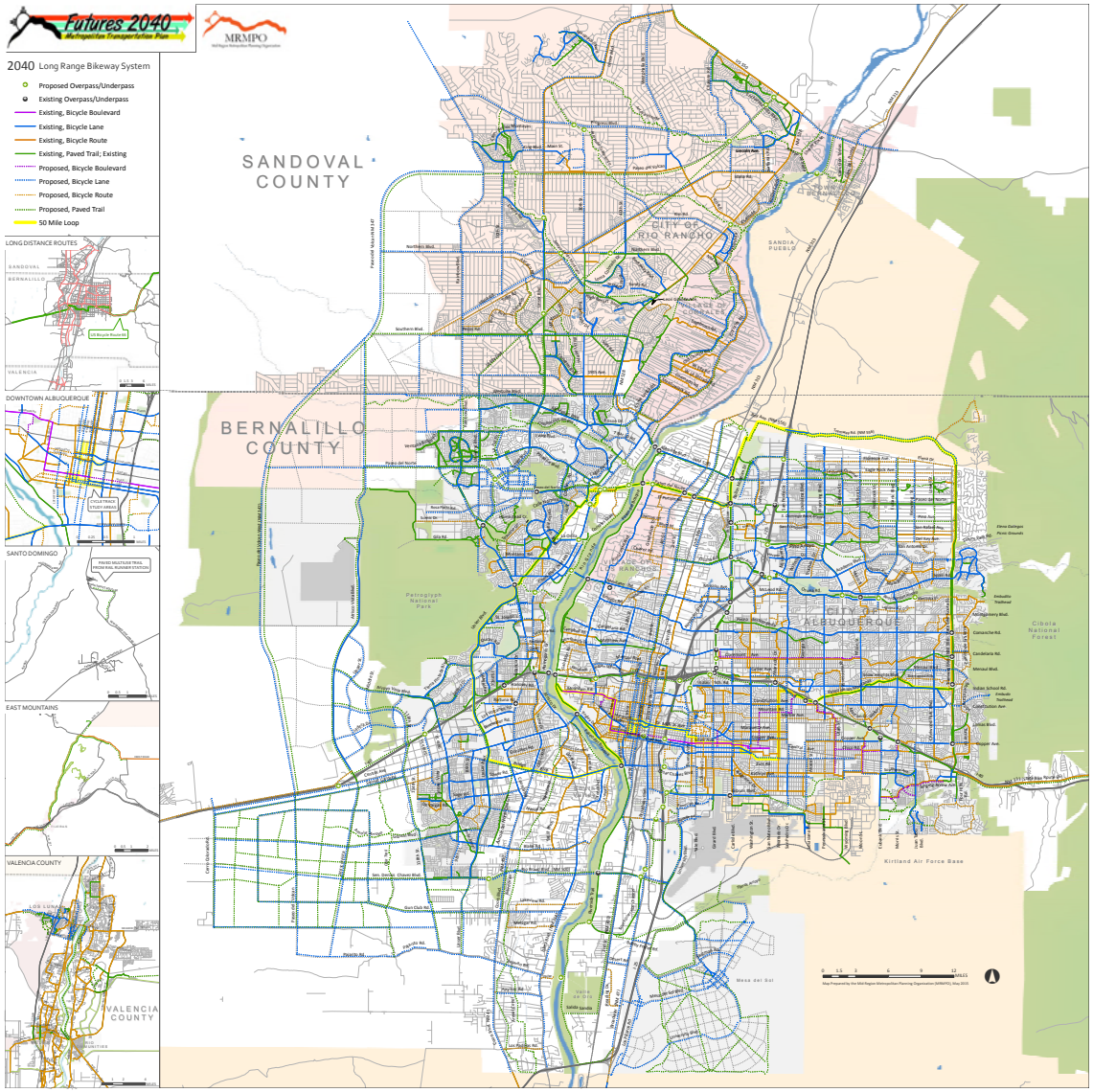


Figure 6-5: Existing and Proposed Bikeways and Trails Source: MTP

[*For illustration only. See www.mrcog-nm.gov for the most recent, full-scale map.*]

as traffic calming, include such features as chicanes, median islands, mini traffic circles, and curb bulb-outs. These methods cause drivers to maintain lower travel speeds in response to visually narrower roadways or a need to navigate around curving travel lanes. Bike boulevards in Albuquerque have often been located in commercial or mixed-use corridors (e.g., Mountain Road and Silver Avenue). Bicycle boulevards are also called neighborhood greenways in some communities.

6.1.2.3 ENVIRONMENTAL & HEALTH IMPACTS OF THE TRANSPORTATION SYSTEM

The built environment and the transportation network that connects it can have a significant impact on individual and public health. Low-density cities with land uses spread far apart increases driving, which can negatively impact air quality. Increased vehicle emissions may increase exposure to pollutants, which is connected to higher rates of respiratory illnesses, cardiovascular diseases, and premature death. Designing transit, trail, and bikeway facilities to be convenient for everyday commuting and errands can significantly reduce our use





Image credit: City of Albuquerque

Whether there is a bike lane or not, signage is an important way to indicate to drivers that they should look for cyclists.

of fossil fuels, and in turn the emission of pollutants. Bicycling and transit can benefit air quality by replacing driving for short trips, typically less than 5 miles. Short driving trips are the least fuel-efficient and generate the highest emission rates per mile traveled. Encouraging alternatives to driving, including bicycling and walking, helps reduce vehicle miles traveled and air quality impacts. Reduced traffic congestion also helps improve air quality.

Beyond air quality, transportation can impact health through exposure to traffic noise, which can cause sleep disturbance, cardiovascular disease, elevated hormone levels, psychological problems, and even premature death. Studies of children have identified cognitive impairment, worsened behavior, and diminished quality of life. Exposure to noise is one of the most common environmental exposures in the United States, and exposure to traffic noise is often high enough to be harmful to health.

Perhaps the biggest health risks related to transportation are injuries and fatalities from motor vehicle crashes. Motor vehicles are among the top five causes of death for Americans, and the leading cause of death for children, teens, and young adults in the 1 to 19 age range. In 2013, New Mexico ranked 4th in the U.S. for pedestrian fatalities and 12th for motor vehicle fatalities per 100,000 people. Improved street design can significantly reduce the incidence of crashes.

While it may seem counterintuitive, increasing the number of pedestrians and cyclists can also reduce crash rates. When pedestrians and cyclists are more visible and more expected, drivers know to look for and accommodate them. Part of the larger strategy of designating Centers and Corridors in the Comp Plan is prioritizing the areas where pedestrians and cyclists should be encouraged, including the design of street elements and the priority of funding for improvements.

In cities where driving is most prevalent, individual and public health is negatively affected by reduced opportunities for daily physical activity, which is associated with obesity, strokes, Type II diabetes, coronary heart disease, and other chronic diseases. Physical activity is directly linked to our physical and mental health. Even moderate levels of exercise have been shown to aid in weight control, the prevention of heart disease and certain cancers, and the alleviation of anxiety and depression. Not feeling safe is a commonly cited barrier to daily walking and bicycling.

The City and County can address this concern through strategies such as safety education programs, filling in gaps and enhancing the quality of walking and biking facilities, improving the quality and visibility of pedestrian crossings, and reducing traffic speeds through street redesigns. Transportation is an important part of the built environment and significantly influences physical activity and well-being, safety, and the ability of community members to access destinations that are essential to a healthy lifestyle. Policies, programs, and projects that enable community members to be more physically active in their daily routines support the active transportation network and healthier communities.

Public health professionals advocate for walkable and bikeable neighborhoods as one of the most effective ways to encourage active lifestyles. Creating communities with excellent access to nearby goods and services allows people to drive less and potentially choose active transportation options more often. A safe, well connected and attractive active transportation network of paths, sidewalks, bikeways, and transit encourages the use of non-motorized modes of transportation for everyday errands and commuting. Encouraging mixed-use districts and multi-modal transportation networks will help make alternative transportation options more viable and convenient, providing more opportunities for residents to exercise and raise their level of daily activity.

6.1.2.4 CONNECTING LAND USE & TRANSPORTATION

Land use is the largest determinant of how a transportation system functions. The land use fabric of where homes, jobs, schools, retail, and services are dispersed generates peoples' need to travel either long or short distances. This in turn affects the stress on roadway capacity, the feasibility of different modes, and the impact on the environment and economy. Integrating land use and transportation is a two-way process of making both development and transportation investments in coordination to support each other.

On the regional scale, central New Mexico's long-range transportation plan, the Futures 2040 MTP, includes the Preferred Scenario. The development of the Preferred Scenario evaluates how the region might grow in order to make land use and transportation investments that best meet a variety of challenges. The Preferred Scenario includes elements that parallel the Comp Plan's vision for concentrated development within key centers and transit nodes to create a mix of activity; a diverse mix of uses with appropriate design standards for the activity centers; an emphasis on growing employment centers west of the Rio Grande; and an emphasis on affordable and diverse housing options in proximity to jobs and services.

The MTP provides a regional understanding of the relationship between development patterns and transportation, economic, and environmental outcomes. Bernalillo County and the City of Albuquerque, as governments with land use authority play a key role in implementing the Preferred Scenario. This is why the Comp Plan, as the overarching land use plan, is uniquely tied to responding to future regional transportation challenges.

On the local scale, a mutually supportive transportation-land use system involves land use development and transportation investment being planned and implemented to complement each other. Transportation improvements need to be compatible with the existing and planned land uses that surround the roadway in order for the development to reach its full potential serving communities and supporting economic development. For example, it is reasonable to expect a roadway carrying

high volumes of commuter traffic to transition into a slower, denser network of streets as it transitions from a suburban to urban environment. In addition, decisions involving land use development need to take the planned transportation system into account. For example, a density of housing and business at transit nodes is essential for public transit to be successful.

In addition to the MTP, other plans and policies have been adopted that change our approach to connecting land use and transportation planning. Both the County and the City have adopted Complete Streets Ordinances. In alignment with the region's Centers and Corridors vision, the Metropolitan Transportation Board adopted and funded projects to achieve the ambitious mode share goal of 20 percent of trips taken by transit.

6.1.2.5 CORRIDOR TYPES

In 2002, Bernalillo County and the City of Albuquerque adopted a vision for future growth to be focused in designated Centers and along certain Corridors. Centers are the active hubs of a collection of complete, healthy, walkable neighborhoods, and Corridors are the linear connections between those Centers. **Corridors encompass the roadways, infrastructure, and adjacent** land uses to provide a balanced circulation system and, on designated Transit Corridors, a greater concentration and mix of employment, housing, and services. The transportation system can provide safe and comfortable travel for all modes through roadway design and network connectivity that allow for people to travel on different roads to reach important destinations, disperse congestion, slow traffic to improve safety for everyone, and maintain emergency and truck access.

The 2002 Comp Plan designated Major Transit Corridors, Enhanced Transit Corridors, and Express Corridors and included a matrix of policy objectives for each corridor type related to street design, transit service, and development form. The 2016 Comp Plan updates this vision by restructuring and adding detail to the types of Centers and Corridors to reflect best practices for coordinating land use and transportation (see **Section 5.1.2.3 of the Land Use chapter** for a discussion of Center and Corridor types). Corridors are streets designated in the Comp Plan to serve a particular role, beyond their transportation functional classification (i.e., arterial, collector, local street), to also include the land uses and development form along the roadway. The Corridor refers to the public right-of-way, along with the relationship to its adjoining property and development.

The designated Corridors were developed to provide access to Centers, and have been refined to reflect more recent planning efforts. The Comp Plan designates five Corridor types: Main Street, Multi-Modal, Major Transit, Premium Transit, and Commuter. These types are illustrated on the Comp Plan Vision Map, and they are explained in the **Land Use chapter**. This organization reflects the importance of coordinating the Corridors with adjacent land use.

The Corridor types are tailored to respond to both transportation and land use needs. They encompass the area surrounding the roadway, and guide future land use, subdivision, and development character. One of the Comp Plan Development Areas – Areas of Change – includes designated Corridors to encourage more intense development as it is appropriate along the Corridor in the future. Land uses along Commuter Corridors and in single family neighborhoods are designated as Areas of Consistency, and they are not expected to change in intensity or use. However, Areas of Change will be operationalized in the City's IDO through different development and subdivision standards. The policies at



CORRIDOR TYPE ELEMENTS

Designated corridors where developed to provide access to Activity Centers, and have been refined in the 2016 Comp Plan to reflect more recent planning efforts. These types are illustrated on the Comp Plan Vision Map, and they are explained in the **Land Use chapter**.

COMMUTER

- Prioritizes long-distance travel at relatively high speeds
- Does not compromise the safety of all modes, but may not be as convenient for non-motorized modes
- Access control is used to promote vehicular throughput and vehicular safety
- Least interactive with the adjacent land use
- The wide-right-of-way and limited access often make these roads good candidates for multi-use trails

PREMIUM TRANSIT

- **High-capacity transit** is planned along these corridors
- **Premium Transit Corridors include the study alignments for BRT in the 2040 MTP Priority Transit Network**

MAJOR TRANSIT

- High-frequency transit service is planned
- 2040 MTP Priority Transit Network that are not the High-capacity transit study alignments

MULTI-MODAL

- Enhanced transit corridors from the 2013 Comp Plan that are not part of the Priority Transit Network
- Corridors identified to improve multi-modal options and broaden the roadway's role beyond single-occupancy vehicle convenience

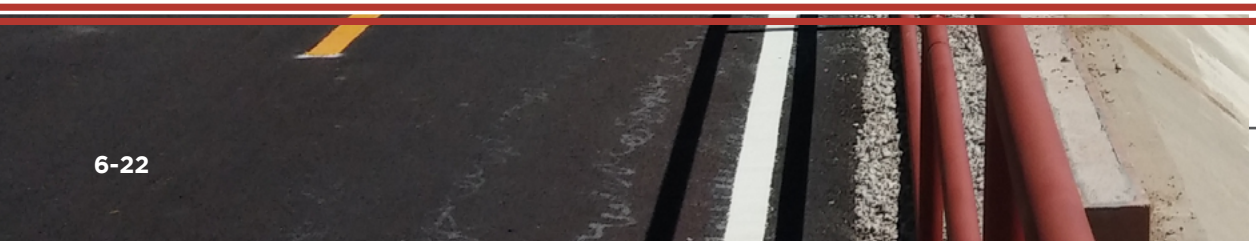
MAIN STREET

- Linear activity center
- Most interactive with the surrounding land use
- Access management for pedestrian safety



Image credit: Urban ABQ

CiQlovia is Albuquerque's annual open streets event.



the end of this chapter apply to different Corridor types and provide guidance on process, project development, and design within the public right-of-way (see also the **Urban Design chapter** for additional policy guidance about development form and priority street elements).

In April 2015, the Metropolitan Transportation Board (MTB) adopted the LRTS Guide as a part of the MTP. This document established land use context and a street typology that applies to the four-county region. The corridor types include the Regional Principal Arterial, Community Principal Arterial, Minor Arterial, Major Collector, and Minor Collector. For each roadway type, there are guidelines for recommended street elements (landscaping/buffers, bikeways, roadway lanes, etc.) and the recommended minimum dimensions for each. Guidelines are provided for five character zones: Activity Center, Urban, Suburban, Rural, and Main Street.

The 2016 Comp Plan is intended to bridge the gap between the LRTS Guide and the 2013 Comp Plan and to provide guidance at the local level to the City and County. The Comp Plan provides direction at the policy level, and the LRTS Guide provides direction at the design level. They are intended to be compatible and complementary.

6.1.2.6 COMPLETE STREETS & NETWORKS

Complete Streets are streets designed for everyone – with safe access for pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. The Complete Streets approach is a nationally-recognized framework for designing context-sensitive street facilities that enable efficient travel by all users, including the estimated one third of Americans who do not drive. Much of Albuquerque's existing roadway system was built to facilitate access to destinations by personal automobile, resulting in streets that are uninviting and impractical for other users. The Complete Streets approach includes design strategies and processes for making roads more accessible for all users.

Complete Streets aim to provide good multi-modal access, decrease travel times, and enhance safety. Under this approach, roadway design considers all modes and accommodates them with treatments such as enhanced sidewalks or pedestrian crossings or re-purposing underused travel lanes for another mode of travel, such as bike lanes to create a transportation system that meets the needs of motorized and non-motorized travelers and persons with disabilities. Complete Streets integrate general-purpose roadways, sidewalks, bike lanes, transit amenities, traffic calming, and convenient road crossings.



Image credit: City of Albuquerque

Complete Streets are designed for all modes of transportation so that cars and buses can get around while pedestrians and cyclists can safely access stores, restaurants, and nearby neighborhoods.

Streets targeted to become more balanced, or multi-modal, may see a higher level of vehicular congestion in order to accommodate enhancements to the pedestrian, bicycle, and transit systems. This is not a "one-size-fits-all" approach to road design; rather, each project must be context sensitive and respond to the surrounding land use. The framework for this context sensitive approach is discussed in the **Urban Design chapter**.

Benefits of building Complete Streets include:

- Increasing options for safe, comfortable travel to your favorite neighborhood destinations, for all ages.
- Increasing the focus on serving both our residents and those who use our streets while still providing for safe and efficient travel.
- Improving community health by reducing risk of injuries and encouraging walking and bicycling to help combat obesity and heart disease.

- Increasing livability by creating more attractive public areas. This will create public spaces that promote health, happiness, and well- being. It will also foster private investment.
- Create inviting streets that encourage a variety of travel modes. In conjunction with appropriate land uses, this will help ease congestion and air pollution.

In January 2015, the Albuquerque City Council, and in June 2015, the Bernalillo County Commission, adopted Complete Streets Ordinances[1] that support the implementation of Complete Streets in this region. The intent of the ordinances is to expand safe use of our streets by requiring equal consideration of the efficiency and safety of all types of travel. This can be achieved by creating a balanced transportation system that meets the needs of all users and is designed to be context-sensitive relative to adjoining land uses.

Open Streets events, such as Albuquerque's CiQlovía and Summerfest, provide another venue to normalize and expose residents and visitors to active transportation modes and Complete Streets concepts. The Complete Streets Ordinance adopted nationally-recognized standards for streets to serve existing and future development. It also established a process for an annual review of upcoming projects and maintenance to ensure they are including Complete Streets principles. Although Albuquerque's Complete Streets Ordinance only applies to collector and arterial streets, federal guidance is for all modes to be considered during the funding, planning, and design process for all transportation projects.

Complete Networks

It can be a challenge for a single roadway to accommodate freight movement, high-volume, and high-speed traffic along with pedestrian and bicyclist needs. An important means of addressing multiple needs simultaneously is through creating "complete networks." This means designing complete, layered transportation networks that allow people to reach desired destinations – although not always on the same roadway.

This Comp Plan promotes the complete network concept, and establishes policies for developing a pedestrian, bicycle, transit, automobile, and freight network. Each mode should have priority in different areas, and this plan establishes where each mode should take priority through the policies at the end of this chapter and in the **Urban Design chapter**.

Creating better connected networks for all modes of travel reduces the potential conflict between different users. Providing low-stress routes for pedestrians and bicyclists improves accessibility by allowing people the option of reaching their destinations while avoiding traffic and potential safety issues. In addition, increasing network connectivity improves efficiency by making trips more direct and reduces congestion by providing multiple route options.

Complete Streets & Networks Process

The Complete Streets approach also focuses on changing the project development process. The recent federal and local legislation requires transportation professionals to consider and accommodate various users at all stages of development from planning, funding, designing, operating and maintaining transportation infrastructure. The operations of these types of corridors can be measured, assessed, and ultimately better balanced using multi-modal level of service (MMLOS). MMLOS estimates the amount of delay, as well as other measures such as comfort, along a corridor for automobiles, bus, bicycle, and pedestrians using a combination of data. For more information on roadways designated as Multi-Modal Corridors, see the **Land Use** and **Urban Design chapters**.

6.1.2.7 CONNECTIVITY

In addition to providing improved multi-modal choices and comfort through Complete Streets and Networks, appropriate street connectivity is essential to maximizing accessibility and increasing the number of route options. Well-connected streets provide shorter, more direct routes between destinations. Street connectivity also increases the efficiency and reliability of the transportation system.

A classic example of a well-connected street system is the traditional grid pattern. Grid street patterns result in dispersion of traffic throughout the system. While major arterials exist within the grid pattern, local travelers are able to use interconnected local streets, freeing the arterials for the movement of longer distance travelers.

In Albuquerque, the older developed area on the east side of the Rio Grande maintains this grid pattern, while more recent developments have created a suburban development pattern with cul-de-sacs and few access points. These areas have been designed to collect traffic from residential areas and channel most trips onto major thoroughfares. This pattern tends to require large intersections, creates greater reliance on arterials, and often discourages pedestrian and bicycle travel. As an example, perimeter walls around subdivisions often have no openings for pedestrians to access bus stops on adjoining streets. Long blocks often mean pedestrians must go out of their way to reach neighborhood parks, schools, and nearby retail centers.

The region is faced with two challenges: ensuring new development provides enhanced network connectivity and retrofitting developed portions of the city to improve connectivity. To address the first challenge, the Comp Plan adopts policies that promote adequate connectivity to address future transportation demand. Regulations need to be developed and adopted to formalize a connectivity analysis process, measures, and minimum standards. Improving the connectivity of existing, developed areas will continue to be done through Corridor Plans, corridor specific studies, and public works projects.



URBAN CORE	ACTIVITY CENTER	URBAN	SUBURBAN	RURAL
Approx. 200 four-leg intersections per square mile; closely spaced arterials & collectors.	Approx. 100 four-leg intersections per square mile; arterials & collectors spaced less than 0.5 mile.	Approx. 80 four-leg intersections per square mile; arterials & collectors spaced at approx. 0.5 mile.	Approx. 40 four-leg intersections per square mile; arterials & collectors spaced at approx 1 mile.	Approx. 10 four-leg intersections per square mile; arterials & collectors spaced more than 1 mile apart.

Figure 6-6: Connectivity Standards for Different Character Areas

Source: Long Range Transportation System Guide

6.1.2.8 ACTIVE TRANSPORTATION

Bicycling and walking have become increasingly important transportation modes because such trips contribute to healthy lifestyles, can be made with no environmental degradation, and the infrastructure is

supported by generally smaller investments. The choice to bike or walk is influenced by travel distance, traffic safety, weather, topography, convenience, comfort, costs, valuation of time and exercise, physical condition, family circumstances, habits, attitudes/values, and peer group acceptance. Other factors that influence a person's decision to bike or walk, and over which local government has some control, are the presence of sidewalks, trails, and bikeways, connectivity of the facilities, wayfinding signs, traffic conditions, and access and linkage to destinations. The most common reason given why an individual does not bike or walk is the lack of safe, direct, and interconnected facilities. The interconnection of bicycle and pedestrian facilities to transit service expands the opportunity to travel further distances for bicyclists and pedestrians.

The region's active transportation network is intended to provide transportation alternatives and recreational opportunities for all ages and abilities. The installation of bicycle and pedestrian facilities can be the most visible element of a city's multi-modal transportation program. It shows that the community is a welcoming place for non-motorized transportation and supports the safe use of streets by all users.

The use of active transportation modes, such as bicycling, walking, and taking transit, benefits personal health and reduces traffic congestion. Providing safe options for these forms of travel enhances quality of life and can help address public health issues. Interest in bicycling for commuting or recreation is increasing, but many beginner or potential riders do not feel comfortable riding on-street with vehicular traffic. Concerns about safety, barriers, and lack of infrastructure often lead to the use of cars for completing trips, including short ones. Increasing the number of bicycle and pedestrian facilities not only addresses safety, but also enhances long-term community livability, creates welcoming streets and neighborhoods, improves public health, and strengthens local economic competitiveness.

Bicycling and walking can improve quality of life by increasing opportunities for social interaction within the community. An active bicycling population is often considered a measure of livability for a city. Providing enhanced bicycle facility design allows residents to stay connected to their community, and integrating bicycle facilities into existing streets can have a positive effect on attracting business and maintaining property values.

Eliminating travel barriers is critical to accommodating bicycling and walking. The primary physical barriers in the region are the river crossings and the Interstate Highways. Other major barriers that the region should endeavor to improve involve network connectivity and continuous facilities to serve riders of all ages and abilities.

In 2013, New Mexico was ranked 4th in the nation for pedestrian fatalities per capita. As the largest metropolitan area in the state, Albuquerque has high rates of crashes involving pedestrians and cyclists. Since 2012, both the city and the state have been identified as one of the Federal Highway Administration Focus Cities and States, which receive funding and technical assistance to aggressively reduce the number of pedestrian and bicycle fatalities.

Adopted plans include the City's *Bikeways and Trails Facility Plan* and the County's *Pedestrian and Bicyclist Safety Action Plan*, which will remain stand-alone plans. These planning documents identify existing non-motorized facilities and prioritize future capital improvement projects to be funded using local bond, state capital outlay, and federal grants (see also the **Parks & Open Space chapter**).



Image credit: City of Albuquerque





Albuquerque and Bernalillo County residents have many options for active transportation.

6.1.2.9 AGENCY/ DEPARTMENT ROLES & RESPONSIBILITIES

The success of implementing the plan and achieving the vision as it relates to transportation in the City of Albuquerque and Bernalillo County is dependent on the coordination and commitment of agencies and departments within and outside of local government in the region. To understand the role of each of the responsible departments and agencies, below is a description of how their work is related to mobility implementation in the Albuquerque region.

The complexity of inter-agency and interdepartmental coordination is that many of the various agencies and departments maintain their own processes related to street design, implementation, planning, and project delivery. In addition, agencies and departments have their own schedule for capital improvements and project delivery.

City of Albuquerque

Planning Department

The Planning Department maintains the *Development Process Manual* (DPM), which is the policy document that sets the standards for infrastructure development in the City of Albuquerque including transportation-related standards.

Department of Municipal Development

Department of Municipal Development (DMD) is the department that oversees and conducts capital projects within the City, making sure that these projects are completed efficiently, on-time, and to high standards. In addition, the department provides the operation and maintenance of city streets, storm drains, and traffic signals. DMD uses the DPM to ensure development standards are achieved. DMD also designs, constructs, and maintains on-street bicycle facilities, such as bike routes and bike lanes.

Parks & Recreation Department

The Parks and Recreation Department maintains all of the park facilities in the City of Albuquerque. The department is also responsible for the off-street facilities including multi-use trails and bike paths. The department worked in coordination with the Planning Department and DMD to develop the *Bikeways and Trails Facility Plan*.
(See also **Parks & Open Space chapter**.)

Transit Department/ABQ RIDE

ABQ RIDE, the City's Transit Department, provides public transportation throughout the city and North and South Valley areas

of the unincorporated county. The transit department's purpose is to provide effective, affordable, and diverse transportation alternatives to the single-occupant vehicle.

ABQ RIDE operates bus service across the city and parts of the county, including local routes, commuter routes, and Rapid Ride routes. The Rapid Ride service uses 24 60-foot articulated buses on Central Avenue and segments of Coors, Lomas, and Louisiana Boulevards. ABQ RIDE provides para-transit service to persons residing in or visiting the metro area whose impairment makes it impossible to ride the fixed route service. The service is origin-to-destination from any address in Albuquerque and most of Bernalillo County, with advance reservations.

Aviation Department

The City's Aviation Department is responsible for the management, operation, and development of the City's two municipal airports. The Sunport is owned by the City, but has been developed in conjunction with the Department of Defense for use by the Kirtland Air Force Base. Double Eagle II Airport on the West Side, approximately 8 miles north of I-40, provides commercial service for private, charter, corporate, military, training, and air ambulance flights. Commercial service airports provide local and regional access to the national and international aviation systems. As such, these airports are vital to interstate commerce as well as a key component to local and regional economic infrastructure. These facilities support and drive growth in all socioeconomic categories.

The Airport Advisory Board acts in an advisory capacity to the Director of Aviation, Mayor, and City Council. The Advisory Board is comprised of nine members who are appointed by the Mayor with the advice and consent of the City Council. The Draft *Sustainable Airport Master Plan*, 2015, and Draft ***Double Eagle II Master Plan Update*** were developed to evaluate the airports' capabilities and role, to review forecasts of future aviation demand, and to plan for the timely improvement of facilities that may best meet that demand and maintain compatibility with the environs. The airport master plan will provide systematic guidelines for the airport's overall development, maintenance, and operation for the next 20 years.

Department of Senior Affairs

The City's Department of Senior Affairs provides transportation to individuals 60 years of age and older. Transportation is limited and is offered on a donation basis during weekdays. Their current initiative to designate Albuquerque as an age-friendly city is called ABQ Together (see the **Infrastructure, Community Facilities, and Services chapter** for more about this department and its programming).

Bernalillo County

Public Works Division

The County's Technical Services Department of the Public Works Division enforces infrastructure and street standards in new development and administers the construction of roadways and trails. The Operations and Maintenance Department maintains the roadway and trail network in the unincorporated area. The Infrastructure Planning and GEO Resources Department (IPGR) participates in developing the regional Transportation Improvement Program (TIP) and long-range MTP and partners with Planning and Development Services on corridor planning as well as bicycle and pedestrian planning.

The Capital Improvement Program (CIP) identifies, programs, and funds transportation improvements including roadways and trails. CIP coordinates with the Public Works Division on local GO bond, state capital outlay, and federal transportation funding.

MRCOG/MRMPO

The Mid-Region Council of Governments (MRCOG) is the umbrella organization for the Mid-Region Metropolitan Planning Organization (MRMPO). MRMPO facilitates transportation improvements and long-range transportation planning across the metropolitan area through a collaborative, continuous, and comprehensive process.

MRMPO is governed by a board of representatives from the jurisdictions, tribal entities, and other key stakeholders located within the metropolitan planning area. These representatives, including the City of Albuquerque and Bernalillo County, have worked closely together in planning and programming transportation investments throughout the metropolitan area. MRMPO's role as a transportation planning organization is significant as it relates to mobility in Albuquerque.

Every four years, MRMPO is federally required to update its long range (20+ years) transportation plan, the MTP. This plan is multi-modal in nature. In addition, MRMPO maintains the LRTS Guide, a part of the MTP that guides roadway design and right-of-way requirements for future roadways in various land use contexts. This document is referenced in the City's DPM and County Infrastructure/Street Standards to guide roadway classification and development. Agency members also work closely with MRMPO to identify transportation projects from the MTP for federal funding through the six-year TIP.

The MTP demonstrates that making land use and transportation decisions collectively, and focusing new growth in activity centers and along key corridors, is an effective way to bring residents and destinations closer together and to get the most out of the existing transportation network.

The 2040 MTP is the regionally and federally approved long-range transportation planning document for the Albuquerque metropolitan planning area. As the largest entity in the metropolitan area, Albuquerque plays a critical role in regional transportation decision-making, and is conversely affected by land use and transportation decisions made outside its boundaries. Therefore the need to consider Albuquerque's place within the larger region is critical.

The plan emphasizes increasing transportation options, maximizing the utility of the existing infrastructure, and the various benefits resulting from linking land use and transportation by bringing residents and destinations closer together. Much of the emphasis of the Preferred Scenario developed as part of the 2040 MTP is encouraging future development in activity centers and along key commercial and transit corridors. In this way, the recommendations of the MTP and the Comp Plan are consistent and mutually supportive.

There are a variety of policies passed as part of the MTP and regional tools and opportunities that can be leveraged to implement the plans and action items contained in the Comp Plan.



MRCOG/MRMPO Long Range Transportation System Guide provides guidance on roadway design

Rio Metro Regional Transit District

Rio Metro Regional Transit District (Rio Metro) is a regional transit provider comprised of 13 member governments, including the City of Albuquerque and Bernalillo County. While headquartered at the MRCOG building, Rio Metro is a distinct agency that is overseen by its own board of directors. In 2015, the board adopted Rio Metro's Long-Term Strategic Vision, a bold, forward-thinking, consensus vision for transit's future role in the region.

In addition to the Rail Runner, Rio Metro operates several commuter bus routes and the Community Transportation Program (previously Job Access Reverse Commute) within Bernalillo County. Rio Metro also contracts with ABQ RIDE to provide bus routes that connect with all Rail Runner stations in Bernalillo County. Outside of Bernalillo County, Rio Metro offers demand response and commuter bus routes in Sandoval and Valencia counties, and provides connections to other transit providers serving locations as far away as Los Alamos, Santa Fe, and Taos.

New Mexico Department of Transportation

New Mexico Department of Transportation (NMDOT) is the statewide government agency that owns, operates, and plans for the state highway system, including the interstate highways, U.S. highways, and state highways. In addition to construction and maintenance of these facilities, NMDOT facilitates long-range planning for statewide mobility initiatives.

The *Statewide Transportation Improvement Plan* (STIP) is the primary program that identifies funding for mobility projects on the state transportation network. NMDOT has also adopted a multi-modal transportation plan, The New Mexico *2040 Transportation Plan* that provides a strategic framework to guide the agency's transportation decision-making in the years to come. There are regional transportation corridors within the Comp Plan area that are owned and/or managed by NMDOT. They are coordinated through memoranda of understanding with local governments, and are not subject to the policies of this plan. The City and County participate in the development of plans and projects initiated by NMDOT.



NM Department of Transportation Long Range, Multi-Modal Transportation Plan

Endnotes

1. City of Albuquerque Council Bill O-14-27, Enactment No. O-2015-003.

6.1.2.10 RELATED PLANS & RESOURCES

The following documents are used within the region to guide the design, development, and maintenance of transportation systems.

Local Resources & Documents:

- Bernalillo County and City of Albuquerque, Complete Streets Ordinances, 2015
- Bernalillo County, *Pedestrian & Bicyclist Safety Action Plan*, 2012 http://www.bernco.gov/public-works/pedestrian-bicycle-safety-study-action-plan.aspx
- City of Albuquerque, *Bikeways & Trails Facility Plan*, 2015 www.cabq.gov/planning/bikeways-trails-facility-plan
- City of Albuquerque, *Development Process Manual* (DPM) https://www.cabq.gov/planning/boards-commissions/development-process-manual-executive-committee
- City of Albuquerque, *Neighborhood Transportation Program (NTMP) Policy Manual*, 2015 https://www.cabq.gov/traffic
- MRMPO, *Futures 2040 Metropolitan Transportation Plan* (MTP), 2015 http://www.mrcog-nm.gov/transportation/metro-planning/long-range-mtp
- MRMPO, *Long Range Transportation System* (LRTS) *Guide*, 2015 http://www.mrcog-nm.gov/transportation/metro-planning/long-range-transportation-system-guide

State Resources & Documents:

- NMDOT, *New Mexico 2040 Plan*, 2015 http://dot.state.nm.us/content/nmdot/en/Planning.html
- NMDOT, *Guide to Context Sensitive Solutions*, 2006
- NMDOT, *New Mexico Architectural and Visual Quality Design Guidelines for Context Sensitive Design and Context Sensitive Solutions*, 2006

Federal Resources & Documents:

- American Association of State Highway and Transportation Officials (AASHTO), *Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2004* https://bookstore.transportation.org/imageview.aspx?id=549&DB=3
- AASHTO, *Guide for the Development of Bicycle Facilities, 2012*
- Federal Highway Administration (FHWA), *Context Sensitive Design and Context Sensitive Solutions* http://contextsensitivesolutions.org/
- FHWA, *Manual on Uniform Traffic Control Devices* http://mutcd.fhwa.dot.gov/
- Institute of Transportation Engineers (ITE), *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, An ITE Recommended Practice, 2010* http://www.ite.org/css/
- National Association of City Traffic Officials (NACTO), *Urban Street Design Guide, 2013* http://nacto.org/publication/urban-street-design-guide/
- United States Access Board, *Proposed Rights-of-Way Guidelines (PROWAG), 2011* https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way

6.2 Goals, Policies & Actions



for Transportation

Goal 6.1 Land Use – Transportation Integration

Plan, develop, operate, and maintain a transportation system to support the planned character of existing and future land uses.

Goal 6.2 Multi-Modal System

Encourage walking, biking, and transit, especially at peak-hour commuting times, to enhance access and mobility for people of all ages and abilities.

Goal 6.3 Safety

Plan, develop, operate, and maintain a transportation system that provides safe access and mobility for all roadway users.

Goal 6.4 Public Health

Promote individual and community health through active transportation, noise mitigation, and air quality protections.

Goal 6.5 Equity

Expand mobility by providing safe and connected networks for non-auto travel and public transit for low-income and vulnerable populations.

Goal 6.6 Economy

Invest in a transportation system that stimulates and supports job creation and business development and improves the movement of people, goods, and services.

Goal 6.7 System Effectiveness

Implement and maintain an effective and efficient transportation system in a coordinated and cost-effective manner.

Goal 6.8 Context

Provide transportation investments that are responsive to context and natural setting.

Policies are organized to support each Goal. Many Policies have supporting Sub-polices, cross-references to other relevant policies, and implementing Actions to more clearly guide decision-making.

Goal 6.1 Land Use – Transportation Integration

Plan, develop, operate, and maintain a transportation system to support the planned character of existing and future land uses.

POLICY 6.1.1

Matching Land Use: When designing and improving streets, prioritize transportation-related accommodations and amenities to match the desired development context (e.g. urban, suburban, or rural) and/or the intended intensity of land uses [ABC]

a) In urban areas, accommodate pedestrians as the highest priority travel mode, provide frequent transit service, limit or prohibit curb cuts, lower auto travel speeds, and accept auto congestion. [ABC]

b) On major streets in suburban areas, prioritize auto through-put, allow more frequent curb cuts, design for higher auto travel speeds, emphasize pedestrian safety at intersections, and provide less frequent transit service geared more toward long-distance commuting. [ABC]

c) On local streets, design for the slowest auto travel speeds to best accommodate pedestrians and cyclists and to protect livability and safety of established residential neighborhoods. [ABC]

d) In rural areas, plan streets based on functional classification for a variety of travel conditions, balancing access to destinations with auto through-put, allowing more frequent curb cuts and moderate auto travel speeds, emphasizing pedestrian safety at intersections, and provide less frequent transit service geared more toward long-distance commuting. [BC]

e) See **Policies 6.1.4-6.1.9** below for individual Corridors.

f) See **Goal 6.2** below for multi-modal considerations.

g) See **Land Use Policies 5.1.3-5.1.12** for land use priorities in Centers and along Corridors.

h) See **Urban Design chapter Section 7.1.2.1** for discussion of development context.

i) See **Urban Design Goal 7.1** for hierarchy of Centers and Corridors policy application and for development form guidance.

ACTIONS

6.1.1.1 Update street design standards in the City and County to better integrate with desired land use context, such as through Complete Streets and context-sensitive design solutions. [ABC]

6.1.1.2 Design and retrofit residential streets, as well as collectors and arterials where they serve and pass through residential areas, for multiple modes of travel to reduce speed, volume, and auto through-traffic while maintaining safety and enhancing neighborhood character. [ABC]

POLICY 6.1.2

Transit-Oriented Development: Prioritize transit-supportive density, uses, and building design along Transit Corridors. [ABC]

a) Identify transit-oriented development opportunities when planning transit service on Major Transit and Premium Transit Corridors. [A]

b) Prioritize pedestrian amenities and a higher level of connectivity within 660 feet of transit stations. [A]

c) Design streets to best accommodate transit vehicles and pedestrians, with bicycle accommodation focused on direct connections to the stations/stops, rather than along the travel way. [A]

d) See **Policy 6.2.7** below for transit network policies.

e) See **Land Use Goal 5.1** for policies about development in Centers and along Corridors.

POLICY 6.1.3

Auto Demand: Reduce the need for automobile travel by increasing mixed-use development, infill development within Centers, and travel demand management (TDM) programs [ABC]

a) See **Community Identity Goal 4.2** for the CPA assessment process.

b) See **Land Use Goals 5.1 and 5.2** for desired growth patterns and land uses.

c) See also **Urban Design Goal 7.1** for streetscape design and development form in Centers and along Corridors.

ACTIONS

6.1.3.1 Engage stakeholders through the CPA assessment process to evaluate the transportation network, the needs for and impacts of developments within the area, and TDM opportunities, such as ridesharing. [A]

6.1.3.2 Encourage TDM programs that establish rewards or incentives for reducing peak-hour congestion. [A]

POLICY 6.1.4

Premium Transit Corridors: Prioritize transit vehicles within the travel way and transit users in street design and improvements, incorporating pedestrian amenities, such as bulb-outs, pedestrian-activated signals, and refuge medians at intersections and near transit stations. [ABC]

a) Within Centers or within 660 feet of transit stations, follow policy objectives in the "Centers & Stations" column in **Table 6-3**.

b) For the remainder of the Corridor, follow policy objectives related to the relevant underlying designation in **Policies 6.1.4-6.1.9**.

c) For Corridors without an underlying designation, follow policy objectives in the "Other" column in **Table 6-3**.

d) See **Land Use Goal 5.1** for policies about Centers & Corridors.

e) See **Urban Design Goal 7.1** for policy hierarchy for Centers & Corridors and Development Form and Priority Street Elements Matrices.

POLICY OBJECTIVE	CENTERS & STATIONS	OTHER
Access Management: **Intersection Spacing:** **Left-in/Left-out Access:** **Right-in/Right-out Access:**	Limited Access Frequent intersections None None	Moderate Access Moderate intersections None Few
Design Speed	30-35	35-40*
Minimum Peak Hour Auto Level of Service (LOS)	E-F	D-E
Priority Travel Mode	Transit	Transit
Transit Accommodation	Dedicated lane Queue jump	Dedicated lane Queue jump
Signalized Intersections	Priority signals for transit No right turn lanes	Priority signals for transit Few right turn lanes
On-Street Parking	Preferred in Centers, outside of station areas	On a case-by-case basis
Recommended Pedestrian Realm Elements	High priority	Medium priority
Pedestrian Connections	Maximize pedestrian connections to transit stations/stops, between adjacent developments, and across the street	Maximize pedestrian connections to transit stations/stops and between adjacent developments
Clear Sidewalk Width	10-12 feet	8-10 feet
Furnishings/Landscaping/ Buffer Zone	6-8 feet	6 feet
Bicycle Facilities	*See City, County, or Regional Bike Facility Plans*	

Table 6-3: Street Design – Premium Transit Corridors

* Exception: Where traveling through Areas of Consistency, reduce design speed objective by 5 mph.

POLICY 6.1.5

Main Street Corridors: Prioritize pedestrians in street design and improvements, emphasizing safety, accommodation, and amenities by slowing auto traffic, providing on-street parking, limiting or prohibiting curb cuts, and requiring primary auto access to parking lots to be provided from intersecting, auto-oriented streets. [ABC]

a) Design streets within Main Street Corridors according to **Table 6-4**.

b) See **Land Use Goal 5.1.9** for additional policies on Main Streets.

c) See **Urban Design Goal 7.1** for policy hierarchy for Centers & Corridors and Development Form and Priority Street Elements Matrices.

POLICY OBJECTIVE	STREET DESIGN
Access Management: Intersection Spacing: Left-in/Left-out Access: Right-in/Right-out Access:	Limited Access Frequent intersections Few Few
Design Speed	25-30
Minimum Peak Hour Auto Level of Service (LOS)	E
Priority Travel Mode	Pedestrian
Transit Accommodation	See corridor type
Signalized Intersections	No right turn lanes
On-Street Parking	Preferred
Recommended Pedestrian Realm Elements	High priority
Pedestrian Connections	Maximize pedestrian connections to transit stations/stops, between adjacent developments, and across the street
Clear Sidewalk Width	10-12 feet
Furnishings/Landscaping/ Buffer Zone	7 feet, with walkable tree well grates.
Bicycle Facilities	*See City, County, or Regional Bike Facility Plans*

Table 6-4: Street Design – Main Street Corridors

POLICY 6.1.6

Major Transit Corridors: Prioritize transit users in street design and improvements, encouraging pedestrian amenities, such as bulb-outs, pedestrian-activated signals, and refuge medians at intersections and near transit stops and stations. [ABC]

a) Explore multi-modal and operational opportunities to manage congestion on river crossings, such as limited directional traffic during peak hours.

b) Within Centers or within 660 feet of transit stations, follow policy objectives in the "Centers & Stations" column in **Table 6-5**.

c) For the remainder of the Corridor, follow policy objectives in the "Other" column in **Table 6-5**.

d) See **Land Use Policy 5.1.10** for additional policies on Major Transit Corridors.

e) See **Urban Design Goal 7.1** for policy hierarchy for Centers & Corridors and Development Form and Priority Street Elements Matrices.

POLICY OBJECTIVE	CENTERS & STATIONS	OTHER
Access Management: **Intersection Spacing:** **Left-in/Left-out Access:** **Right-in/Right-out Access:**	Limited Access Frequent intersections Few Few	Full Access Moderate intersections Few Moderate
Design Speed	30-35	35-40*
Minimum Peak Hour Auto Level of Service (LOS)	E	D-E
Priority Travel Mode	Transit	Balance
Transit Accommodation	Dedicated lane Queue jump Shared lane	Dedicated lane Queue jump Shared lane
Signalized Intersections	Priority signals for transit No right turn lanes	Priority signals for transit Few right turn lanes
On-Street Parking	Preferred in Centers	On a case-by-case basis
Recommended Pedestrian Realm Elements	High priority	Medium priority
Pedestrian Connections	Maximize pedestrian connections to transit stations/stops, between adjacent developments, and across the street	Maximize pedestrian connections to transit stations/stops and between adjacent developments
Clear Sidewalk Width	10-12 feet	6-10 feet
Furnishings/Landscaping/ Buffer Zone	6-8 feet	6 feet
Bicycle Facilities	*See City, County, or Regional Bike Facility Plans*	

Table 6-5: Street Design – Major Transit Corridors

* Exception: Where traveling through Areas of Consistency, reduce design speed objective by 5 mph.

POLICY 6.1.7

Multi-Modal Corridors: Balance the competing needs of pedestrians, bicyclists, autos, and transit in street design and improvements by slowing auto traffic, minimizing curb cuts, and encouraging primary auto access to parking lots to be provided from intersecting streets. [ABC]

a) Accommodate all users, providing safety and mobility for pedestrians, bicyclists, and people with physical disabilities.

b) Where insufficient right-of-way exists within the corridor, provide enhanced facilities for bicyclists and pedestrians along parallel streets.

c) Within Centers or within 660 feet of transit stations, follow policy objectives in the "Centers & Stations" column in **Table 6-6**.

d) For the remainder of the Corridor, follow policy objectives in the "Other" column in **Table 6-6**.

e) See **Land Use Policy 5.1.11** for additional policies on Multi-Modal Corridors.

f) See **Urban Design Goal 7.1** for policy hierarchy for Centers & Corridors and Development Form and Priority Street Elements Matrices.

POLICY OBJECTIVE	CENTERS & STATIONS	OTHER
Access Management: **Intersection Spacing:** **Left-in/Left-out Access:** **Right-in/Right-out Access:**	Moderate Access Frequent intersections Few Few	Full Access Moderate intersections Moderate Moderate
Design Speed	30-35	35-40*
Minimum Peak Hour Auto Level of Service (LOS)	E	D-E
Priority Travel Mode	Balance	Balance
Transit Accommodation	Shared	Shared
Signalized Intersections	Priority signals for transit No right turn lanes	Priority signals for transit Moderate right turn lanes
On-Street Parking	Preferred in Centers	On a case-by-case basis
Recommended Pedestrian Realm Elements	High priority	Medium priority
Pedestrian Connections	Maximize pedestrian connections to transit stations/stops and between adjacent developments	Maximize pedestrian connections to transit stations/stops and between adjacent developments
Clear Sidewalk Width	10-12 feet	6-10 feet
Furnishings/Landscaping/ Buffer Zone	6-8 feet	6 feet
Bicycle Facilities	*See City, County, or Regional Bike Facility Plans*	

Table 6-6: Street Design – Multi-Modal Corridors

* Exception: Where traveling through Areas of Consistency, reduce design speed objective by 5 mph.

POLICY 6.1.8

Commuter Corridors: Prioritize automobile travel in street design and improvements by allowing higher traffic speeds, managing access for autos and pedestrians, and improving safety for pedestrians at signalized intersections. [ABC]

a) Within Centers or within 660 feet of transit stations, follow policy objectives in the "Centers & Stations" column in **Table 6-7**.

b) For the remainder of the Corridor, follow policy objectives in the "Other" column in **Table 6-7**.

c) See **Land Use Policy 5.1.12** for additional policies on Commuter Corridors.

d) See **Urban Design Goal 7.1** for policy hierarchy for Centers & Corridors and Development Form and Priority Street Elements Matrices.

POLICY OBJECTIVE	CENTERS & STATIONS	OTHER
Access Management: **Intersection Spacing:** **Left-in/Left-out Access:** **Right-in/Right-out Access:**	Moderate Access Frequent intersections Few Few	Limited Access Few intersections None Moderate
Design Speed	30-35	40-50*
Minimum Peak Hour Auto Level of Service (LOS)	D-E	D
Priority Travel Mode	Balance	Auto
Transit Accommodation	Shared	Shared
Signalized Intersections	Few right turn lanes	Moderate right turn lanes
On-Street Parking	Not preferred	Not preferred
Recommended Pedestrian Realm Elements	High priority	Low priority
Pedestrian Connections	Required from development to transit stations/stops and to adjacent developments	Required from development to transit stations/stops and to adjacent developments
Clear Sidewalk Width	10 feet	6 feet
Furnishings/Landscaping/ Buffer Zone	6 feet	6 feet
Bicycle Facilities	*See City, County, or Regional Bike Facility Plans*	

Table 6-7: Street Design – Commuter Corridors

* Exception: Where traveling through Areas of Consistency, reduce design speed objective by 5 mph.

POLICY 6.1.9

Other Arterials: Coordinate transportation planning at the regional level for arterials not designated as corridors in the Comp Plan. [ABC]

a) Plan land adjacent to arterial streets to minimize harmful effects of traffic on nearby roadways and development.

b) Reduce the frequency of curb cuts along principal and minor arterials.

c) Within Centers or within 660 feet of transit stations, follow policy objectives in the "Centers & Stations" column in **Table 6-8**.

d) For the remainder of arterial streets, follow policy objectives in the "Other" column in **Table 6-8**.

e) See also **Goal 6.2** below for multi-modal system policies.

f) See **Urban Design Goal 7.1** for policy hierarchy for Centers & Corridors and Development Form and Priority Street Elements Matrices.

POLICY OBJECTIVE	CENTERS & STATIONS	OTHER
Access Management: **Intersection Spacing:** **Left-in/Left-out Access:** **Right-in/Right-out Access:**	Moderate Access Frequent intersections Few Few	Full Access Moderate intersections Moderate Moderate
Design Speed	30-35	35-40*
Minimum Peak Hour Auto Level of Service (LOS)	D-E	D
Priority Travel Mode	Balance	Auto
Transit Accommodation	Shared	Shared
Signalized Intersections	Few right turn lanes	Moderate right turn lanes
On-Street Parking	Not preferred	Not preferred
Recommended Pedestrian Realm Elements	High priority	Low priority
Pedestrian Connections	Required from development to transit stations/stops and to adjacent developments	Required from development to transit stations/stops and to adjacent developments
Clear Sidewalk Width	10 feet	6 feet
Furnishings/Landscaping/ Buffer Zone	6 feet	6 feet
Bicycle Facilities	*See City, County, or Regional Bike Facility Plans*	

Table 6-8: Street Design – Other Arterial Streets

* Exception: Where traveling through Areas of Consistency, reduce design speed objective by 5 mph.

Goal 6.2 Multi-Modal System

Encourage walking, biking, and transit, especially at peak-hour commuting times, to enhance access and mobility for people of all ages and abilities.

POLICY 6.2.1

Complete Networks: Design and build a complete, well-connected network of streets and trails that offer multiple efficient and safe transportation choices for commuting and daily needs. [ABC]

a) Prioritize investment in facilities for walking, biking, and transit.

b) Provide safe and efficient transfers between transportation modes.

c) Improve connectivity to provide route options and decrease distance to services for all users, particularly vulnerable populations, by reinforcing the street grid, providing pedestrian access points through subdivisions, and discouraging right-of-way vacations, etc.

d) Discourage dead ends in order to improve pedestrian and bicycle access to transit and other destinations and reduce congestion by dispersing automobile traffic.

ACTIONS

6.2.1.1 Evaluate demand and capacity of bike, pedestrian, and transit service on a project-by-project basis for roads that experience or are designed to encourage a range of transportation modes. [ABC]

6.2.1.2 Follow FHWA guidance to identify, analyze, and prioritize opportunities for road diets, lane configuration changes, or other traffic calming projects. [ABC]

6.2.1.3 Revise subdivision standards to encourage and reinforce the complete transportation network and street grid for all travel modes. [A]

6.2.1.4 Promote dedicated lanes for buses to reduce travel times. [A]

POLICY 6.2.2

Incorporate Complete Streets concepts and policies into the development, retrofit, and rehabilitation of all transportation infrastructure at all phases, including planning, scoping, design, implementation, and performance monitoring. [ABC]

a) Use best practices for multi-modal design.

b) Minimize conflicts between vehicular traffic and pedestrians and cyclists and incorporate traffic calming and safety measures for pedestrians and bicyclists.

c) Apply best practices and national design guidance from sources such as the ITE

Manual for Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, NACTO *Urban Street Design Guide*, AASHTO *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, NACTO *Urban Bikeway Design Guide*, and AASHTO *Guide for the Development of Bicycle Facilities*.

d) See Street Design guidance in **Policies 6.1.4-6.1.9** above.

e) See also **Urban Design Goals 7.1 and 7.1** for streetscape and pedestrian-accessible design.

ACTIONS

6.2.2.1 Incorporate pedestrian and bicycle amenities and improvements, transit accommodations, and landscaping when designing and retrofitting arterials. [ABC]

6.2.2.2 Update the DPM to reference current best practice and design guidance to achieve Complete Streets principles. [A]

POLICY 6.2.3

Pedestrian & Bicycle Connectivity: Provide direct pedestrian and bicycle access to and circulation within Centers, commercial properties, community facilities, and residential neighborhoods. [ABC]

a) Design streets, streetscapes, and sidewalks to enhance pedestrian and bicyclist mobility for commuting, recreation, and activities of daily living. [ABC]

b) Preserve and maintain pedestrian, biking, and equestrian opportunities on neighborhood streets, in alleys, and along acequias. [ABC]

c) Provide comfortable, barrier-free, direct pedestrian and bicycle routes to Transit Centers, transit stations, and transit stops. [ABC]

d) Ensure pedestrian connections to private open space and civic spaces in Centers. [ABC]

e) Design subdivisions to provide multiple vehicular and pedestrian access points. [ABC]

f) Design pedestrian and bicycle circulation systems within private developments to fit the character of the site and minimize conflicts with vehicular traffic. [A]

g) See **Policy 6.2.1** above for complete networks.

h) See **Policy 6.2.4** Pedestrian Network below.

i) See **Policy 6.2.5** Bicycle Network below.

j) See **Policy 6.5.2** below for ADA compliance.

k) See **Infrastructure, Community Facilities & Services Policy 12.4.2** for ADA compliance.

ACTIONS

6.2.3.1 As development occurs along Commuter Corridors, consider grade-separated crossings, special signalization, and/or other alternatives that improve access for pedestrians and cyclists and improve safety for all modes of transportation. [ABC]

6.2.3.2 Analyze gaps in connectivity, prioritize improvement projects, and assess progress over time. [ABC]

POLICY 6.2.4

Pedestrian Network: Prioritize pedestrian travel, safety, and amenities above all other transportation modes on Main Street Corridors and streets within Downtown, Urban Centers, and Activity Centers. [ABC]

a) Develop and maintain a safe, convenient, and visually pleasing pedestrian environment, ensuring adequate facilities for all users, especially children, senior citizens, and people with disabilities. [ABC]

b) Encourage small-scale uses, pedestrian-oriented site layout and design, and safe crossings at intersections and transit stops, stations, park and ride locations, and transit centers. [ABC]

c) Prioritize pedestrian level of service, accommodations, and amenities over auto traffic speeds at transit stations, within Centers, and at crossings of limited-access and high-traffic arterials. [ABC]

d) Implement and update the County's *Pedestrian and Bicycle Safety Action Plan:* http://www.bernco.gov/public-works/pedestrian-bicycle-safety-study-action-plan.aspx. [BC]

e) See **Policy 6.5.2** below for ADA compliance.

f) See **Land Use Goal 5.1** for Centers and Corridors policies.

g) See **Urban Design Goal 7.1** for the Priority Street Elements Matrix.

h) See **Infrastructure, Community Facilities & Services Policy 12.4.2** for ADA compliance.

ACTION

6.2.4.1 Develop and implement sidewalk and street design standards that define pedestrian level of service and improve pedestrian comfort and safety. [ABC]

POLICY 6.2.5

Bicycle Network: Promote an area-wide bicycle and trail network for transportation and recreation that emphasizes connections among Centers and safe crossings at intersections. [ABC]

a) Create a comprehensive, safe, and convenient network of bike routes, lanes, and trails, by incorporating bicycle facilities into all future transportation planning. [ABC]

b) Prioritize safe and convenient connections for bicyclists among Centers, existing parks, trails, and Open Space that will result in a continuous and interconnected system of bikeways and trails. [ABC]

c) Require bike facilities and trails as part of private developments to implement Rank 2 Bikeways Facilities Plans. [ABC]

d) Where bikeways and trails are planned along streets with high traffic speeds or volumes, including Commuter and Multi-Modal Corridors, provide buffered bike lanes and/or off-street trails to allow the greatest separation between cyclists and automobiles. [ABC]

e) Prioritize trail and bikeway improvements in the County's Pedestrian and Bicycle Safety Action Plan and the City's Rank 2 Bikeways & Trails Facility Plan. [ABC]

f) Design and develop bicycle facilities to meet safety considerations as provided in the LRTS Guide, ITE, NACTO, and/or AASHTO standards. [ABC]

g) Incorporate the best and most innovative facilities that can be provided within right-of-way, project, and budget constraints. [A]

h) Improve bicycle parking options in commercial areas, civic spaces, and recreation destinations. [A]

i) See **Policy 6.2.3** above for connectivity.

k) See **Policy 6.7.2** below for coordination of the regional bicycle and trail network.

k) See **Land Use Goal 5.1** for Centers & Corridors policies.

l) See **Urban Design Goal 7.1** for the Priority Street Elements Matrix.

m) See **Infrastructure, Community Facilities & Services Policy 12.4.5** for Facility Plans.

ACTIONS

6.2.5.1 Update design standards to reflect best practices and most recent City, County, and regional bicycle planning efforts. [ABC]

6.2.5.2 Add on-street bicycle facilities when existing arterials and collectors are reconstructed, resurfaced, or the median is rebuilt and sufficient right-of-way exists. [ABC]

6.2.5.3 Support and promote bike share programs in Centers and near transit stations. [A]

POLICY 6.2.6

Equestrian Network: Follow guidance on equestrian facilities in the *Bikeways & Trails Facility Plan*; the *Bicyclist and Pedestrian Safety Action Plan*; and the *Parks, Recreation, and Open Space Plan*. [ABC]

POLICY 6.2.7

Transit Network: Prioritize transit travel and pedestrian safety, especially near transit stops and stations and intersections. [ABC]

a) Locate Park and Ride facilities to serve areas with high auto congestion and design facilities to maximize auto access and minimize adverse impacts on single-family residential areas. [ABC]

b) Design and invest in an efficient and reliable transit system that serves existing development and provides premium service in Centers and along Transit Corridors, with the highest level of service Downtown and in Urban Centers. [A]

c) Make transit access easy, comfortable, convenient, safe, and more viable by providing direct routes, increasing frequency, achieving acceptable system-wide travel speeds, and employing new technology. [A]

d) Provide the highest level of transit service, dedicated transit lanes, and amenities on corridors with transit-supportive land uses, intensities, and design; where ridership is expected to be greatest; or where auto congestion signals the greatest need for additional transportation options. [A]

e) Employ strategies and technology, such as signal preference and preboarding fare systems, to improve travel times for transit on Premium and Major Transit Corridors, particularly for peak-hour travel. [A]

f) Locate transit stations to maximize the number of residences and businesses within ¼-mile to expand and sustain transit ridership. [A]

g) Design transit centers and stations to provide good lighting, shade, seating, information and wayfinding, and bicycle storage. [A]

h) See **Policy 6.1.2** above for transit-oriented development.

i) See **Policy 6.2.3** above for pedestrian and bicycle connections to transit.

j) See **Policy 6.2.4** above for the pedestrian network.

k) See **Goal 6.3** below for safe transportation systems.

l) See **Policy 6.7.2** below for policies on regional transit coordination.

m) See **Land Use Goals 5.1 and 5.2** for policies to encourage high-density residential development, mixed-income residential, and a mix of employment and services near transit service.

n) See **Urban Design Goal 7.1** for policies related to pedestrian and transit-supportive streetscape design.

ACTIONS

6.2.7.1 Participate in regional efforts to coordinate transit planning and implementation among agencies and area jurisdictions, including identification of corridors for the MTP's Priority Transit Network. [ABC]

6.2.7.2 Prioritize investment to achieve regional mode share goals and to enhance service between Comp Plan and MTP Centers. [ABC]

6.2.7.3 Develop standards for transit-supportive mitigation measures for Transit Corridors as part of a Traffic Impact Study. [A]

6.2.7.4 Explore and invest in strategies to add capacity through additional transit service, dedicated lanes, and/or peak-hour directional lane changes. [A]

POLICY 6.2.8

Auto Network: Prioritize automobile travel on Commuter Corridors and balance it with other travel modes on other streets. [ABC]

a) Provide continuous, safe, and convenient vehicular circulation to achieve and maintain smooth traffic flow at steady, moderate speeds. [ABC]

b) On Commuter Corridors and other auto-oriented arterials, provide convenient access to auto-oriented uses, minimize conflicts with pedestrians and cyclists, and provide safe and convenient pedestrian crossings. [ABC]

c) On Commuter Corridors within Centers, prioritize the pedestrian network. [ABC]

d) On transit and pedestrian-oriented arterials, balance auto traffic flow with other travel modes to achieve multi-modal, mixed-use, environments. [ABC]

e) Coordinate vehicle circulation throughout development sites, clearly define access points, and provide safe and convenient pedestrian walkways. [A]

f) Encourage ridesharing programs. [A]

g) Improve signal timing to improve circulation. [A]

h) See MRCOG Access Control Policy for access-controlled arterials and intersections and Development Process Manual for access and intersection spacing standards for non-access controlled arterials. [A]

i) See **Policy 6.1.3** above for auto demand.

j) See also **Policy 6.1.8** above for Commuter Corridors.

k) See **Policy 6.2.3** above for guidance on location of trails and bikeways.

l) See **Land Use Goal 5.1** for Centers & Corridors policies.

m) See **Urban Design Goal 7.1** for the Priority Street Elements Matrix.

POLICY 6.2.9

Freight Network: Prioritize truck routes and rail facilities as identified in the Metropolitan Transportation Plan, providing safe pedestrian crossings at intersections and limiting conflicts with roadways and abutting land uses. [ABC]

a) Plan future rail spurs to minimize adverse impact on nearby single-family neighborhoods.

b) Consider design interventions, such as grade-separated roadways, where there are documented safety issues at railroad crossings.

c) See **Policy 6.6.3** below for freight infrastructure.

d) See **Land Use Policy 5.2.1** for the impacts of development on surrounding communities.

e) See **Urban Design Goal 7.1** for the Priority Street Elements Matrix.

f) See **MTP Map 3-14** for the Primary Freight Network and Truck Restrictions: http://www.mrcog-nm.gov/transportation/metro-planning/long-range-mtp

POLICY 6.2.10

Aviation: Provide adequate accommodations for domestic travel, shipping, and military purposes. [ABC]

a) See *Sunport Master Plan* and *Double Eagle II Master Plan*.

b) See MRCOG *Joint Land Use Study*.

ACTIONS

6.2.10.1 Study and plan the future of Double Eagle Airport II, including roadway alignments, interface with the Petroglyph National Monument, economic development impacts, environmental impacts, and selection for other reliever airport sites on a regional basis. [ABC]

6.2.10.2 Study and plan the future of the Albuquerque Sunport, including roadway alignments, interface with the Kirtland Air Force Base, economic development impacts, environmental impacts, and selection for other reliever airport sites on a regional basis. [A]

Goal 6.3 Safety

Plan, develop, operate, and maintain a transportation system that provides safe access and mobility for all roadway users.

POLICY 6.3.1

All Users: Use engineering, education, encouragement, enforcement, and evaluation to improve safety for pedestrians, cyclists, transit users, and motorists. [ABC]

a) For each mode, minimize potential transportation/emergency response hazards such as grade crossings, obsolete street geometry, and inadequate street lighting. [ABC]

b) Design streets for posted speed limit to align driver behavior with the intended character of the street and to maintain safe vehicular speeds, particularly in areas with high levels of pedestrian activity. [ABC]

c) Signalize mid-block crossings of major streets at intersections with multi-use trails or bike routes, particularly in locations with high numbers of pedestrians and cyclists. [ABC]

d) Incorporate on-street and reverse-angle parking to provide traffic calming and enhanced pedestrian and cyclist safety in areas with retail. [A]

e) See **Urban Design Section 7.1.2.4** and **Policy 7.4.4** for description of and policy for reverse-angle parking.

ACTIONS

6.3.1.1 Improve roadway and trail safety by reviewing and updating signage and striping. [ABC]

6.3.1.2 Coordinate with APD and/or BCSO on enforcement activities and programs. [ABC]

6.3.1.3 Support and expand bike education programs that encourage safety such as Bike to Work Day or community bicycle education centers. [ABC]

6.3.1.4 Perform before and after studies for projects involving complete streets improvements, lane reduction, restriping, signalization changes, or safety improvements. [ABC]

6.3.1.5 Maintain an all-weather roadway system, with improvements prioritized to achieve year-round access to existing and planned development in rural areas. [BC]

POLICY 6.3.2

Pedestrians: Improve safety for pedestrians through street design. [ABC]

a) Improve the comfort and safety of pedestrians in areas with high pedestrian volume, particularly at signalized and unsignalized crosswalks on arterials and collector streets, near schools, and in Centers. [A]

b) Provide buffers between pedestrians and traffic (e.g. on-street parking, landscaped buffers, etc.). [A]

c) Prioritize and incentivize public and private pedestrian-scale lighting to increase pedestrian visibility and security. [A]

d) See **Policy 6.2.4** above for safety improvements for pedestrians.

e) See **Policy 6.5.2** below for ADA compliance.

f) See **Urban Design Policy 7.2.1** for policy on pedestrian refuges in medians for wide and high-traffic streets.

g) See **Infrastructure, Community Facilities & Services Policy 12.4.2** for ADA compliance.

ACTIONS

6.3.2.1 Implement FHWA proven safety countermeasures, such as medians and pedestrian crossing islands, at intersections with high auto and pedestrian traffic levels and sufficient right-of-way. [ABC]

6.3.2.2 Coordinate with FHWA and MRMPO on pedestrian road safety assessments and implement recommended improvements at priority intersections. [A]

POLICY 6.3.3

Cyclists: Improve safety for cyclists through street design. [ABC]

a) See **Policy 6.2.5** Bicycle Network above for safety improvements for cyclists. [A]

b) See **Infrastructure, Community Facilities & Services Policy 12.4.5** for facility planning

c) See County *Pedestrian & Bicycle Safety Action Plan*. [BC]

d) See City Rank 2 *Bikeways & Trails Facility Plan*. [A]

Goal 6.4 Public Health

Promote individual and community health through active transportation, noise mitigation, and air quality protections.

POLICY 6.4.1

Active Transportation: Promote options and mobility for walking, biking, and other non-motorized travel. [ABC]

a) See **Policy 6.2.3** Pedestrian & Bicycle Connectivity above for pedestrian and bicycle connections and mobility.

b) See **Urban Design Goal 7.2** for policies that promote walkability.

ACTION

6.4.1.1 Continue and expand city and county programs and events that encourage and educate on the use of active transportation and pedestrian and bike safety. [ABC]

POLICY 6.4.2

Air Quality: Reduce the adverse effects of automobile travel on air quality through coordinated land use and transportation that promote the efficient placement of housing, employment, and services and improve the viability of multi-modal transportation options. [ABC]

a) Coordinate with MRMPO to track performance measures for the regional MTP Preferred Scenario for growth over time. [ABC]

b) Coordinate with MRMPO and member agencies to work toward cooperative solutions to regional air quality issues. [ABC]

c) See **Policies 6.1.1 and 6.1.3** above for matching transportation and land use and reducing auto demand.

d) See **Goal 6.2** above for policies to encourage a multi-modal system.

e) See **Land Use Goal 5.1** for Centers and Corridors policies.

f) See also **Resilience & Sustainability Goal 13.5** for community health considerations.

ACTIONS

6.4.2.1 Incorporate technologies to lower fleet vehicle emissions. [A]

6.4.2.2 Provide parking incentives for alternative fuel vehicles. [A]

POLICY 6.4.3

Noise: Mitigate traffic noise along roadways using measures that represent a reasonable balance between public expenditure and social, economic, and environmental values of the community. [ABC]

ACTIONS

6.4.3.1 Require applicants to analyze noise impact of roadways on proposed noise-sensitive uses (e.g. hospitals, daycares, schools, and residences) adjacent to existing arterial streets. [ABC]

6.4.3.2 Analyze and mitigate projected traffic and noise impacts of proposed street widening and similar projects upon adjacent neighborhoods and uses. [ABC]

Goal 6.5 Equity

Expand mobility by providing safe and connected networks for non-auto travel and public transit for low-income and vulnerable populations.

POLICY 6.5.1

Equitable Transportation Systems: Consider the needs of people of all ages and abilities in the design, construction, and operation of transportation systems. [ABC]

a) Reduce household transportation costs by improving mobility and choice among modes. [ABC]

b) Prioritize transportation investments to underserved and underrepresented neighborhoods to respond to distinct needs within CPAs. [A]

c) Prioritize transportation investments in Metropolitan Redevelopment Areas and in areas underserved by private development. [A]

d) See **Policy 6.3.1** above for safety improvements.

e) See **Community Identity Goal 4.3** for priorities within each CPA.

ACTIONS

6.5.1.1 Assess transportation infrastructure and service within CPAs and engage communities to identify priorities. [A]

6.5.1.2 Track transportation investments in CPAs to ensure equitable public investment. [A]

POLICY 6.5.2

ADA: Exceed the minimum requirements of the Americans with Disabilities Act in order to provide reliable and comfortable mobility options. [ABC]

a) Provide barrier-free sidewalks and curb ramps.

b) Design intersections to accommodate people with different mobility levels and/or physical impairments.

c) Follow national best practices and apply PROWAG where appropriate for transportation infrastructure within the public right-of-way.

d) See **Infrastructure, Community Facilities & Services Policy 12.4.2** for ADA compliance.

Goal 6.6 Economy

Invest in a transportation system that stimulates and supports job creation and business development and improves the movement of people, goods, and services.

POLICY 6.6.1

Accessing Jobs: Align transportation investments to improve connections to Centers and employment clusters. [ABC]

a) See **Policy 6.6.3** below on improving freight connections.

b) See **Land Use Goal 5.1** for development patterns in Centers and along Corridors.

c) See **Land Use Goal 5.4** for policies related to improving the jobs-housing balance.

POLICY 6.6.2

Transportation Options: Provide a balanced transportation system with effective transportation options to help retain and attract the workforce. [ABC]

a) See **Goal 6.2** above for complete networks and multi-modal priorities.

b) See **Land Use Goal 5.1** for land uses that support a balanced transportation system

c) See **Economic Development Goal 8.1** for attracting talent and businesses.

POLICY 6.6.3

Freight Movement: Manage congestion, especially along freight corridors, in order to allow efficient movement of goods and services. [ABC]

a) Support freight movement so all areas of the city and county have access to goods and services. [ABC]

b) Improve connectivity of airports to the freight and rail networks and support land uses and development patterns that bolster nearby employment opportunities. [A]

c) See **Policy 6.2.9** above for the freight system.

d) See **Economic Development Goal 8.1** for attracting talent and businesses.

ACTIONS

6.6.3.1 Coordinate with other jurisdictions through MRMPO to explore solutions to improve freight access to Activity and Employment Centers on the West Side. [ABC]

6.6.3.2 Coordinate public and private efforts to develop regional capabilities to support cargo-oriented and logistics development. [A]

6.6.3.3 Work with constituent jurisdictions and the Mid-Region Council of Governments to assess whether there is adequate truck access to serve employment and commercial activities in the Volcano Heights Urban Center. Any proposed changes to truck restrictions should be considered with input from local stakeholders to ensure that such access does not impact adjacent neighborhoods or roadway design regulations. [A]

POLICY 6.6.4

Redevelopment: Leverage transportation investments to spur redevelopment and private investment along commercial corridors and Interstates. [ABC]

a) Encourage streetscape and landscape design that provides a positive image at interchanges and access points. [ABC]

b) Encourage the screening of equipment storage from the public right-of-way. [ABC]

c) See **Goal 6.1** above for land use and transportation integration, including policies about Corridor types.

d) See **Urban Design Policy 7.3.3** for enhancing district identity.

e) See **Urban Design Policy 7.6.2** for matching transportation infrastructure with development context.

f) See **Economic Development Goal 8.1** for attracting talent and businesses.

Goal 6.7 System Effectiveness

Implement and maintain an effective and efficient transportation system in a coordinated and cost-effective manner.

POLICY 6.7.1

Public-Private Coordination: Coordinate public and private sector investment, development, and transportation decisions so that future investments are consistent with the vision and principles of the Comp Plan and the regional MTP. [ABC]

a) Integrate all transportation modes as development occurs, coordinating as necessary with property owners, City DMD, County Public Works, ABQ RIDE, MRMPO, and Rio Metro.

b) Prioritize transportation projects that show high return on investment from lower construction and maintenance costs and higher property values and gross receipts taxes.

c) Increase the efficiency of existing streets in already developed areas before considering adding new roadway lanes.

POLICY 6.7.2

Regional Systems: Coordinate across transportation agencies to plan a transportation system for the region. [ABC]

a) Coordinate with MRMPO to update and implement the MTP. [ABC]

b) Follow design recommendations in the LRTS Guide for functional classification and appropriate access management strategies, roadway design guidelines, and guidance on right-of-way width. [ABC]

c) Coordinate with MRMPO to provide regional connections for on-street bike lanes and multi-use trails. [ABC]

d) Improve the energy efficiency of the transportation system over time, promoting a variety of transportation modes such as transit, para-transit, and railway systems; bicycle facilities and multi-use trails; and infrastructure for fuel efficient automobiles. [ABC]

e) Work with MRMPO to assess the adequacy of river crossings based on the population projections and distribution. [ABC]

f) Coordinate with Rio Metro and MRMPO to provide regional transit service. [A]

g) See **Goal 6.2** above for policies related to mobility and transportation options throughout the region.

ACTIONS

6.7.2.1 Coordinate with MRMPO and Rio Metro to assess costs and benefits of regional transportation projects and assign cost sharing among affected jurisdictions. [ABC]

6.7.2.2 Coordinate with MRMPO to forecast travel demand and analyze transportation system capacity for CPAs to guide future transportation options and investments. [ABC]

6.7.2.3 Coordinate with MRMPO to implement the Preferred Scenario through recommended transportation strategies and action items in the MTP. [ABC]

6.7.2.4 Coordinate with MRMPO to assess needs for and alignments of additional major streets for undeveloped and underserved areas. [ABC]

6.7.2.5 Coordinate with Rio Metro to develop a region-wide, long-range transit plan. [A]

POLICY 6.7.3

Schools: Collaborate with Albuquerque Public Schools and State-chartered schools to provide safe access to school sites for all transportation modes. [ABC]

Goal 6.8 Context

Provide transportation investments that are responsive to context and natural setting.

POLICY 6.8.1

Natural and Cultural Context: Locate, design, and construct roads to minimize their impact to natural, historic, archaeological, or other cultural resources, including view corridors. [ABC]

a) Design roadways to fit the topography of the area traversed as well as the scale of travel needs. [ABC]

b) Limit vehicular crossings of arroyos. [A]

c) Encourage "Scenic Corridors" and/or single-loaded streets as the preferred edges for Major Public Open Space and the Petroglyph National Monument. [A]

d) See **Heritage Conservation Goal 11.3** for cultural landscapes.

e) See **Resilience & Sustainability Policy 13.1.3** for infrastructure design that considers climate change.

POLICY 6.8.2

Community Planning Areas: Provide transportation investments that are responsive to the distinct needs of each neighborhood and sub-area. [ABC]

a) Consider policies and actions for individual corridor priorities within the context of the needs of the broader transportation network.

b) Consider the needs for priority corridors in each CPA throughout ongoing planning efforts.

c) See **Community Identity Goal 4.3** for CPA priorities.

d) See **Implementation Strategy 2** for CIP prioritization and regional coordination.

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"When I'm working on a problem, I never think about beauty. I think only how to solve the problem. But when I have finished, if the solution is not beautiful, I know it is wrong."

~ Richard (Bucky) Buckminster Fuller

PLAN ELEMENT

Chapter 7

URBAN DESIGN



Image Credit: City of Albuquerque

7.1 Background & Analysis

7.1.1 Introduction

Opportunities to create great places over time are more likely when land uses are carefully coordinated with transportation systems. Land uses are most successful when they match the character and capacity of streets, as well as the travel modes prioritized in each corridor. Corridors are most successful when they provide appropriate access and features needed by the land uses they serve. Not all land uses and not all locations warrant the same kinds of streets.

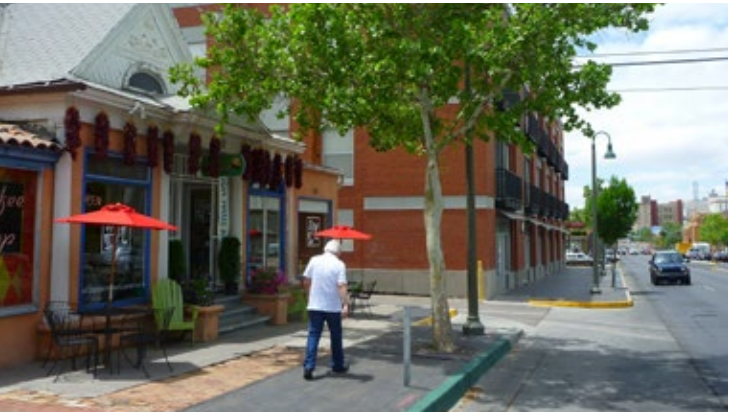


Image credit: City of Albuquerque

Recognizing that there should be a range of places in our region – from those that remain rural to those that embrace urban opportunities – means that our streets should also accommodate these different contexts.

This chapter builds on the range of intensities described in the **Land Use chapter** and the corridor types described in the Transportation chapter. Coordinated design can help transportation serve land uses and land uses work best with the corridors that serve them. As new communities grow and reinvestment continues, the County and City should guide development and transportation networks that make our community more interconnected, healthy, and walkable.

This chapter also draws on the importance of distinct community character described in the **Community Identity chapter** and the rich diversity of cultural and natural resources described in the **Heritage Conservation chapter** to encourage the design of individual projects to protect, enhance, and leverage these physical, historical, cultural, and natural assets.

Coordinating land use and transportation is the key to implementing the community's vision of Bernalillo County and Albuquerque as a place with strong and distinct centers, surrounded by distinct neighborhoods and communities, all connected by a transportation network that provides mobility for autos, buses, pedestrians, and cyclists.

This chapter includes strategies by which Bernalillo County and Albuquerque can inspire and enhance great places within a range of development contexts. For the County, special design standards may be adopted in Sector Development Plans or new design overlay zones adopted in the County Zoning Ordinance. For the City, the standards would be implemented through the updated Zoning Code and technical standards in the Development Process Manual (DPM).

Applying the Guiding Principles

Each element of the Comp Plan uses guiding principles as the basis for its goals, policies, and actions. The six guiding principles and their definitions were developed from input received during the public involvement process, detailed in the Vision chapter.

Here, we apply the guiding principles to **urban design** goals, policies, and actions.

STRONG NEIGHBORHOODS

- Pedestrian-oriented design makes neighborhoods more desirable places to live.
- Appropriate design helps establish and enhance neighborhood character.
- Appropriate transitions protect neighborhoods and encourage vitality along Corridors and in Centers.

MOBILITY

- Good streetscape design coordinates land uses and transportation infrastructure, increasing mobility in a way that enhances character.
- Good pedestrian- and transit-oriented design improves safety and connectivity.

ECONOMIC VITALITY

- Pedestrian-friendly commercial areas increase foot traffic for local businesses.
- Quality design attracts investment and increases property values.

EQUITY

- Streetscape enhancements can attract investment to areas desiring revitalization.
- Universal design increases access and safety for people of all abilities.

SUSTAINABILITY

- Green infrastructure reduces carbon footprint, captures storm water run-off and enhances infiltration, and mitigates heat island effect.

COMMUNITY HEALTH

- Safer and more attractive pedestrian areas entice more physical activity.
- Design encouraging visibility and social interaction improves public safety and encourages social cohesion.

In the future…

Bernalillo County and Albuquerque will enhance our special places, improve walkability in existing Centers, foster new Urban Centers, and encourage job growth in Employment Centers.

Better urban design throughout the community will enhance pedestrian and bicycle connections between residences, jobs and services, parks, and open spaces. Attractive, walkable, tree-lined streets will connect Centers and be a source of civic pride.

In Centers and along Corridors with frequent transit service, parking will be located on-street, in smaller parking lots, and in shared lots or parking structures, allowing people to arrive by car, park once, and visit multiple businesses and services. Options for walkable districts will expand and improve, becoming destinations for surrounding neighbors.

In urban areas, taller buildings will be complemented by plazas that provide outdoor public gathering spaces. Transit will play an increasingly important role across the metropolitan region, and transit-oriented and transit-supportive development will increase density along transit routes.

Suburban areas will retain their more automobile-oriented character, and be enhanced with walkable connections within developments and connections to neighborhoods.

Development in rural areas will be focused in Village Centers, preserving the lower-density residential and agricultural character of the surrounding lands.



Image credit: City of Albuquerque

7.1.2 Context & Analysis

7.1.2.1 SPECTRUM OF WALKABILITY

In areas with the highest need for and expectation of walkability, pedestrian facilities, accommodations, and amenities (i.e. sidewalks, building entrances, plazas and gathering spaces, outdoor seating areas, green spaces, and shade) have the highest importance. These pedestrian-oriented features should take priority in street design and be encouraged the most strongly in development projects.

This Comp Plan designates Centers and Corridors to prioritize certain areas for higher levels of activity, intensity, and walkability and to provide guidance on development form and street design that will encourage and support such goals. Among the different Center and Corridor types, there is a spectrum of walkability.

Centers

Centers are intended to be more walkable and pedestrian friendly than other areas. In Downtown, walkability is most important, followed in order of importance by Urban Centers, Activity Centers, Village Centers,

and Employment Centers. While Employment Centers are expected to be the most auto-oriented of all the Centers, it is still important for pedestrians to be able to get around business/industrial parks and campuses.

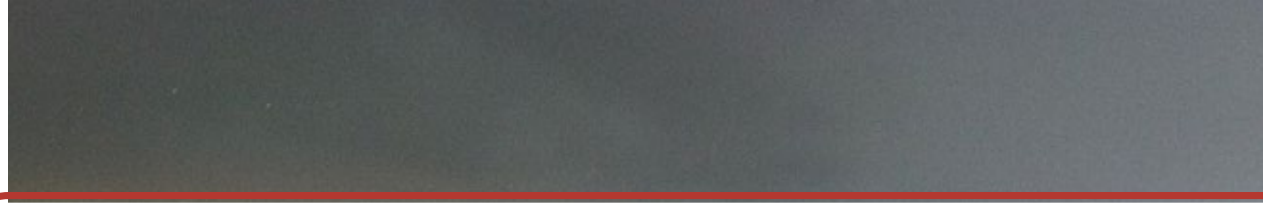
Corridors

Corridors with high-capacity and/or high frequency transit should be more walkable than other streets. Walkability is most important along Premium Transit and Main Street Corridors. To a lesser extent, walkability is important along Major Transit and Multi-Modal Corridors. Commuter Corridors, which prioritize automobile travel, are expected to be the least walkable. Across all Corridors, areas within walking distance of transit stations should be walkable enough to serve pedestrians using the bus.

Development Context

While walkability throughout the region is a good goal over time, prioritizing Centers to be the most pedestrian-oriented leverages public and private investment in higher-quality development. Enhancing pedestrian mobility and safety encourages pedestrian activity where it is most appropriate and welcome.

Centers and Corridors may be rural, suburban, or urban – what the Comp Plan refers to as



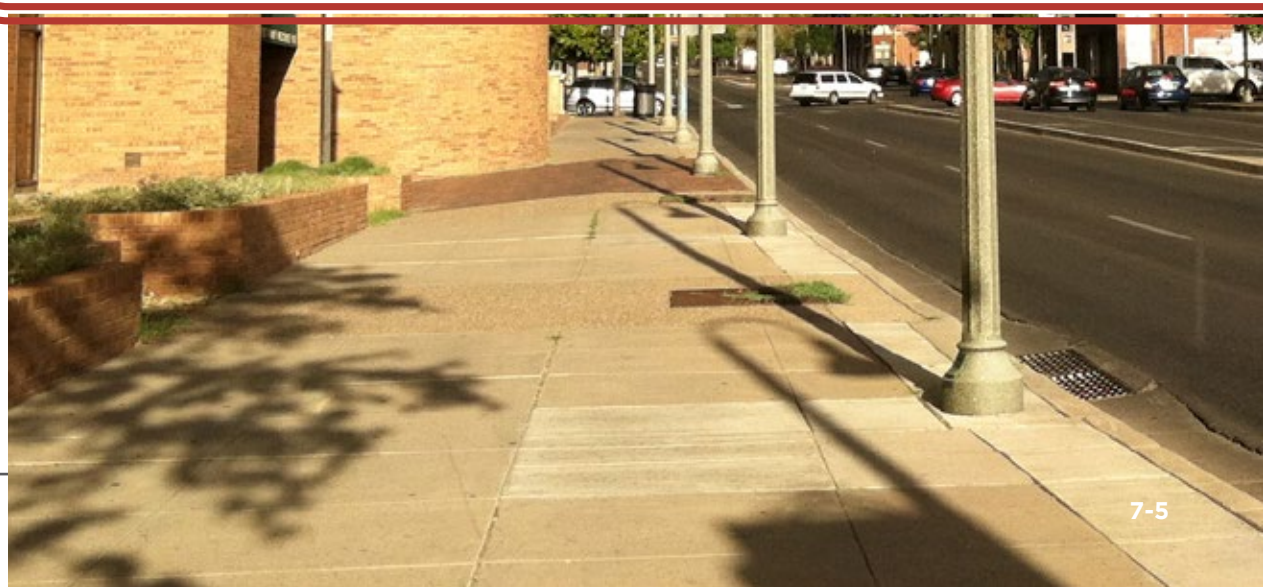
To achieve our vision the City and County need to address key **challenges** and **strategies** summarized in this chapter:

CHALLENGES

- Compatibility of new development with existing neighborhoods.
- Dominance of auto-oriented urban design.
- Expanding the market for redevelopment.
- Excessive and/or disproportionate parking standards.
- Barriers to incorporating sustainable practices, such as green and low-impact development approaches.

STRATEGIES

- Implementing walkable urban design in Centers and Corridors.
- Exploring new parking approaches.
- Incentivizing low-impact development and green infrastructure.
- Improving connectivity standards for pedestrians, bicyclists, and transit users.
- Prioritizing pedestrian-friendly design in Centers, along Transit, and Multi-Modal Corridors.
- Providing opportunities for streets to serve as public places through the development of gathering spaces.



development contexts (see **Table 7-1**). To increase walkability within each development context, the City and County should focus on different aspects of the built environment and different levels of connectivity and access for various travel modes.

Policies to increase walkability in Albuquerque are intended to enhance the built environment, improve safety for pedestrians, and better coordinate land use and transportation for a spectrum of development types, from auto-oriented to pedestrian-oriented. The considerations summarized in **Table 7-2**, below, have been used to create more detailed matrices that guide development form and street design in each Center and Corridor (see **Table 7-3** and **Table 7-4** in the Goals, Policies & Actions section of this chapter).

Providing development standards for each development context encourages consistency in the quality of urban design throughout the city and county.

CENTER & CORRIDOR DESIGNATIONS		DEVELOPMENT CONTEXT		
		RURAL	SUBURBAN	URBAN
Centers	Village	X	X	
	Activity		X	X
	Employment		X	
	Urban			X
	Downtown			X
Corridors	Commuter	X	X	
	Multi-Modal		X	
	Major Transit		X	X
	Main Street	X		X
	Premium Transit			X

Table 7-1: Development Context for Centers and Corridors

DEVELOPMENT CONTEXT	DEVELOPMENT PATTERN & WALKABILITY CONSIDERATIONS
Rural	• Development pattern tends to be more auto-oriented, although access to trails and transit is important. • Walkable within Village Centers, where land use is more intense than surrounding rural areas. • Can be more or less intense than suburban areas.
Suburban	• Development pattern tends to be more linear with strip commercial development along major streets. • Walkable within development projects. • High priority on connectivity for the primary ways people might access services and amenities – walking from neighborhoods nearby, biking via the bike network, transit stops via transit network, and parking areas via the auto network.
Urban	• Development pattern tends to be more of a grid, with slower traffic and more choices for cars to disperse. • Walkable within Centers, between, and among development projects. • Excellent connectivity for pedestrians and cyclists.

Table 7-2: Development Patterns and Walkability

7.1.2.2 AUTO-ORIENTED DESIGN

Auto-oriented development provides convenient shopping and services at a larger regional scale. Large retail facilities combined with smaller pad sites often accommodate a mix of services for those arriving by car and by transit.

Since the 1940s the Albuquerque region, like many other regions in the county, has developed largely to serve the needs of private automobile travel. Prioritizing auto travel has come at the cost of investing in pedestrian and transit infrastructure.

A key goal of this Comp Plan is to provide a better balance of investment to ensure a highly connected network of streets that serve the automobile, as well as networks that work well for pedestrians, for transit users, and for cyclists. The Priority Street Element Matrix (see **Table 7-5**) shows the relative importance of auto and freight movement in auto-oriented Centers and Corridors.

At the same time, our region needs to do better to accommodate pedestrians safely everywhere. In auto-oriented areas, there may be fewer amenities aimed specifically at pedestrians. Parking areas may be larger; entrances may be more accessible from parking lots than from the street. But connections for pedestrians throughout shopping centers, and pedestrian connections into and out of these shopping areas should be improved. Increased pedestrian amenities and connectivity within development sites, to transit stops, and to nearby neighborhoods can enhance safety and access to auto-oriented businesses.

7.1.2.3 PEDESTRIAN-ORIENTED DESIGN

Walkable, accessible districts that depend on walk-in traffic, such as main streets, downtowns, and entertainment districts, rely on advertising goods and services to passing pedestrians. Downtown and Nob Hill are examples of walkable districts in which people may arrive by car, park, and visit multiple shops. Sometimes they walk, bike, or take transit from surrounding neighborhoods. Areas with good pedestrian connectivity and pedestrian-oriented development are also designed to serve cyclists well (see the **Transportation chapter** for discussion of modal priority networks).

Successful pedestrian-oriented districts typically have a high density of shops and restaurants that are often smaller than their auto-oriented counterparts. Businesses in these districts benefit from the high degree of pedestrian activity and vitality. The more



Image credit: City of Albuquerque



Wide sidewalks and barriers make pedestrians feel safer while walking near traffic.

attractive an area is to pedestrians, the better it fares, and the city and county both benefit from the investment in a high-quality, walkable environment.

Pedestrian Realm

One often underdeveloped element of the streetscape is the pedestrian realm – the area between the curb and the property line of the bordering parcel (see **Figure 7-1**). This area is intended for pedestrian travel and should provide a safe and welcoming environment. It is an important component of the overall street and includes elements that support not only pedestrians, but also access between adjacent land uses and the traveled way.

Typical elements within the pedestrian realm include the landscape/buffer zone, the clear sidewalk width, and the building frontage zone. Street furniture, café seating, utilities, and trees are often included in the landscape/buffer zone, but they are also seen in the building frontage zone. The ITE *Walkable Urban Thoroughfares Guide* and the MRCOG *Long Range Transportation System Guide* provide more detail about the function of these zones.

Along many existing corridors, emphasis should be given to providing a wider landscape/buffer zone adjacent to the curb to provide more separation from traffic for pedestrians. This zone is critical to maintaining a clear sidewalk area by providing an allocated space for utilities, lighting, signs, parking meters, transit shelters, and drainage. It also provides space for elements that help define the character of the road: street trees, planting areas, pedestrian-scale lighting, and gathering spaces.

Creating a high-quality pedestrian realm also improves the region's Americans with Disabilities Act (ADA) compliance; setting the sidewalk away from the curb can separate the sidewalk from driveway ramps and provide additional space for pedestrian curb ramps at intersections. Sidewalks should be designed to reduce conflicts between automobiles and pedestrians, with adequate lighting and safety features for universal design, such as textured curb ramps and audible crosswalk signals.

The landscape/buffer zone helps provide a barrier between moving vehicles and pedestrians, making walking more comfortable and inviting. Other measures to increase pedestrian safety and comfort include infrequent driveways/curb cuts, pedestrian-scale lighting, slower motor vehicle speeds, smaller turn radii or sidewalk

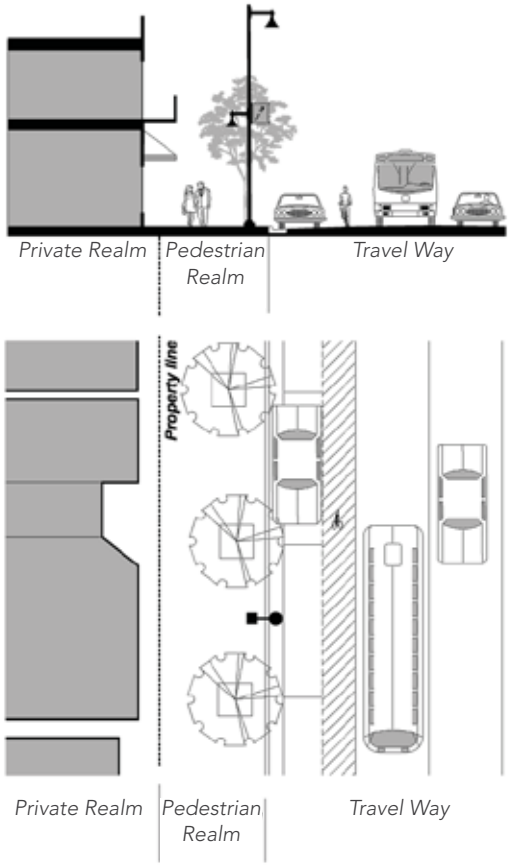


Figure 7-1: Example Street Cross-Section

Source: HDR Great Streets Plan

bulb-outs, and pedestrian refuges or other accommodations at mid-block crossings and unsignalized intersections.

The Priority Street Element Matrix (see **Table 7-5**) shows the relative importance of pedestrian and transit connectivity in auto-oriented versus pedestrian-oriented Centers and Corridors, as reflected by more higher priority within the pedestrian realm.

Sidewalks

Sidewalk design is a key factor in creating an active pedestrian experience. Narrow sidewalks next to high-speed streets feel unsafe to pedestrians. Parking in these areas should be located along streets, in parking structures, or in centrally located parking lots. In walkable districts, buildings should face and be sited close to the street, rather than located behind large front parking lots.

Scale

An important component of any vital street is its scale, as related to the pedestrian. Some commercial streets "feel" more comfortable to the pedestrian because the building location, heights, and the "street wall" create a sense of enclosure that feels more like an outdoor room than a linear strip development along a major arterial.

Many studies have been conducted to try to determine the appropriate proportions of building height to street width that creates this optimum sense of place, and generally suggest that building heights should be one-third to one-half of the width of the street (see Figure 7-2). Increased building heights and locating new buildings close to the street edge are two ways to improve the pedestrian experience in areas where street-level activity is desired.



Businesses and residents can activate the pedestrian realm through outdoor dining, parquitos, and art.

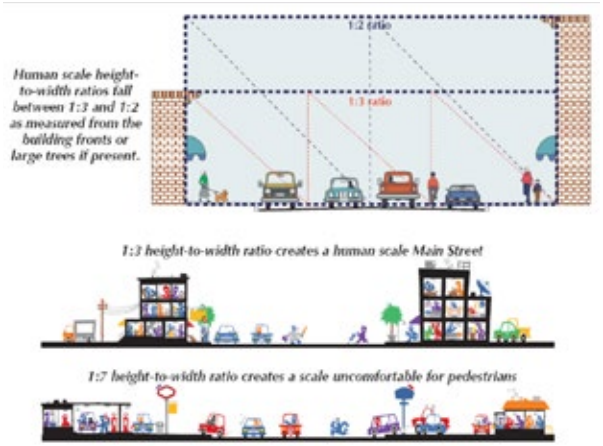


Figure 7-2: Height-to-Width Ratios for Streets

Source: The National Main Street Center

7.1.2.4 PARKING

Why Parking Standards Matter

Because auto-oriented development attracts consumers through convenient automobile access and parking availability, parking lots are designed to accommodate more than enough parking spaces for the peak hours of the highest shopping days of the year, such as the day after Thanksgiving. For the rest of the year, this means that half of the spaces are empty most of the time.

Large surface parking lots separate buildings and increase walking distances. People are much less likely to walk when it is inconvenient or feels unsafe.

Having substantial separations between buildings also works against the formation of a business district. Businesses seeking to relocate do not view separated or spread-out commercial areas as a destination district where people will arrive and visit multiple businesses. They see these areas instead as a collection of unrelated businesses. There is less of a draw for businesses and customers to come to an area, and the area itself will not be seen as a destination.

High parking requirements increase development costs by forcing developers to either find a larger site for a proposed building (increasing land costs) or dedicate more space to parking (lowering potential revenue). Parking requirements are especially onerous for potential redevelopment projects because land costs are often higher in areas best suited for walkable districts.

Supporting & Encouraging Pedestrian-friendly Businesses

Centers are intended to be more walkable than other areas and should have low or no minimum parking requirements. Lower requirements do not necessarily mean less parking will be built, but they provide developers the flexibility to balance the needs of automobile users with the financial constraints of development and the desire for walkable districts.

The amount of surface parking required for a retail store may seem like a minor issue at



Image credit: City of Albuquerque

Pedestrian-oriented development activates the pedestrian realm through wider sidewalks, patio dining, and street trees, and requires less parking because it allows visitors to park once and walk or to arrive via transit or bicycle.

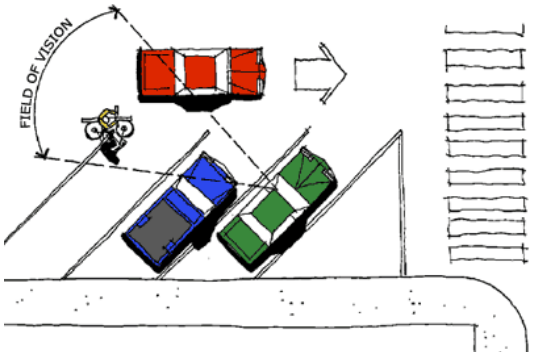


Figure 7-3: Reverse-Angle Parking

Source: Volcano Heights SDP

the neighborhood scale, but over time and across the city, the amount of land consumed by surface parking lots can be enormous. Reducing required off-street parking, and shifting to public or shared parking is an important strategy for enhancing walkability. In pedestrian-oriented areas, offering a "teaser row" of parking (such as the parking court in front of the Nob Hill Shopping Center) often helps drivers feel they are welcome while still limiting the amount of parking in front or on the side of a shopping center. Shared on-street parking, including reverse-angle parking (see **Figure 7-3**), is one way to address parking needs, while also providing a buffer between pedestrians and cars.

7.1.2.5 LANDSCAPE DESIGN

Trees and landscape design play a critical role in enhancing streets. From lowering the urban heat island effect, to improving air quality, to increasing real estate values and providing critical shade, which makes the experience of walking down a sidewalk more comfortable, the benefits of trees are innumerable.

The City and County should have specific standards for street trees within Centers to improve the pedestrian environment. Requirements should be consistent with the area's development context. In Downtown, Urban Centers, and Main Streets, street trees and vegetation along sidewalks and in public plazas are most important. In this context, care must be taken to avoid conflict with overhead electrical lines, which often share the same space. In suburban contexts, trees and vegetation should be incorporated in landscaped buffers and on private property.

In order to have a highly successful pedestrian realm, trees must be given a high priority to compete with other necessary elements within the pedestrian travel way, such as fire hydrants, litter cans, utility lines, manholes, and directional devices. Street trees must be an urban requirement and not be minimized as a decorative afterthought.

Most street trees will need maintenance, including pruning, watering, and pest control,





Image credit: City of Albuquerque

Street trees and landscape elements provide shade and buffer pedestrians from nearby traffic, while contributing to a more pleasing urban environment for residents and visitors.

throughout their life. The need for frequent maintenance can be minimized by choosing native or climate-appropriate tree species.

Maintaining existing trees and carefully planning new plantings will have a tremendous positive influence on the community's future. Street tree planting is not currently coordinated, and ongoing maintenance is often not performed. Many municipalities prepare master plans for tree planting and maintenance, from one of the first for Washington, D.C. to New York City, Philadelphia, PA, Vancouver, B.C., Savannah, GA, and New Orleans, LA. Coordinating species for key streets can help to build distinct identities and sense of place.

While abutting property owners are currently responsible for providing and caring for street trees, many feel the local jurisdiction should shoulder the main burden for maintenance over time. Given the significance of the visual impact and functional benefits of street trees, the City should prioritize updates to standards for street tree planting.

7.1.2.6 SAFETY

Urban design can have a broad impact on safety and perceived security of the community. Design techniques can be implemented to improve visibility, control access, and support activity in an area, all of which helps to deter criminal activity and make people feel more safe and comfortable. These approaches are often referred to as Crime Prevention through Environmental Design (CPTED). CPTED involves five principles, which are most successful when employed together, as they are mutually supportive:

- Natural Surveillance – adequate lighting and careful design of landscape elements or walls to minimize opportunities for concealment can help deter criminal activity and increase awareness of surroundings.
- Territoriality – clear delineation of public and private spaces can help people better understand how to use a space and where it is appropriate to be. The sense of ownership that comes with territoriality helps remove the sense that illegal acts can be committed without consequence.
- Access Control – installing doors or fences clearly marks public entrances while restricting access to private areas.
- Activity Support – activity that brings people to an area during most of the day elevates the community value of the area, while also deterring would-be offenders who depend on anonymity and solitude.
- Management and Maintenance – well-maintained properties encourage activity and create the perception that there is someone keeping an eye on things. Proper maintenance is also important for the success of the other four principles, which depend on upkeep of design and landscape elements.

Many of the techniques that promote walkable areas complement CPTED principles. Wide, protected sidewalks that make pedestrians feel safe from fast-moving traffic encourage pedestrian activity and create opportunities for natural surveillance. Buildings that are close to the sidewalk and well-lit alleys and parking lots reduce opportunities for concealment and make people feel more comfortable walking through the area.

CPTED principles should be employed in collaboration with other public safety efforts. See the **Infrastructure, Community Facilities & Services chapter** for additional discussion of public safety services.

7.2 Goals, Policies & Actions

for Urban Design

Goal 7.1 Streetscapes & Development Form

Design streetscapes and development form to create a range of environments and experiences for residents and visitors.

Goal 7.2 Pedestrian-Accessible Design

Increase walkability in all environments, promote pedestrian-oriented development in urban contexts, and increase pedestrian safety in auto-oriented contexts.

Goal 7.3 Sense of Place

Reinforce sense of place through context-sensitive design of development and streetscapes.

Goal 7.4 Context-Sensitive Parking

Design parking facilities to match the development context and complement the surrounding built environment.

Goal 7.5 Context-Sensitive Site Design

Design sites, buildings, and landscape elements to respond to the high desert environment.

Goal 7.6 Context-Sensitive Infrastructure

Match infrastructure design to intended densities and development patterns to minimize lifecycle costs and conserve natural resources.

Policies are organized to support each Goal. Many Policies have supporting Sub-polices, cross-references to other relevant policies, and implementing Actions to more clearly guide decision-making.

[ABC] indicates a policy or action for both the City and County
[BC] indicates a policy or action for Bernalillo County
[A] indicates a policy or action for the City of Albuquerque

Goal 7.1 Streetscapes & Development Form

Design streetscapes and development form to create a range of environments and experiences for residents and visitors.

POLICY 7.1.1

Design Elements: Prioritize design elements for transit-supportive design along Premium Transit Corridors, walkability within Centers, and a balance of land use and transportation considerations along other Corridors. [ABC]

a) Where Centers and Corridors overlap, follow policies according to the following hierarchy:

   i. Premium Transit Corridors
   ii. Downtown / Urban Centers
   iii. Main Streets
   iv. Employment / Activity / Village Centers
   v. Major Transit / Multi-Modal / Commuter Corridors

b) Follow policies in **Land Use Goals 5.5 and 5.6** for County and City Development Areas for development along corridors not designated in the Comp Plan.

c) Follow MRMPO's *Long Range Transportation System Guide* for street design projects on corridors not designated in the Comp Plan: http://www.mrcog-nm.gov/transportation/metro-planning/long-range-mtp.

d) See **Transportation Goal 6.1** for street projects along designated Corridors.

POLICY 7.1.2

Development Form: Prioritize elements of development form for each Center and Corridor. [ABC]

a) Follow the Development Form Matrix in **Table 7-3** for development in Centers.

b) Follow the Development Form Matrix in **Table 7-4** for development within 660 feet of Premium Transit Corridors and elsewhere along Corridors outside of Centers.

ACTION

7.1.2.1 Update development standards to reflect development form priorities in Centers and at transit stations and major transit stops. [A]

POLICY 7.1.3

Priority Street Elements: Design cross sections according to priorities for street elements within each Corridor, including where the Corridor passes through Centers, especially where right-of-way or budgets may be constrained. [ABC]

a) Follow the priority elements for the Travel Way in **Table 7-5** based on the Corridor type and location.

b) Follow the priority elements for the Pedestrian Realm in **Table 7-5** based the Corridor type and location.

c) See **Transportation Goal 6.1** for policies about each Corridor.

d) See **Infrastructure, Community Facilities & Services Goal 12.1** for policies related to infrastructure in the right-of-way.

ACTIONS

7.1.3.1 Ensure appropriate development standards to reflect and implement the priority elements for development form in Centers and Corridors. [ABC]

7.1.3.2 Ensure appropriate technical standards to reflect and implement the priority elements for street design. [ABC]

7.1.3.3 Develop operating rules and methodology for prioritizing appropriate street elements when right of way is insufficient or topography or other constraints make it impossible or infeasible to accommodate all priorities. [ABC]

	CENTERS				
	DOWNTOWN	URBAN	EMPLOYMENT	ACTIVITY	VILLAGE
Block Lengths	Shortest	Short	Flexible	Short	Moderate
Connectivity/Access (ped/bike)	Highest	High	Standard	Medium	Medium
Pedestrian Circulation, Connections to Transit Stations/Stops and Across the Street	Maximize Pedestrian Connections	Maximize Pedestrian Connections	Some Pedestrian Connections	Frequent Pedestrian Connections	Maximize Pedestrian Connections
Building Access from Street	Major Entrance	Direct Entrance	Flexible	Visible Entrance	Flexible
Building Setback	Minimal	Minimal	Flexible	Flexible	Flexible
Parking Location and Access	Structure/Side/Rear	Side/Rear/Structure	Flexible	Side/Rear/ Teaser Row	Side/Rear
Incentives for Parking Reductions	No Parking Required/ Shared Parking	High Priority	Some Incentives for Ridesharing, Carpooling, Travel Demand Management	Low Priority/ Encourage Shared Structure	Moderate/Encourage Shared Parking
Priority for Multi-Modal Incentives	High	High	High for Travel Demand Management	Low	Moderate
Priority for Employment Incentives	Highest	High	High	Moderate	Moderate
Land Use Priority	Employment & Housing	Balanced	Employment	Commercial	Commercial

Table 7-3: Development Form Matrix - Centers

Note: The policies above are shown on a scale that is relative among the Center types. These policies are meant to guide the development of City and County regulations and technical standards, as well as design standards for properties with site plan controlled zoning.

	CORRIDORS					
	PREMIUM TRANSIT (STATION AREAS)	MAIN STREET	MAJOR TRANSIT	MULTI-MODAL	COMMUTER	OTHER ARTERIAL
Block Lengths	Short	Short	Short	Moderate	Flexible	Flexible
Connectivity/Access (ped/bike)	Highest	Medium-High	Medium-High	Medium	Standard	Standard
Pedestrian Circulation, Connections to Transit Stations/Stops and Across the Street	Maximize Pedestrian Connections	Maximize Pedestrian Connections	Maximize Pedestrian Connections	Frequent Pedestrian Connections	Some Pedestrian Connections	Some Pedestrian Connections
Building Access from Street	Major Entrance	Major Entrance	Direct Entrance	Visible Entrance	Flexible	Flexible
Building Setback	Minimal	Minimal	Minimal	Flexible	Large	Moderate
Parking Location and Access	Structure/Side/ Rear	Side/Rear/ Courtyard Style	Side/Rear/ Teaser Row	Flexible	Front loading/ Business Access Road	Front Loading/ Flexible
Incentives for Parking Reductions	No parking Required (Unless Park and Ride Component)	Low Priority/ Encourage Shared Structure	Various Incentives	Some Incentives	Some Incentives for Ridesharing/ Carpooling	Some Incentives for Ridesharing/ Carpooling
Priority for Multi-Modal Incentives	Highest	Low	High	High	Low	Low
Priority for Employment Incentives	High	Moderate	High	Moderate	Low	Low
Land Use Priority	Balanced	Balanced	Balanced	Commercial	Commercial	Commercial

Table 7-4: Development Form Matrix - Corridors

Note: The policies above are shown on a scale that is relative among the Corridor types. These policies are meant to guide the development of City and County regulations and technical standards, as well as design standards for properties with site plan controlled zoning.

	ELEMENTS TO CONSIDER WHEN ALLOCATING RIGHT-OF-WAY	CORRIDOR & CENTER TYPES								
		PREMIUM TRANSIT		MAIN STREET	MAJOR TRANSIT					
		Station*	Other	"Linear Center"	Down-town	Urban Center	Activity Center	Employ-ment Center	Village Center	Other
STREET DESIGN ELEMENTS	**Travel Way Realm**									
	Number and Width of Travel Lanes (single-occupancy vehicle capacity)	L	M	L	L	M	M	M	M	M
	Dedicated Transit Lanes/Guideways	H	H	L/H†	M	M	M	M	L	M
	Transit Signal Priority/Queue Jump	H	H	L/H†	H	H	M	M	M	H
	Freight‡ (wider lanes, large turning radii)	L	M	L	L	L	M	H	M	M
	Bicycle Facilities**	L	L	M	L	M	M	L	M	L
	Medians (divide high-speed traffic, provide pedestrian refuge)	L	L	L	L	M	H	M	M	M
	Single-Occupancy Vehicle Intersection Design (turning lanes)	L	M	L	L	L	M	H	M	M
	Multi-Modal Intersection Design (reduce crossing distance, provide refuges)	H	M	H	H	H	H	M	H	M
	Pedestrian Realm									
	Wide Sidewalks (i.e., wider than minimum 6' clear width)	H	M	H	H	H	M	M	M	M
	Transit Stop/Station Features	H	H	H	H	H	H	M	M	H
	Landscape/Buffer Zone (furnishings, street trees, seating, utilities††)	H	M	H	H	H	M	L	H	M
	On-Street Parking	M	L	H	H	M	M	L	M	L

H = High Priority Element‡‡ / M = Medium Priority Element‡‡ / L = Low Priority Element‡‡

Table 7-5: Priority Street Element Matrix (continued next page)

All notes corresponding to * in the table can be found on the next page.

	ELEMENTS TO CONSIDER WHEN ALLOCATING RIGHT-OF-WAY	CORRIDOR & CENTER TYPES											
		MULTI-MODAL						COMMUTER					
		Down-town	Urban Center	Activity Center	Employ-ment Center	Village Center	Other	Down-town	Urban Center	Activity Center	Employ-ment Center	Village Center	Other
STREET DESIGN ELEMENTS	**Travel Way Realm**												
	Number and Width of Travel Lanes (single-occupancy vehicle capacity)	M	M	M	H	L	H	M	M	M	H	M	H
	Dedicated Transit Lanes/Guideways	L	L	L	L	L	L	L	L	L	L	L	L
	Transit Signal Priority/Queue Jump	M	L	L	L	L	M	L	L	L	L	L	L
	Freight‡ (wider lanes, large turning radii)	L	L	L	H	M	M	M	M	M	H	M	M
	Bicycle Facilities**	M	H	H	L	M	M	L/H**	L	L	L	M	H
	Medians (divide high-speed traffic, provide pedestrian refuge)	M	H	H	M	M	M	M	M	H	M	H	H
	Single-Occupancy Vehicle Intersection Design (turning lanes)	L	M	M	H	M	M	M	M	M	H	M	H
	Multi-Modal Intersection Design (reduce crossing distance, provide refuges)	H	H	H	M	H	M	H	M	M	M	M	M
	Pedestrian Realm												
	Wide Sidewalks (i.e., wider than minimum 6' clear width)	H	H	M	M	H	M	M	M	M	L	M	L
	Transit Stop/Station Features	M	M	M	L	H	L	H	M	M	L	M	L
	Landscape/Buffer Zone (furnishings, street trees, seating, utilities††)	H	M	M	M	M	M	M	M	M	M	H	H
	On-Street Parking	M	L	L	L	M	L	L	L	L	L	L	L

H = High Priority Element‡‡ / M = Medium Priority Element‡‡ / L = Low Priority Element‡‡

* Within 1/8 mile of station or Transit Center, as measured from the edge of the Transit Station or the closest property line for a Transit Center.
† These elements are a high priority where Main Street Corridors are also designated as Premium Transit Corridors.
‡ See MRCOG Priority Freight Network.
** For type, see the Long Range Transportation System Guide, City Bikeways & Trails Facility Plan, and County Pedestrian & Bicycle Safety Action Plan. High priority where designated for multi-use trails and/or protected bike facilities, or provided on parallel facilities within close proximity to the corridor.
†† Utility easement may occur on private property, between building and sidewalk, behind the building in an alley, or in the landscape/buffer zone of the Pedestrian Realm.
‡‡ High, Medium, and Low priorities are relative among elements in the Travel Way and Pedestrian Realm for each Corridor and within each Center.

Goal 7.2 Pedestrian-Accessible Design

Increase walkability in all environments, promote pedestrian-oriented development in urban contexts, and increase pedestrian safety in auto-oriented contexts.

POLICY 7.2.1

Walkability: Ensure convenient and comfortable pedestrian travel. [ABC]

a) Improve the pedestrian environment through coordinated design of subdivisions, streets, development sites, and buildings.

b) Improve pedestrian safety and comfort by providing wider sidewalks, street trees and landscape buffers, lighting, on-street parking, street furniture, and waiting areas and median refuges at large or busy intersections.

c) Ensure the location and design of sidewalks reflects the existing or planned character and intensity of surrounding land uses.

d) Enhance existing streets and trails as linear paths connecting destinations throughout the region.

e) Promote trees and landscape elements in the public right-of-way, along trails, and within private development to ensure a high-quality, pleasant, and healthy built environment.

f) Discourage gated and/or walled communities and cul-de-sacs.

g) Design subdivisions to ensure that all residences are no more than ¼ mile from an opening or access point to the major street network so that pedestrians and bicyclists can reach other destinations and/or transit service.

h) Discourage platting that creates 'wall canyons' along public streets.

i) Design and place incidental structures such as signs, guywires, poles, fire hydrants, street furniture, and overhead utility wires to minimize visual intrusion and mobility impediment to pedestrians, while still meeting the standards and requirements of the utility or infrastructure.

j) Emphasize pedestrian connections between buildings on a site and to adjacent uses.

k) See **Land Use Policy 5.2.1** for land use patterns that support walkability.

l) See **Transportation Policies 6.2.3 and 6.2.4** for pedestrian connections.

m) See **Transportation Policy 6.3.1** and **Infrastructure, Community Facilities & Services Policy 12.4.2** for ADA considerations.

ACTIONS

7.2.1.1 Develop sidewalk and street design standards that improve pedestrian comfort and safety while maintaining neighborhood character in historic and rural neighborhoods. [ABC]

7.2.1.2 Identify and prioritize trailhead improvements, trail amenities, and landscaping or trees along existing or proposed trails. [ABC]

7.2.1.3 Align subdivision regulations and site development standards to create high-quality pedestrian environments and development patterns. [ABC]

POLICY 7.2.2

Walkable Places: Promote high-quality pedestrian-oriented neighborhoods and districts as the essential building blocks of a sustainable region. [ABC]

a) Design streetscapes to incorporate street trees, landscape elements, and enhanced sidewalks to support vibrant pedestrian environments. [ABC]

b) Encourage building and site design that activates the pedestrian environment through building frontage, entrances, parking areas, and gathering spaces. [A]

c) Support pedestrian activity along streets, including sidewalk dining, parquitos/ parklets, and open streets events. [A]

d) See **Policy 7.1.3** above for priorities in the pedestrian realm in Centers and along Corridors to improve walkability.

Goal 7.3 Sense of Place

Reinforce sense of place through context-sensitive design of development and streetscapes.

POLICY 7.3.1

Natural and Cultural Features: Preserve, enhance, and leverage natural features and views of cultural landscapes. [ABC]

a) Minimize alteration of existing vegetation and topography in subdivision and site design.

b) Provide appropriate transitions to Open Space.

c) See **Policy 7.5.1** below for landscape design.

d) See **Land Use Policy 5.3.4** for conservation development.

e) See **Parks & Open Space Goal 10.3** for policies to protect natural features.

f) See **Heritage Conservation Goal 11.3** for policies about cultural landscapes and development adjacent to natural features.

g) See **Resilience & Sustainability Goal 13.4** for policies to protect natural resources.

POLICY 7.3.2

Community Character: Encourage design strategies that recognize and embrace the character differences that give communities their distinct identities and make them safe and attractive places. [ABC]

a) Design development to reflect the character of the surrounding area and protect and enhance views. [ABC]

b) Encourage development and site design that incorporates CPTED principles. [ABC]

c) Reinforce identity through distinctive streetscape elements such as interpretive and gateway signage, wayfinding elements, lighting, and banners. [ABC]

d) Develop streetscape standards for rural development contexts that preserve historic character, including gravel roads, drainage swales, and no curbs. [ABC]

e) Encourage high-quality development that capitalizes on predominant architectural styles, building materials, and landscape elements. [A]

f) See Goal 7.2 above for design approaches to create walkable communities.

g) See **Goal 7.6** below for context-sensitive infrastructure.

h) See **Community Identity Goal 4.3** for character-defining elements of each CPA.

i) See **Land Use Goal 5.2** for policies about Complete Communities.

j) See **Heritage Conservation Goal 11.3** for cultural landscapes and view protection.

k) See **Infrastructure, Community Facilities & Services Policy 12.3.4** for public safety.

ACTIONS

7.3.2.1 Develop design standards for lighting, utility enclosures compatible with safety codes, walls, and landscape design that create a high-quality built environment with lasting character that draws on regional styles and traditions. [A]

7.3.2.2 Create development guidelines to enhance positive aspects of community character, including distinctive architecture and landscape design. [A]

7.3.2.3 Establish regulatory protections for single-family residential neighborhoods and historic areas to ensure compatible new development. [A]

7.3.2.4 Develop incentives or development bonuses to encourage developers to design, develop, and maintain attractive streetscapes. [A]

POLICY 7.3.3

Placemaking: Encourage efforts to establish and strengthen district identity within Centers, business districts, and neighborhoods. [ABC]

a) Identify, celebrate, and leverage special places.

b) Distinguish district gateways and entrances with signage, lighting, monuments, etc.

c) Develop distinctive signage, banners, and logos to use on businesses, in parks, near gateways and entrances, and on plazas.

d) Prioritize capital projects to address key issues and leverage key assets.

e) Encourage site design that includes gathering spaces for festivals, markets, and events.

f) See **Community Identity Goal 4.1** for policies to preserve and enhance neighborhood identity.

g) See **Economic Development Goal 8.1** for additional policies on placemaking.

g) See **Heritage Conservation Goal 11.5** for policies on cultural events, public art, and programming civic spaces.

ACTION

7.3.3.1 Encourage Business Improvement Districts and member organizations to design, install, and maintain street furniture, bike racks or corrals, parquitos/parklets, and pedestrian amenities such as benches and trash receptacles. [ABC]

POLICY 7.3.4

Infill: Promote infill that enhances the built environment or blends in style and building materials with surrounding structures and the streetscape of the block in which it is located. [ABC]

a) For Activity and Village Centers, ensure that infill and redevelopment is compatible with the character of the surrounding context and similar in height, mass, and volume to adjacent development. [ABC]

b) Promote buildings and massing of commercial and office uses adjacent to single-family neighborhoods that is neighborhood-scale, well-designed, appropriately located, and consistent with

the existing development context and neighborhood character. [A]

c) See **Community Identity Goal 4.1** for policies to preserve and enhance neighborhood identity.

d) See **Land Use Goals 5.5 and 5.6** for Development Area policies.

e) See **Land Use Policies 5.1.2 and 5.3.1** for policies related to infill development.

POLICY 7.3.5

Development Quality: Encourage innovative and high quality design in all development. [ABC]

a) See Community Identity Goal 4.1 for character protections in neighborhoods.

b) See **Economic Development Policy 8.2.3** for supporting innovative and sustainable business.

c) See **Housing Policy 9.2.2** for innovative and high quality housing.

Goal 7.4 Context-Sensitive Parking

Design parking facilities to match the development context and complement the surrounding built environment.

POLICY 7.4.1

Parking Strategies: Provide parking options, optimize parking efficiencies, and plan for parking as essential infrastructure. [A]

a) Support 'park once and walk' opportunities.

b) Encourage shared parking.

c) Minimize overflow parking in residential areas, particularly in areas near Centers, institutions, and Open Space.

ACTIONS

7.4.1.1 Use residential permits or zone parking permits to prevent the intrusion of outside parking within neighborhoods. [A]

7.4.1.2 Support Parking Improvement Districts in pedestrian-oriented Centers and Corridors to encourage shared parking opportunities and high-quality streetscapes with pedestrian amenities. [A]

POLICY 7.4.2

Parking Requirements: Establish off-street parking requirements based on development context. [ABC]

a) Discourage oversized parking facilities.

b) In urban development contexts and within walking distance of high-capacity or high-frequency transit stops or stations, lower parking requirements as follows:

i. Lower parking requirements for development within 330' of a shared parking structure.
ii. Lower parking requirements for development adjacent to high-frequency transit or within 1/4-mile of a high-capacity transit station or transit center.
iii. Credit on-street parking toward parking requirements, except where residential parking permits are used.
iv. Allow parking requirements to be met through "in-lieu" fees earmarked for a future shared parking facility, such as a shared lot, structure, or reverse-angle parking improvements.

c) In Suburban and Rural development contexts, provide adequate parking to serve land uses on a daily basis and ensure design that accommodates pedestrians and activates edges.

ACTIONS

7.4.2.1 Develop a system of parking credits, "in-lieu of" programs, and parking improvement districts. [A]

7.4.2.2 Update parking design standards based on best practices. [A]

POLICY 7.4.3

Off-street Parking Design: Encourage well-designed, efficient, safe, and attractive parking facilities. [ABC]

a) Locate off-street parking to respond appropriately for each Center and Corridor per **Tables 7-3 and 7-4**. [ABC]

b) Incorporate trees, vegetation, and pervious surfaces in parking areas to mitigate environmental impacts, minimize heat and glare, and improve aesthetics. [ABC]

c) Ensure safe pedestrian pathways in parking areas that connect to building entrances, adjacent roadways, and adjacent sites. [ABC]

d) Break up large parking lots into smaller parking fields with planting areas. [ABC]

e) Discourage parking abutting the travel way to allow more active uses near the public right-of-way. [ABC]

f) Provide visual interest or screening on parking structure façades and additional visual enhancements such as landscape elements and/or public art at ground level. [A]

g) Encourage street-front parking structures to provide additional activity at street level, such as liner buildings or public spaces. [A]

POLICY 7.4.4

On-street Parking: Support on-street parking in urban and pedestrian-oriented development contexts to serve adjacent uses, reduce the need for off-street parking, slow auto traffic speeds, and buffer the pedestrian realm. [ABC]

a) Ensure that on-street parking preserves the clear sight triangle, traffic flow, and safe pedestrian crossings. [ABC]

b) Encourage reverse-angle parking as the preferred parking arrangement where permitted by available right-of-way, as it provides the best sightlines for drivers to see cyclists and other vehicles. [A]

Goal 7.5 Context-Sensitive Site Design

Design sites, buildings, and landscape elements to respond to the high desert environment.

POLICY 7.5.1

Landscape Design: Encourage landscape treatments that are consistent with the high desert climate to enhance our sense of place. [ABC]

a) Design landscape and site improvements to complement the individual site, the overall appearance of the corridor, and surrounding land uses.

b) Design landscapes and vegetation to be consistent with the microclimate of the site location as well as within the site.

c) Discourage planting of higher water use species outside of riparian microclimates, the Mid Rio Grande Conservancy District, or areas served by swales.

d) Incorporate xeric site design principles to establish an oasis area and transition areas, identify beneficial placement for plant species, and maximize shade in summer months.

e) See **Policy 7.3.1** above for protection of natural features that contribute to sense of place.

f) See **Community Identity Policy 4.1.3** for placemaking efforts to preserve and enhance neighborhoods.

g) See **Heritage Conservation Goal 11.3** for cultural landscapes.

h) See **Resilience & Sustainability Goal 13.2** for policies about water supply and quality.

i) See **Resilience & Sustainability Policy 13.5.2** for healthful development.

ACTIONS

7.5.1.1 Coordinate with implementing departments to establish appropriate plant lists, street tree palette, and maintenance programs for vegetation in the public right-of-way based on native and climate-appropriate species with adequate height, shade, hardiness, and water needs adjusted for different contexts (Centers, Corridors, other arterials, and neighborhoods). [ABC]

7.5.1.2 Develop requirements and technical standards that enhance the ability of street trees and vegetation to contribute to air purification, oxygen regeneration, ground water recharge, stormwater runoff retention, erosion and dust control, and mitigation of urban heat island effects while helping abate air pollution, dust, noise, heat, and glare. [ABC]

POLICY 7.5.2

Site Design: Incorporate local climate conditions into site design. [ABC]

a) Support the use of sustainable building materials. [ABC]

b) Design outdoor spaces to use landscape elements, shade, openings for winter sun, and non-glare materials advantageously to create inviting and comfortable places for people to gather in all seasons. [ABC]

c) Encourage climate-sensitive design of buildings, entrances, plazas, walkways, drainage, and sites to conserve and harvest rainwater, provide shade, and protect pedestrians from rain and wind. [A]

d) See **Resilience & Sustainability Policy 13.5.2** for healthful development.

Goal 7.6 Context-Sensitive Infrastructure

Match infrastructure design to intended densities and development patterns to minimize lifecycle costs and conserve natural resources.

POLICY 7.6.1

Stormwater Treatments: Match stormwater treatment techniques and practices to the density/ intensity of land use and development context. [ABC]

a) Support shared drainage management facilities and Low Impact Development (LID) techniques in urban development contexts.

b) Prioritize natural stormwater treatments and management facilities, such as bioswales, linear ponds, etc., in rural and suburban development contexts, particularly in the public right-of-way and parking areas to provide flood control and to improve stormwater quality.

c) See **Heritage Conservation Policies 11.1.3 and 11.3.2** for acequias and arroyos.

d) See **Infrastructure, Community Facilities & Services Policies 12.1.4 and 12.1.5** for drainage and ditches.

e) See **Resilience & Sustainability Goal 13.2** for policies about water quality and supply.

ACTIONS

7.6.1.1 Develop technical standards that follow best practices for stormwater design and management in each development context. [ABC]

7.6.1.2 Facilitate coordination with area agencies to develop standards for naturalistic design of drainage improvements, including use of earth tone colors, natural building materials, and vegetative slope coverings. [ABC]

7.6.1.3 Facilitate Coordination with area agencies to secure sufficient funds to implement and maintain naturalistic designs for arroyos and channels. [ABC]

POLICY 7.6.2

Transportation Infrastructure: Match infrastructure capacity, design, and maintenance to the development context, expected land use intensities of abutting development, and all travel modes. [ABC]

a) Design sites to coordinate auto access, circulation, and building placement to minimize harmful effects of traffic on single-family neighborhoods adjacent to major streets.

b) Employ street trees, barriers, buffering, and other landscape design methods to minimize the effect of traffic on adjacent uses.

c) See **Policy 7.3.1** above for streetscape design that contributes to sense of place.

d) See **Land Use Goal 5.1** for expected land uses in Centers and along Corridors.

e) See **Transportation Goal 6.2** for multi-modal systems.

f) See **Infrastructure, Community Facilities & Services Policy 12.1.4** related to stormwater runoff.

ACTION

7.6.2.1 Amend zoning ordinances to improve lot configuration requirements for sites adjacent to arterial streets to prevent conflicts between private driveways and arterial traffic. [ABC]

POLICY 7.6.3

Utility Infrastructure: Encourage design of visible infrastructure (surface and overhead) that respects the character of neighborhoods and communities and protects significant natural and cultural features. [ABC]

a) Work with ABCWUA to design facilities that blend into the natural landscape and include native or naturalized vegetation.

b) Minimize disturbance to environmentally sensitive areas, such as Major Public Open Space and cultural landscapes, and minimize visual impact of utilities with careful siting and design.

c) Select street tree species that are suitable in size to minimize interference with electric utilities in locations with overhead lines.

d) See **Community Identity Goal 4.3** for character-defining elements of each CPA.

e) See **Heritage Conservation Goal 11.3** for cultural landscapes and view protection.

f) See **Parks & Open Space Goal 10.3** for Open Space policies.

g) See **Infrastructure, Community Facilities & Services Goal 12.1** for policies about utility infrastructure.

ACTIONS

7.6.3.1 Prioritize projects to relocate overhead utilities underground in order to protect scenic views from the public-right-of-way on key corridors with view protection requirements. [ABC]

7.6.3.2 Examine the mechanisms available to fund underground installations consistent with the requirements of applicable rules of the electric utility on file with the New Mexico Public Regulation Commission (NMPRC) or successor agency if underground transmission or distribution lines are desired for a particular project or area. [ABC]

7.6.3.3 Coordinate with New Mexico Department of Transportation (NMDOT) to encourage the incorporation of attractive and appropriate bridge structures and landscape design for interstate highways and State-controlled corridors. [ABC]


CENTRAL
FREED
Company



PLAN ELEMENT

Chapter 8

ECONOMIC DEVELOPMENT

Image Credit: City of Albuquerque

8.1 Background & Analysis

8.1.1 Introduction

A local economy is based on the community's activities in collecting, producing, and distributing goods and services within and beyond it – regionally, nationally, and internationally. Economic development seeks to create prosperity and economic mobility for community residents by growing, retaining, and expanding a range of quality, resilient businesses that provide well-paying jobs.

Economic development distinguishes between businesses that contribute to the economic base – i.e., businesses that bring new dollars into the community by exporting goods or services outside the local economy – and local-serving businesses that circulate dollars within the community. Growing and strengthening the community's economic base helps support local-serving businesses that contribute to the vibrancy of neighborhoods. Generally, local governments cannot impact overarching economic trends, but they can influence the local distribution of businesses and residences through land use planning and regulation to provide advantages and efficiencies that contribute to the community's prosperity.

Our region enjoys many assets and opportunities that can be leveraged for renewed economic growth. The area's relatively affordable costs of living and doing business, moderate climate with minimal risks for business disruption, successful workforce development programs, transportation infrastructure, technology assets, and abundant outdoor recreational opportunities are strong attractions for newcomers and potential employers. To maximize long-term opportunities for prosperity, the County and City must plan ahead to accommodate the region's anticipated growth in a way that leverages and amplifies current and emerging economic trends.

Economic development is a key factor in the Comp Plan because a strong economy

Economic development is a key factor in the Comp Plan because a strong economy contributes to the quality of life for all residents and impacts the ability of local government to invest in needed improvements.

Applying the Guiding Principles

Each element of the Comp Plan uses guiding principles as the basis for its goals, policies, and actions. The six guiding principles and their definitions were developed from input received during the public involvement process, detailed in the Vision chapter.

Here, we apply the guiding principles to **economic development** goals, policies, and actions.

STRONG NEIGHBORHOODS

- Economic growth attracts investment to neighborhoods that desire revitalization.
- Complete communities provide employment opportunities near housing, with goods and services in walking distance.

MOBILITY

- Economic growth increases resources for transportation investment.
- Coordinated land use and transportation leverages public investments to provide efficient movement of goods and services.

ECONOMIC VITALITY

- Coordinating economic development with other planning leverages public resources.
- Public-private partnerships foster entrepreneurship and initiatives to incubate new businesses.

EQUITY

- Workforce training helps job-seekers develop skills that match market demand.
- Diversifying the economy broadens employment opportunities for low-income, underrepresented, senior, marginalized, and under-employed people and helps decrease income disparities.
- Public-private partnerships help create access to economic mobility for marginalized populations.

SUSTAINABILITY

- A diverse economy is less dependent on federal government funding cycles and less prone to boom-and-bust cycles.
- Encouraging clean and renewable energy industries contributes to local and global sustainability.
- Focusing development in Centers and Corridors promotes infill and preserves open space and agricultural land.
- Preserving the Open Space network and agricultural lands reinforces our unique identity and high quality of life, two factors that can attract talented workers and employers.
- Responsible ecotourism and outdoor recreation-based business capitalize on unique natural features and generate funding that can be used for maintaining and expanding public and agricultural lands.

COMMUNITY HEALTH

- Economic growth increases resources for public health and human services.
- Increased job opportunities contribute to the quality of life for all families and decrease the need for additional social services.

In the future…

The County and City will provide a range of employment opportunities with adequate wages to raise families and achieve a high quality of life.

Downtown will be a vibrant, regional hub for employment, services, and urban living.

Public-private partnerships will help cultivate new local businesses that leverage our local and cultural assets, as well as our existing industrial clusters.

We will capitalize on our well-educated talent pool to attract new businesses to this region.

Government jobs will be balanced with other employment opportunities to ensure a robust economy.

New, compatible businesses will locate near existing residential areas in Centers, along Corridors, and in Areas of Change – places where growth is expected and encouraged.

New and expanded housing options will develop near and in downtown, urban, and existing employment centers to provide 18-hour, walkable, vibrant districts that are attractive to workers and employers.



Image credit: City of Albuquerque

contributes to a high quality of life for all residents and increases local government's ability to invest in needed improvements. Other elements of the Plan, especially land use, transportation, and infrastructure, significantly influence economic opportunities and challenges.

Generally, economic development has three components:

1. Business recruitment, retention, expansion, and start-ups
2. Economic well-being of the population through living wages, social programs, and education and training
3. Fiscal health through a balanced budget and efficient use of limited dollars for infrastructure and municipal services

This chapter outlines key national and regional trends influencing near- and long-term economic growth in the city and county. It also presents a broad array of economic development tactics that the City, County, and other stakeholders can employ, including workforce development; commercialization of technology; entrepreneurship; business retention, recruitment, and expansion; placemaking; and talent retention and attraction.

8.1.2 Context & Analysis

8.1.2.1 ECONOMIC PROFILE

As of 2015, there are just over 340,000 jobs in Albuquerque and Bernalillo County. The Mid-Region Council of Governments (MRCOG), in its modeling efforts for the *Futures 2040 Metropolitan Transportation Plan* (MTP), forecast the addition of 130,000 jobs between 2015 and 2040, bringing the total number of jobs near 470,000.[1]

For decades, New Mexico has relied on a small number of large private employers to support key industries. With increasing competition with other areas and declining government employment, a "quick fix" in the form of a single, large-scale employer like Intel or Tesla will likely be rare in the future.[2] Local economic development strategies should aim to diversify the portfolio of economic sectors, grow more local economic base businesses, and cultivate entrepreneurship to create jobs for area residents.



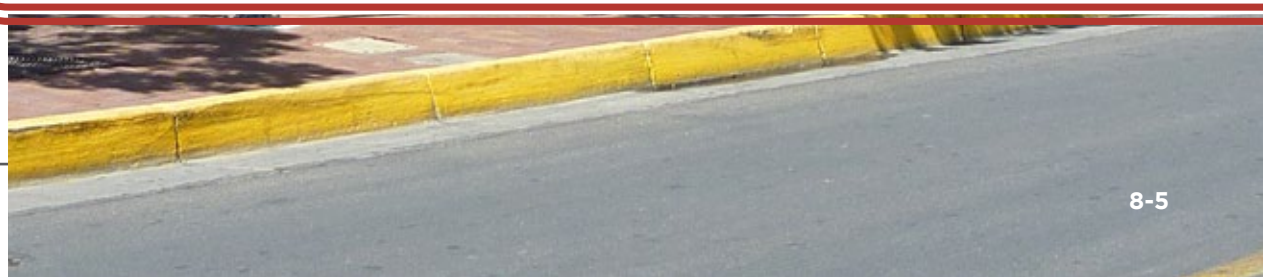
To achieve our vision the City and County need to address key **challenges** and **strategies**.

CHALLENGES

- Inadequate growth of jobs with wages that can support families.
- Over-reliance on government jobs
- Disinvestment, lack of adequate office space and services, and declining population in Downtown.
- Longer commute times and higher congestion and vehicle emissions rates as people and jobs locate farther from Downtown.
- Inadequate industrial land connected to truck routes and removed from residential areas.
- Education and training opportunities are provided by local education institutions and non-profit organizations.

STRATEGIES

- Diversifying the region's economy.
- Supporting entrepreneurship.
- Reducing barriers to infill, redevelopment, and adaptive reuse in urbanized areas.
- Improving education, workforce development, and linkages between youth and employers.
- Coordinating land use decisions with economic development goals.
- Improving infrastructure to support new and existing businesses.
- Leveraging natural and cultural assets as drivers of economic growth.
- Tracking and ensuring sufficient zoning capacity for economic activity.
- Coordinate educational services with local City and County governments.



Sectors & Industries

Employment can be broken down into three major categories: services, retail, and basic:

- **Service** includes finance, real estate, professional and technical jobs, management, administration, education, research, health care, social assistance, arts, entertainment, recreation, lodging, and government.
- **Retail** includes all retail trade including eating and drinking establishments.
- **Basic** includes agriculture, mining, construction, manufacturing, transportation, communications, utilities, wholesale, and military.

The job market in Bernalillo County is largely made up of service-sector jobs. Within this sector, health care and social assistance makes up the largest share of jobs. Education, science and technology, government, and, more recently, film industries play an important role as well.

Science & Technology

Albuquerque and Bernalillo County have an employment base with significant science and technology skills, with 28,590 Science, Technology, Engineering, and Math (STEM) employees who represent 7.7 percent of the workforce.[3] The nationwide average of STEM occupations is 6.2 percent, similar to New Mexico's average of 6.5 percent.[4]

Government

In Bernalillo County, government jobs have continued to increase since 2006 and represent 21 percent of all employment as of 2015. Most of the County's government jobs are in education, public administration, and health care, which comprise 87 percent of total government wages.

MRCOG estimates that one in every nine regional jobs is associated with employment and spending at Kirtland Airforce Base and the Albuquerque Sunport, representing 11.2 percent of all regional employment and accounting for one in every six dollars in regional wages or salaries.[5]

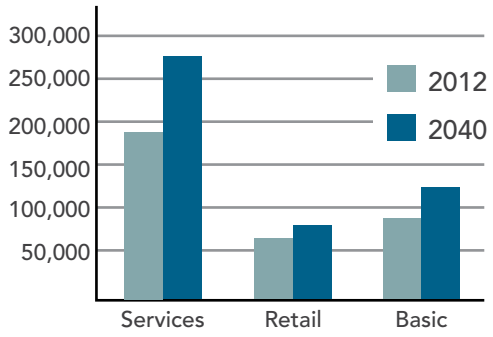


Figure 8-1: Total Employment by Major Sector, Bernalillo County (2012, 2040)

Source: 2040 Socioeconomic Forecast by Data Analysis Subzone (DASZ), MRCOG, 2015

Film

Film is an important growing industry in the city and county. Film production and post-production provide high-paying, creative jobs and involve many locally owned companies. Albuquerque offers many advantages that position us well: a strong state film incentive, an expanding pool of experienced film crew, unique locations, 310 days of sunshine, and no natural disasters.

The economic impact from the film industry is significant. In 2015, direct spending from the industry in the Albuquerque area was over $150 million. Since 2002, over $1 billion

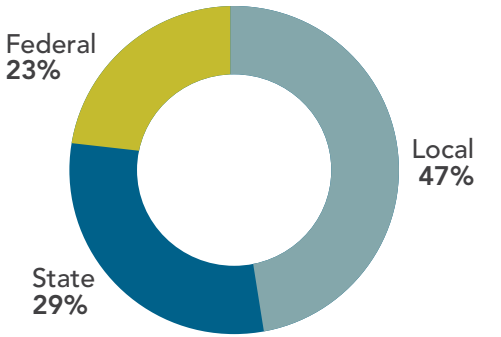


Figure 8-2: Government Jobs in Bernalillo County (2011)

Source: BBER, 2012

of direct spending has come to Albuquerque as a result of the film industry's work locally.

Job Growth

Job creation has not historically been a problem in New Mexico, outpacing the rest of the nation for decades, according to Jeffrey Mitchell, Ph.D., Director of the University of New Mexico's (UNM) Bureau of Business and Economic Research (BBER).

Unfortunately, since the 2008 recession, job creation has increasingly become an issue in the state. In Bernalillo County, jobs have yet to bounce back to pre-recession levels.

Basic sector jobs were hit hardest by the recession, and most are not expected to return to pre-recession levels in the near future. The state's construction industry was affected the most severely, reflecting continuing constraints on regional economic growth. This industry lost 20,000 jobs and isn't expected to recover them before 2020. Manufacturing jobs are not expected to see a return to pre-recession levels, either.[6]

Despite limited growth in some industries, MRCOG forecasts that overall job numbers in Bernalillo County will grow by 39 percent between 2012 and 2040. All sectors will see job growth, but the distribution of jobs will continue to advance most prominently in the services sector, with a predicted 49 percent job growth.

EMPLOYER	EMPLOYEES	INDUSTRY
Albuquerque Public Schools	14,480	Education
University of New Mexico (includes UNM Hospital)	14,300	Education + Health Care
Sandia National Laboratories	9,957	Science + Technology
Kirtland Air Force Base	8,666	Varied: Military + Civilian
Presbyterian Hospital	7,369	Health Care
City of Albuquerque	6,680	Government
State of New Mexico	5,910	Government
Lovelace Health Systems	3,700	Health Care
Bernalillo County	2,300	Government
Intel Corporation	2,300	Science + Technology
Central New Mexico Community College (CNM)	1,770	Education

Table 8-1: Top Employers in the Albuquerque Area, 2015

Source: U.S. Census Bureau, 2013 Data

Jobs-Housing Balance

In 2012, only 13 percent of all jobs in Bernalillo County were located on the West Side. According to MRCOG's 2040 Forecast for the region, 23% of the new jobs expected will locate on the West Side over the next 25 years if current development trends continue. This improves the balance of jobs slightly so that the West Side will then have 16% of all the jobs in Bernalillo County. The vast majority of jobs will still remain on the East Side.

Meanwhile, new home construction is strongest on the western and southern sides of Albuquerque. Single-family home construction permits have been steadily rising in the city and county, but have yet to

reach their pre-2008 levels. This is a generally promising indicator of economic growth (see also the **Housing chapter**).

This development pattern contributes to lengthy cross-city commutes that increase traffic congestion, particularly on the region's limited river crossings and the few West Side arterials that connect them.

Unemployment

New Mexico's 2014 unemployment rate was 6.7 percent, slightly higher than the national unemployment rate of 5.1 percent during the same time.[7] The unemployment rate for Bernalillo County, 6.1 percent, has gradually improved since 2010, when it hit a high of 7.7 percent.

Wages

Workers in the Albuquerque Metropolitan Statistical Area, which includes Bernalillo County and the surrounding Sandoval, Torrance, and Valencia Counties, had an average (mean) hourly wage of $20.92 in May 2014. This is slightly above the statewide average of $20.31, and about 8 percent below the nationwide average of $22.71, according to the U.S. Bureau of Labor Statistics.

In Bernalillo County, more than half of households earn less than the area's average income ($43,520), which indicates significant wage disparity.

A "living wage" or "family wage" is a measure of minimum household income to provide for the basic needs of an individual's children and/or spouse. For a wage to qualify as a living wage, it should provide enough money to at least cover basic expenses like food, housing, and utilities.

While it is useful to be able to describe employment in terms of a living wage, the task of defining the term is difficult. There are many factors to consider: *What items are basic necessities? What is a reasonable average cost for things like housing and utilities?* To make matters more complex, the costs for basic necessities like housing and transportation vary depending on location.

According to the Living Wage Calculator from the Massachusetts Institute of Technology (MIT) (http://livingwage.mit.edu/metros/10740), the minimum living wage for one working adult in Albuquerque is $10.11 per hour, or $21,028 per year (wage per hour multiplied by 2080 hours per year). **Table 8-2** shows living wage baselines for different family types. For comparison, the federal minimum wage is $7.50, not sufficient to provide a living wage for any sized household in Albuquerque.

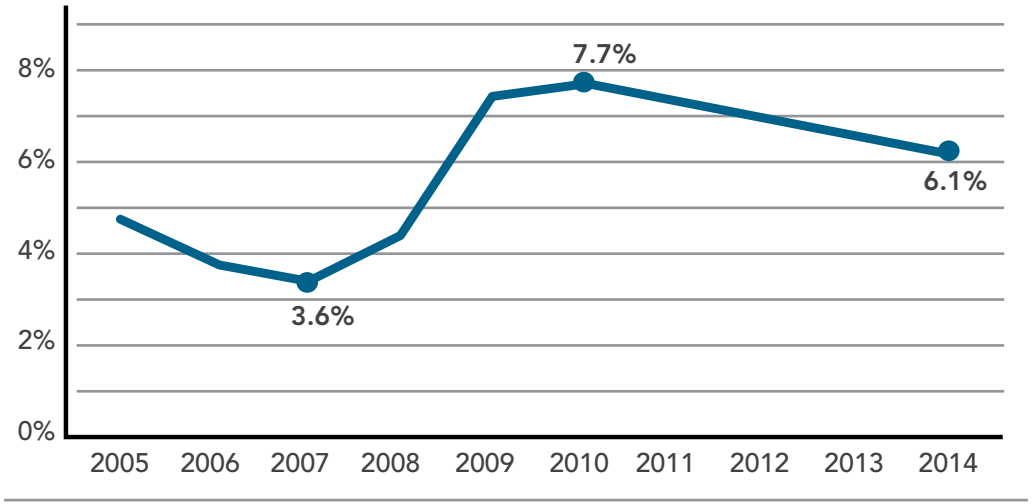


Figure 8-3: Bernalillo County Annual Unemployment Rate (2005-2014)

Source: New Mexico Department of Workforce Solutions. Seasonally Unadjusted Data.

Table 8-3 shows average wages by major occupations for 2014 in Albuquerque. All but one of these (Food Preparation and Serving Related) provides an hourly wage above the living wage for one adult. But less than half of the region's jobs pay an average wage above the living wage for one adult and one child.

Poverty

In Bernalillo County, 16.3 percent of households in the last 12 months were in poverty, and 13.4 percent of households receive food stamps. The state poverty rate is higher, at 20.4 percent as of 2013, while the U.S. was at 15.4 percent.

Our community includes pockets of poverty and areas where generations of families living in poverty are not uncommon. For these families, underemployment and chronic unemployment need to be addressed with strategies that go far beyond typical economic development. These communities need services that address education, health care, substance abuse, hunger, housing, and homelessness. Many of these issues are addressed in other chapters of the Comp Plan, in particular, **Community Identity, Land Use, Housing, and Resilience & Sustainability**.

HOUSEHOLD SIZE	LIVING WAGE BASELINE*		POVERTY WAGE BASELINE*	
	Hourly Wage ($)	Annual Salary ($)	Hourly Wage ($)	Annual Salary ($)
1 Adult	10.11	21,028.80	5.00	10,400.00
1 Adult + 1 Child	21.00	43,680.00	7.00	14,560.00
1 Adult + 2 Children	25.08	52,166.40	9.00	18,720.00
2 Adults	8.43	17,534.40	3.00	6,240.00
2 Adults + 1 Child	11.66	24,252.80	4.00	8,320.00
2 Adults + 2 Children	13.93	28,974.40	5.00	10,400.00
2 Adults + 3 Children	16.47	34,257.60	6.00	12,480.00

Table 8-2: Living and Poverty Wages for Albuquerque, February 2016

Source: Living Wage Calculator, Massachusetts Institute of Technology, http://livingwage.mit.edu/metros/10740
*Wages and salaries are per working adult.

8.1.2.2 DIVERSIFYING THE ECONOMY

Historically, the county's economy has been weighted toward government, services, and retail. Going forward, attaining sustainable job growth in a variety of industries in Albuquerque and Bernalillo County is imperative to reduce dependence on any one sector.

Supporting Entrepreneurship

A key economic development strategy is to target and cultivate new businesses that can grow out of strong industry clusters in the local economy. Industrial clusters

Less than half the jobs in Albuquerque pay an average wage above the living wage for one adult with a child.

OCCUPATIONS	TOTAL EMPLOYMENT	PERCENT EMPLOYMENT	HOURLY AVERAGE $	ANNUAL AVERAGE $
Management	18,340	5.0	46.67	97,080
Architecture and Engineering	12,820	3.5	40.28	83,780
Computer and Mathematical	9,330	2.5	35.86	74,580
Legal	3,150	0.9	35.16	73,130
Health Care Practitioners and Technical	24,020	6.5	34.87	72,530
Life, Physical, and Social Science	4,040	1.1	32.93	68,500
Business and Financial Operations	19,040	5.1	30.73	63,920
Education, Training, and Library	22,960	6.2	22.61	47,020
Arts, Design, Entertainment, Sports, and Media	4,440	1.2	22.61	47,040
Installation, Maintenance, and Repair	13,000	3.5	20.48	42,590
Construction and Extraction	18,400	5.0	18.74	38,980
Community and Social Service	6,120	1.7	18.71	38,920
Protective Service	9,360	2.5	18.03	37,510
Production	11,250	3.0	16.56	34,430
Office and Administrative Support	59,070	16.0	15.99	33,260
Transportation and Material Moving	19,560	5.2	15.81	32,880
Sales and Related	38,450	10.4	15.25	31,730
Health Care Support	12,330	3.3	13.54	28,160
Building and Grounds Cleaning and Maintenance	12,320	3.3	10.86	22,580
Personal Care and Service	15,790	4.3	10.80	22,450
Farming, Fishing, and Forestry	210	0.0	10.75	22,360
Food Preparation and Serving Related	36,270	9.8	9.83	20,450
All Occupations	370,270	100.0	20.92	43,520

Table 8-3: Average Wages by Major Occupations in Albuquerque (2014) Source: U.S. Bureau of Labor Statistics, Occupational Employment Statistics May 2014

include multiple companies, supply chains, education/workforce development programs, and large employment numbers. The following industry clusters provide significant opportunities in this region:

- Aerospace and aviation
- Solar and environmental technologies
- Microsystems and nanotechnology
- Information technology and software
- Semiconductors and electronics
- Directed energy, photonics, and optics
- Health care and social assistance
- Film and digital media
- Creative industries
- Tourism and hospitality

Technology and energy sector jobs typically pay above median wages and are often integrated across other industries. Information technology and software, for example, provide opportunities to strengthen the film industry with digital media or aerospace with data analysis.

Interestingly, the Albuquerque market has a similar sized technology and energy sector to that of Portland, Oregon. While Portland was able to create a significant number of new tech and energy jobs, Albuquerque barely created any new positions (see **Figure 8-4**). Albuquerque's ability to create new jobs, draw in skilled workers, and keep these workers in the metro area will have a major impact on the economy's ability to rebound from the 2008 recession.

Public-private partnerships will be increasingly important to the success of tomorrow's economy. Innovation districts – often involving local government, universities, and private sector businesses – are a promising trend in many cities. As of 2016, the City and County are partnering with UNM and others to create InnovateABQ at the corner of Central and Broadway, which is expected to house a business incubator, student housing, an entrepreneurship academy, retail, and services. This district will be a creative hub between Downtown and the University and provide a place for the innovation economy to test new ideas and grow them into viable businesses. The success of this effort will serve as a blueprint for other specialty economic districts in key areas throughout the city and county.

Beyond partnerships on catalytic development projects, City and County governments can help coordinate and promote efforts to build the entrepreneurial and local business community. To date, these efforts include shared-working spaces and business incubators like Fat Pipe, WESST, and the South Valley Economic Development Center (SVEDC); makerspaces like Que Lab, Fuse Makerspace and Fab Lab; and accelerators like CNM boot camps, Ignite, ABQid, TAZA, and Creative Startups.



Image credit: City of Albuquerque



The STEMulus Center, powered by CNM ingenuity, provides resources and training for local entrepreneurs.

To become a thriving business community, all kinds of entrepreneurs must be encouraged and helped to succeed, reaching out equitably to garner participation from people across the demographic spectrum. Local governments should make significant efforts to democratize the process to start a business in order to offer opportunities for entrepreneurship to a wide variety of potential business leaders. Recent outreach and activities have been expanding the traditional economic development support system to foster a more inclusive entrepreneurial ecosystem.

Workforce Development

In order to serve local employment, residents' skills and education must match the needs of existing and developing businesses and targeted industry clusters. Workforce development seeks to create, sustain, and retain a viable workforce with the

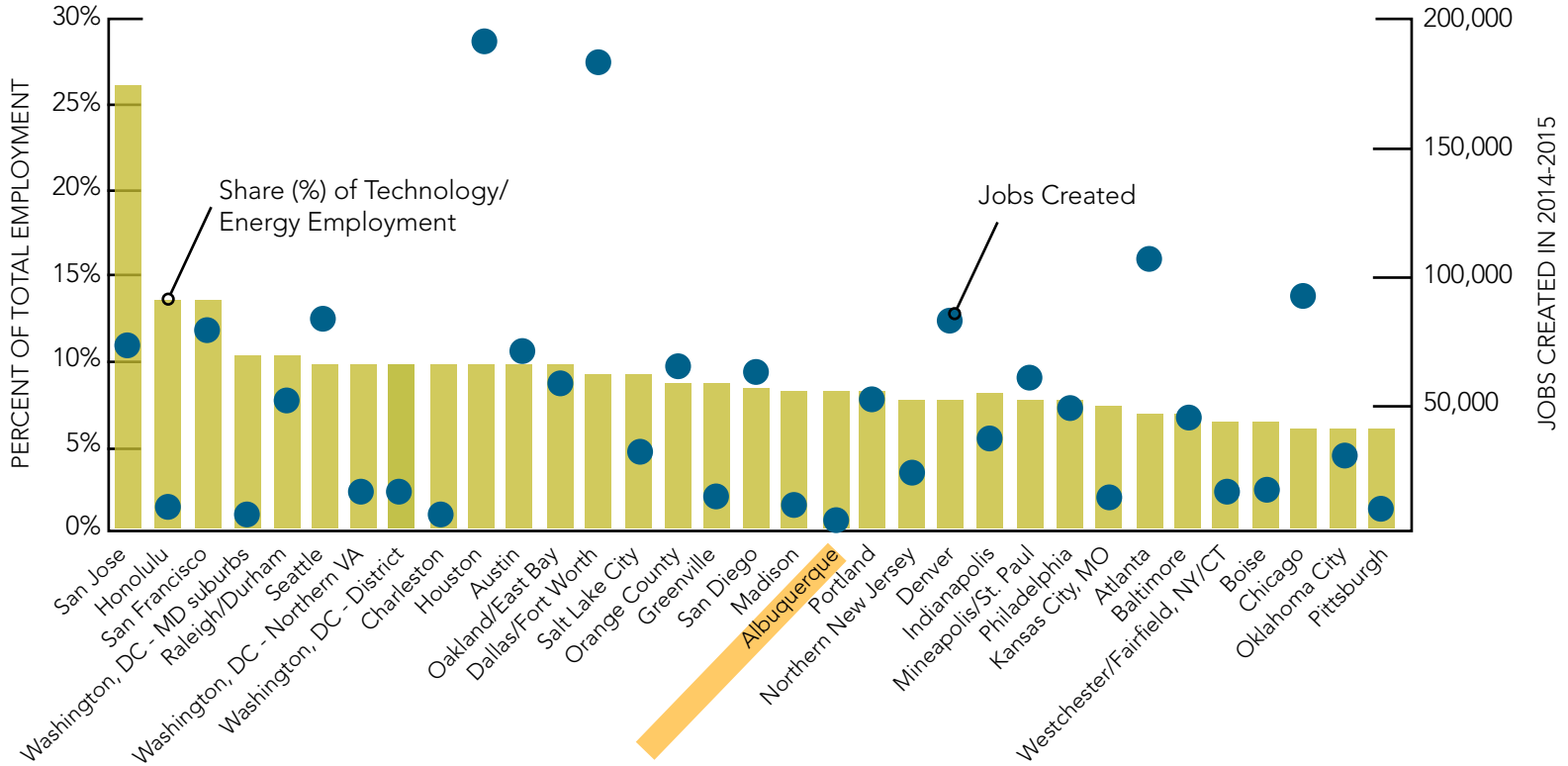


Figure 8-4: Technology and Energy Employment Concentration (Second Quarter 2012–Second Quarter 2014)

Source: PWC/ULI Emerging Trends in Real Estate 2015/U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages

skill sets to match current and future business and industry needs.

City and County governments are largely dependent on the efforts of local education institutions, nonprofit organizations, and the business community to coordinate and provide training. While land use policy has few implications for workforce development, it is included in the Comp Plan discussion as a necessary component to connect local workers with job creation.

Many programs in Albuquerque already focus on education and workforce development, creating strong partnerships between the private sector and educational institutions. The City and County work with the Workforce Connection of Central New Mexico (WCCNM), Central New Mexico Community College (CNM), UNM, WESST, SVEDC, other business incubators, and the private sector to fund and organize trainings and events, job fairs, and work keys assessments. These and other programs help ensure a match between worker skill sets and growing economic sectors.

As higher education costs continue to rise, the region should expand options for non-traditional or non-credit learning, such as vocational training, apprenticeships, and certificate programs. TalentABQ is a nationally-recognized program that focuses on skills-based assessments and employer matches to increase non-traditional job opportunities. These efforts will broaden the range of the population prepared to enter a greater variety of employment opportunities and increase Albuquerque's attractiveness to businesses looking to relocate.

Government Jobs & Spending

The government helps promote a strong economy, providing not only local employment opportunities, but also opportunities for local businesses to serve as contractors that supply goods and services to federal, state, and local governments (see **Table 8-5**). A 2014 study by the Pew Charitable Trust estimated that 30 percent of the gross product in New Mexico was associated with federal spending, putting New Mexico third in the nation after Mississippi and Virginia, and well above the national average of 19 percent.[8] Historically, government jobs and contracts also provided the area with a buffer from downturns in the private sector.

However, an over reliance on government jobs can lead to instability when traditional government budgets are scaled back, as they have been in recent years. This is illustrated in a study by BBER, which estimated that federal sequestration in 2011 led to a permanent loss of 20,000 jobs in New

INDUSTRY	TOTAL JOBS	TOTAL INDUSTRY WAGES ($)	% OF GOV'T WAGES
Educational Services	21,443	264,816,648	32
Public Administration	19,273	269,523,033	33
Health Care and Social Assistance	12,244	177,510,379	22
Accommodation and Food Services	62,836	20,209,829	2
Arts, Entertainment, and Recreation	2,158	17,205,417	2
Transportation and Warehousing	2,465	36,645,022	4

Table 8-4: Total Government Jobs by Industry, New Mexico (Second Quarter 2015)

Source: www.jobs.state.nm.us, 2015

Mexico.[9] A key strategy moving forward will be to grow industries and businesses that do not depend on federal contracts.

8.1.2.3 PLACEMAKING TO SUPPORT OUR ECONOMY

Many elements of economic development, like job creation, lie mainly outside the scope of a comprehensive plan, which focuses on land use. However, the Comp Plan can encourage and create opportunities for increased capacity and services for employers to stimulate the local economy. One important way to do this is through "placemaking" – making places where people and employers want to be. Through placemaking efforts, the City and County can create more vibrant areas, connect employment opportunities to residential communities, and leverage natural and cultural assets to attract and retain both employers and talent.

Downtown Vitality

The economic vitality of a region's downtown is increasingly important to the health of the surrounding community, as well as to the region's successful competition with other urban markets. Since the latter half of the 20th century, American cities have experienced significant disinvestment of their downtowns, and Albuquerque is no exception. Fortunately, interest in downtown revitalization is growing among younger generations and talented workers, as well as the employers who seek to recruit them. Downtowns are again becoming preferred places to live and work, with increasing demands for amenities and 18-hour environments where people can live, work, learn, shop, and play.



Image credit: City of Albuquerque

Civic Plaza hosts events throughout the week, including Food Truck Tuesdays for Downtown employees and residents.

Albuquerque's Downtown must function as a center for activity and employment in itself, and also as a hub for the surrounding region, including rural and agricultural lands at the edge of the metropolitan area. The extent to which Downtown retains and enhances its distinctly Albuquerque identity will largely determine its success in attracting new residents, workers, and businesses.

Many employers seek high-quality Class A office space in downtowns with accessible and affordable high-performance telecommunications infrastructure to attract a younger tech-oriented workforce. This diverse workforce increasingly wants to live and work near good transportation (including transit, bicycle, and pedestrian amenities), restaurants, and leisure activities.

Downtown development can help increase talent recruitment and the tax base for the City.

In order to ensure the success of Downtown and the surrounding region, the City should engage in placemaking that responds to the needs of employers and potential residents, while also protecting urban diversity to cultivate a diverse and vibrant downtown that provides a variety of housing and leisure options for a variety of incomes. Providing incentives for this type of development can help increase talent recruitment and the tax base for the City, providing more financial resources that will contribute to the success of the region's economy.

Infill, Redevelopment & Adaptive Reuse

A crucial ingredient to future economic development is the revitalization of developed areas with growth that is consistent with and enhances the established character of existing development. This generally includes the infill of vacant land within the urban footprint. Identifying opportunities and making targeted investments can help provide attractive, well-connected urban places that attract knowledge-based employers and the workforce they need.

Relatively low land and development costs in undeveloped areas at the city's edge have attracted greenfield development in lieu of infill development at the city's center. Higher land prices, checkerboard ownership, inefficient platting, aging and insufficient infrastructure, and outdated buildings are all barriers to the kind of infill and revitalization the local community would like to see in Centers and along commercial corridors. Unfortunately, providing infrastructure, such as roads and utilities, to greenfield development at the urban fringe is much more costly and less efficient due to increased distance from service centers.

These barriers to infill result in new residential development at the edges of the city, where they tend to be far from employment opportunities, forcing workers to travel farther from their homes to get to their jobs. Increased commute times worsen road congestion, increase vehicle emissions, and decrease worker productivity, creating a variety of negative impacts for the people in the city and the economy.



Image credit: City of Albuquerque



Multi-family housing options in walkable areas near urban amenities are becoming more common around Albuquerque.

Neighbors and property owners are often nervous about the potential negative impacts of infill and redevelopment on their property values, traffic congestion, parking availability, and the character of existing districts and neighborhoods (typically densities, building scale, building height, setbacks, etc.). Prior to the 2016 Comp Plan update, there were only two primary strategies to protect the character of existing development from infill and redevelopment. One was negotiating development standards case by case through SU-1 zones; the other was tailored zoning standards through SU-2 zoning in sector development plans. The complexity of these processes can lead to significant delays, increased development costs, and unpredictability, which threatens the viability of infill projects needed to counter growth pressures on the city's edge.

This Comp Plan update seeks to replace those tools with a new, more streamlined approach – using Areas of Consistency in the City to protect neighborhood character – while streamlining approvals for infill projects in Centers and Corridors and Areas of Change (see **Land Use Section 5.1.2.5** for more about Areas of Change and Consistency).

Setting Conditions for Success

Public sector efforts around economic development focus on removing obstacles to market forces, providing incentives to influence market conditions, investing in basic infrastructure, and partnering with other public and private entities to leverage resources and effort.

While governments employ many people and invest in the community in a variety of ways, government efforts related to economic development are the most effective when aimed at catalyzing the private market, which can create jobs at a greater scale and with much better efficiency. The goals and policies in this chapter are focused on government efforts to set the conditions for success within the larger economy.

One example of this work being done in the Albuquerque area is through Metropolitan Redevelopment Areas (see **Appendix J**). The City and County designate these areas as needing investment and promote private investment through infrastructure improvements and financial incentives.

Connecting Employment & Existing Residential Areas

Access plays an important role for households and employers when deciding where to live or locate and is fueling the demand for more efficient use of existing structures and spaces.[10] Providing additional incentives and policies that direct this additional growth to Centers and Corridors is an important strategy to relieve pressures on single-family residential areas and protect the residential character of Albuquerque's neighborhoods.

There is an imbalance between jobs and housing east and west of the Rio Grande, which contributes to congestion. While current residents perceive ever-increasing traffic congestion, our commutes are still much shorter than other cities, and our low cost of living and high quality of life is expected to attract many more residents and businesses. However, if jobs/housing trends continue and the imbalance increases, we may see more significant congestion and longer commute times. Because the current transportation system lacks redundancy, commuters cannot avoid congested areas, particularly in the case of crashes, and volatile commute times can impact employment and business growth.

Traffic congestion costs U.S. businesses and individuals $124 billion per year. The cost of operating a vehicle is estimated at $12,000 per year, a cost that could go toward meeting other pressing household needs, particularly for lower income households. The cost of increased congestion on residents' cost of living places additional negative burdens on lower-income households, who may not have alternative options. Businesses also lose out on the advantages of being part of an integrated live-work-play-learn community that can attract a wide range of skilled workers.

Nationally and locally, interest in shorter commutes and walkability is growing. Both Millennial and Baby Boomer generations show increasing interest in multi-family units nearer to jobs and amenities, particularly in walkable, 18-hour districts. Places that address this intersection of lifestyle needs will trend upward. Places that don't will be competitively disadvantaged.[11] Clear policies and regulations that guide new, walkable development to be respectful of and compatible with local character of neighborhoods and special places protects existing areas and enhances the community, while leveraging our unique and special places for reinvestment.

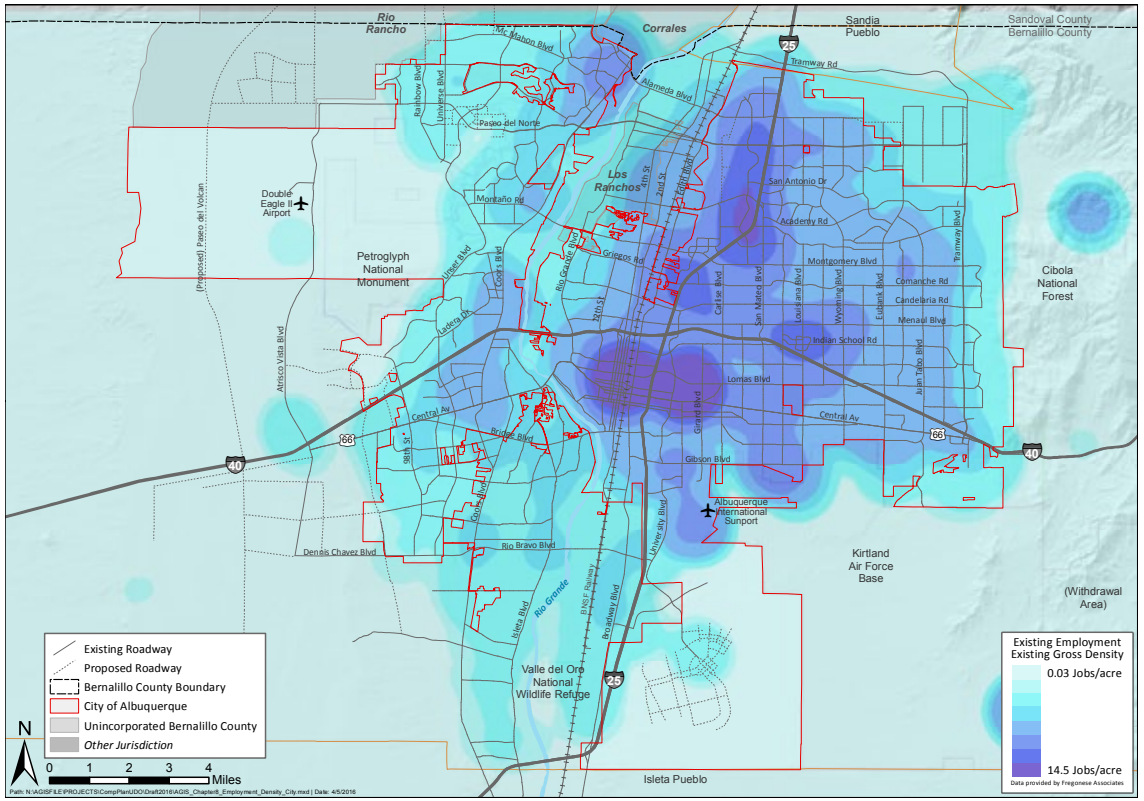


Figure 8-5: Employment Density, 2016

Leveraging Natural & Cultural Assets

Embracing the authentic natural and cultural assets of a region is important in defining its unique identity and giving it a sense of place. Cultural assets can be emphasized to connect to the landscape and promote a sense of place. Furthermore, arts and cultural assets are often an important element in attracting creative talent and fostering an open and entrepreneurial community.

Bernalillo County's 2013 cultural assets inventory, a first step toward a county-wide cultural plan, recognized a strong appreciation of the area's landscape (e.g., the Sandias, Bosque, open space, and



Image credit: City of Albuquerque



Shared workspaces and innovation hubs, such as FatPipe in the renovated library of Old Albuquerque High, complement opportunities to leverage our rich historic and cultural heritage.

farmlands) and traditions (e.g., local religious festivals and observances). Cultural assets may include museums, art galleries, historic sites, performing arts, churches, cemeteries, and community centers, as well as natural spaces like parks and trails. They may also include oral histories, language, artists, food, music, and festivals.

In both the city and county, a variety of local businesses tap into our area's natural and cultural assets to grow the creative economy. In the arts, these may include home-based artisans, photographers, graphic designers, architects, and film and sound producers. They may also be related to outdoor recreation, eco-tourism and hospitality, such as farmer's markets, bed and breakfasts, restaurants, breweries, wineries, and businesses that promote hiking, horseback riding, biking, and river rafting.

In many parts of the unincorporated area, these activities are clustered around traditional villages and along scenic roadways forming heritage districts (see also the Heritage Conservation chapter).

A planning effort in 2012 by the Public Art Division of Cultural Services and the nonprofit organization Creative Albuquerque highlighted the contribution of the arts to the vibrancy of the economy through the creative sector. Using data from three national studies (*Arts & Economic Prosperity IV*, the *Local Arts Index*, and the *Creative Vitality Index*), the report highlighted Albuquerque's creative sector economic potential and recommended strategies to stimulate the creative economy.

The number of people engaged in creative and cultural activities in the area is above the national average.

The study found that, in 2010, the creative sector generated over $90 million in economic activity and supported 3,674 full-time equivalent jobs. The number of people engaged in creative activities and the number of people participating in cultural activities were above the national average. Even so, Albuquerque's arts sector had less economic impact than similar regions and reflected lower spending by audiences and lower rate-of-return to local governments of events-related spending by nonprofit arts and culture organizations.

The report highlights opportunities to support the arts through partnerships with businesses and nonprofit organizations. The report also recommends strong leadership from the City and County to position the arts as a key asset and distinctive factor in our identity as a place and a community. One priority is to make public art accessible to the entire community.

The City has developed partnerships with Creative Startups/CreateABQ and other local organizations to develop and promote creative industries in the community through business incubators and accelerators, boot camps, workshops, and events.

Attracting and Retaining Employers & Talent

In annual surveys of national developers and investors, the Urban Land Institute and PricewaterhouseCoopers consistently report that investors want more urban, mixed-use, walkable places that are well served by transit. In order to grow our economy, we must develop, attract, and retain businesses as well as "talent," or the types of individuals those businesses will want to hire. Coordinating and planning land use and transportation to be mutually reinforcing over the long term is critical for a community's vitality and serves as a competitive advantage and can open the doors to new investment in our community.

Investors and businesses looking to relocate in an area are increasingly focused on talent, with employee costs making up a majority of corporate expenses. Fifty years ago, almost three out of four top 50 U.S. companies worked with natural resources. By 2013, one out of two top 50 companies, including Apple, Microsoft, and Google, were talent-based and only 10 owed their position on the list to the extraction or exploitation of natural resources.

These talent-based companies increasingly seek out college educated individuals, especially those with STEM degrees. High-tech skills earned through associate degrees or specialized training are in demand for skilled manufacturing positions, computer technicians, and health care associates. These skills are critical because employee costs are the top expense for most businesses, except those in manufacturing.

The most recent trend in employment shows a shift away from full-time positions toward "indie" and "gig" work. These positions include working on multiple contracts for different companies, engaging in temporary part-time work at one's own discretion, and providing one's own resources, such as driving for Lyft or Uber. The future ramifications of these recent trends is unclear, but early indications show reduced need for peak-hour commuting and traditional office space.

Increasingly, the Millennial generation has the talent that employers are looking for. Unlike previous generations, Millennials on the whole tend to shop for a city first and then look for a job when they get there. There is also increasing interest in non-traditional work environments. Locally, Millennials make up the largest proportion of the population. As this generation grows and influences our talent-based economy, it will be increasingly important to understand major trends that motivate them and provide housing and lifestyle options they want, given today's highly mobile environment.

While the Millennial generation – like any generation – includes a wide range of individuals and preferences, the emerging trend of the last five years suggests that a larger share of this generation prefers an urban form of lifestyle than previous generations before them at the same age. Interestingly, these same elements are increasingly attractive now to retiring Baby

Boomers – the second largest generation in the country:

- **Diverse Job Opportunities:** Talent moving to a new community wants to know that there are other opportunities if the job that brought them there does not work out.
- **Simple Commute:** An increasing percentage of Millennials are not defined by the automobile and prefer transit at a higher rate than previous generations. Innovations such as Uber and bike share are increasingly viable based on these changing transportation preferences.
- **Urban Lifestyle:** Cities that offer high-density residential living near transit and retail allow residents to access their needs easily and avoid owning a car, one of the most expensive items we purchase.
- **Entertainment:** Ample amenities, especially restaurants and access to outdoor recreation, allow residents to live vibrant lifestyles.
- **Open and Supportive Culture:** Millennials embrace social or ethical causes,[12] and communities that are diverse, accepting, and open are more attractive.

Cities that offer these urban lifestyle options – in addition to more traditional options – are able to attract and retain more diverse talent and businesses. Planning now for a future that includes urban options for more walkable communities will allow Albuquerque and Bernalillo County to increase our chances for a successful and diverse economy in the future.

8.1.2.4 ZONING CAPACITY FOR ECONOMIC ACTIVITY

Having an adequate inventory of land, buildings, and infrastructure is critical to support and attract new business investment across the region. In addition to encouraging business investment and growth, it is important to balance the supply and demand for non-residential development in different areas in order to minimize hazards for residential communities.

Zoning

One way that government can influence the availability of appropriate resources for development is through zoning. While zoning for employment does not make jobs appear, zoning that does not support businesses or protect residential areas from industrial activity often can – and should – preclude new development.

Based on the anticipated growth and employment trends, the majority of new jobs should be located in areas that are already established as Employment Centers or mixed-use districts to protect established residential areas and capitalize on vacant or underused land near Urban Centers. The Comp Plan's Centers and Corridors vision includes enough land capacity in developed areas to accommodate over 60 percent of projected job growth through infill and redevelopment, as opposed to greenfield development on the edge of the urban footprint.

Zoning standards include incentives for development on vacant and underused land in Centers to accommodate new and growing businesses. West of the river, it will take a concerted effort to focus job growth in and near existing Centers to improve the balance of jobs and housing.

Office Capacity

The office market in Albuquerque is stagnant, due in large part to a lack of office supply that meets the needs of potential users. Vacancy rates vary market-wide but hover around 22 percent. Downtown, the vacancy rate is higher, at 24 to 28 percent. This trend is important to recognize, as a knowledge-based economy relies on an adequate and appropriate office supply.

Office space is classified into three categories: A, B, and C. Class A office space includes the highest quality spaces in areas with good access to amenities and other businesses. This type of office space attracts high-quality tenants and the highest rents. Class C is the lowest classification of office space with low rents and high vacancy rates, often due to aging buildings and infrastructure.

Albuquerque has a comparatively small Class A office market, which has not expanded much in many years and does not support the needs of many of the types of businesses the City would like to attract. Class A office accounts for approximately 12 percent of the Albuquerque market or around 2.4 million rentable square feet. The majority of the Class A properties are located in Downtown, I-25 North (Journal Center), and Uptown.

There is an oversupply of Class C office properties in the Albuquerque market, which can lower rental rates, making new construction less feasible. Many experts interviewed for the 2016 Comp Plan update saw these properties as opportunities for redevelopment, possibly as multi-family units. Public-private partnerships can help re-position existing obsolete buildings to serve modern office needs in desirable areas.

Industrial Capacity

Since the recession, there has been steadily declining vacancy in industrial space, but few new industrial developments. When there is new construction, it has been build-to-suit or owner-occupied.

As of 2015, industrial transactions and interest is focused geographically along the north-south corridor of I-25. Industrial land of a usable size in the North I-25 area is limited, so land values and rents in this submarket command top rates, pricing out industrial activity and attracting office and commercial development. Conversely, the South I-25 area is more popular and is characterized by good access to freeways, rail, and the airport. This area also has available land and average to low rents depending on the proximity to the urban core. Much of this land is also outside the city limits in the unincorporated county. Industrial land to the west of the city, where new employment growth is desired, has been slow to develop, primarily due to lack of good freight connections and higher infrastructure development costs.

While this Plan advocates providing more employment opportunities in established or developing Centers nearer to residential areas, not all jobs are equal. Businesses that have minimal negative environmental impacts are appropriate for mixed-use areas. Industrial activity with more potential for offsite impacts should be located in industrial parks or properties with adequate buffering from residential uses.

Industrial uses are a unique component of economic development, creating very different needs and impacts compared to commercial employment centers. Industrial areas require nearby major transportation facilities that enable efficient movement and storage of freight and goods. When creating an inventory of available land zoned for new and expanding industrial activity, adequate infrastructure must also be provided.

From a cost-efficiency and resource management standpoint, the Comp Plan encourages industrial development in areas with existing infrastructure. However, lower land costs on the city's fringe often attracts industrial development, since industrial uses will not pay the market rates for land that office and commercial uses often will. In order to achieve the type of development that is consistent with the Comp Plan, we need improved buffering and performance standards for new industrial businesses that locate near residential areas.

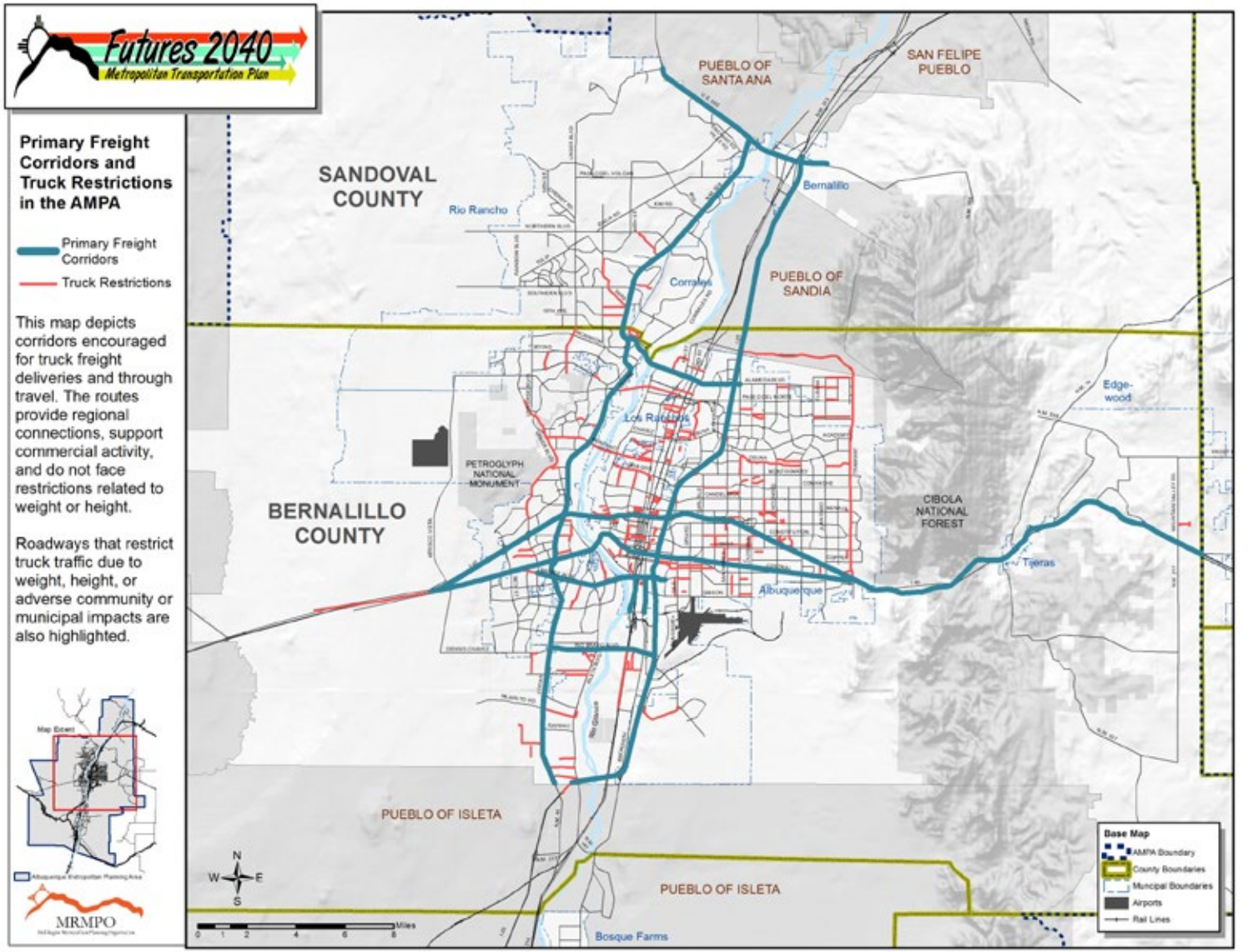


Figure 8-6: Primary Freight Corridors and Truck Restrictions

Source: MRCOG, Futures 2040 MTP, 2015.

Meeting Infrastructure Needs

High-quality, modern infrastructure is essential to attracting, retaining, and growing businesses because it facilitates the efficient movement and exchange of goods, services, and information. This includes a range of infrastructure, such as well-maintained roads, mass transit, high-speed internet, and waste management systems. Developing new models for collaboration with the private sector should involve businesses early in the planning process in order to anticipate their needs. Infrastructure development and maintenance should leverage the full capacity of the private sector to drive innovative and sustainable solutions. The City and County should work to realize the area's potential to become a regional/international transportation and logistics hub for air, rail, and truck cargo.

Infrastructure, including freight routes, will be a determining factor in where industry will be able to locate and cluster (see **Figure 8-6**). Employment Centers should be prioritized for infrastructure improvements to support base industries.

8.1.2.5 COORDINATING ECONOMIC DEVELOPMENT

City of Albuquerque Economic Development Department

The City's Economic Development Department has its own set of financial incentives, workforce training, and business retention programs. It provides coordination and support for businesses supplying economic-base jobs in the area. The City's Economic Development Department works with Albuquerque Economic Development (AED) to recruit new businesses and is equally focused on retention of locally grown small businesses and startups.

The City partners with many businesses, nonprofits, UNM, and CNM to coordinate workforce and job training and events to build community and strong networks for entrepreneurs and local businesses. The City is collaborating with a number of stakeholders in the community on key initiatives to diversify the economy, add private sector jobs in manufacturing and science and technology, strengthen our existing labor force, and foster an entrepreneurial culture in Albuquerque.

To these ends, the department works on numerous programs and initiatives to catalyze the innovation economy in the private sector. It has seen an explosion of business accelerators, from zero in 2013 to six today, and helped create the City's first community center for entrepreneurs. The department implemented a nationally-renowned Entrepreneurial Mindset Program for the private and public sectors and helped establish entrepreneur resource centers in ABC Libraries. It hosts a variety of weekly and annual events benefiting entrepreneurs and small businesses.

The City's economic development staff work to foster relationships and partnerships within City and County government, state and federal legislators, outside agencies, national laboratories, and private sector businesses and organizations. Staff specializes in finance, recruitment, small-business development, tourism, international trade, and film and multi-media.

The department supports the tourism and hospitality industry, working with local and state destination-marketing organizations and the Albuquerque Convention Center to develop and promote our region as an attractive location for visitors. It is also responsible for location marketing and film permitting within Albuquerque and on all City-owned property. The City estimates that 10,000 jobs were added since the economic

recovery began in 2012 and expects growth to accelerate over the next five years. The economic forecast calls for the addition of almost 24,000 jobs, which represents an average annual growth of 1.3 percent. Over 22,000 jobs are expected to come from the private sector, with most sectors adding jobs.

Bernalillo County Economic Development Department

The Bernalillo County Economic Development Department works to attract new businesses, provide resources and financial incentives to retain and expand existing businesses, and offer job training through contracted services. Additionally, the County conducts community outreach to help businesses identify challenges and solutions. This multi-pronged approach supports economic vitality – resulting in "a livable community with diverse economic opportunities" – one of the primary goals in the Bernalillo County Strategic Plan.

In order to enhance the quality of life for county residents while using taxpayer dollars prudently, the Economic Development Department provides statutory incentives for industrial, commercial, and multi-use projects and encourages eligible businesses to apply for appropriate, fiscally-responsible financial incentives. In certain instances, the County works in concert with the State of New Mexico for accessing financial incentives.

The department is also responsible for location marketing and film permitting within the unincorporated areas of the county and all County-owned property. The film industry here is growing, producing revenue. Over the past three years, the County's film revenue has grown by 20 percent per year, with the number of film permits growing by 24 percent per year.

Bernalillo County's diverse programming and partnerships help provide business owners access to cost-effective information, education, and tools available from multiple sources. Department staff coordinate with other departments to develop and implement financing policy. Examples include conduit financing for municipal housing, Tax Increment Development Districts (TIDDs), and MainStreet. Between 2012 and 2015, Bernalillo County has seen 2,371 new jobs and approximately $400 million invested. The department has helped 25 new projects get off the ground, provided educational business summits, met with over 100 businesses, and shared information and resources via newsletters, brochures, and social media posts.

MRCOG

The City and County also work closely with MRCOG for research, forecasting, and long-range economic development visioning and planning. MRCOG represents the four-county metropolitan statistical area that includes Bernalillo, Sandoval, Torrance, and Valencia counties. MRCOG updates an economic development strategy for the federal Economic Development Administration every five years that seeks to activate emerging market sectors, implement economic growth, and track industry progress. This regular planning effort brings together hundreds of stakeholders across many industries and provides an opportunity for local jurisdictions, including Rio Rancho, to work together to improve employment conditions and the economic competitiveness of the Albuquerque region.

The Five-Year Comprehensive Economic Development Strategy can be a helpful document for business recruiters, site selectors, brokers, and public officials. Because it is updated every five years, this planning effort provides the analysis and opportunity to coordinate and strategize about how to leverage and prioritize resources and economic development efforts across MRCOG's four-county region.

MRCOG is also helping coordinate a regional analysis and implementation strategy to position the Albuquerque metro area as a regional transportation and logistics hub, increasing the potential for cargo-oriented development and international trade.

Albuquerque-Bernalillo County International Trade Alliance

The Albuquerque-Bernalillo County International Trade Alliance is an intergovernmental trade promotion partnership between the City and County. It was created to provide international business opportunities for the greater Albuquerque area and to promote the region as a strategic location for foreign direct investment. Since 2013, the Bernalillo County Economic Development Department has participated in trade missions in Israel, Taiwan, and Brazil.

Albuquerque Economic Development

The City and County assist with business recruitment efforts spearheaded by Albuquerque Economic Development, a nonprofit that works to bring employers to the Albuquerque region. The City and County join the recruitment effort by invitation when a prospective business is in the decision-making mode. The City also supports AED's Existing Business Development Program, a highly successful business outreach and development initiative focused on assisting existing local economic-base companies.

While the City and County have both expanded their economic development strategies to include entrepreneurship and retention of local businesses, recruitment is still an important – but not sole – source of expanded employment opportunities in the future.

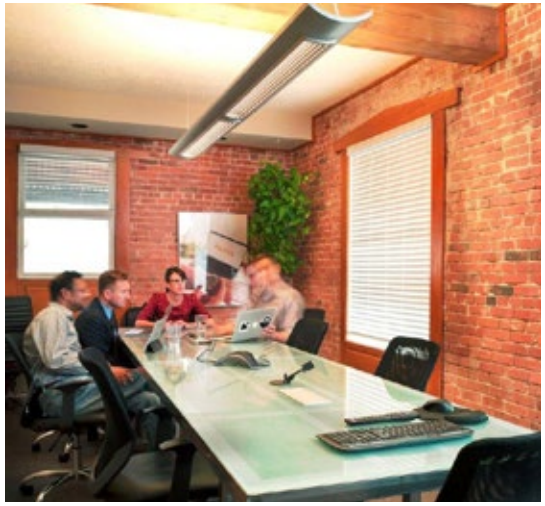




Image credit: City of Albuquerque

Innovative local spaces that support economic development in Albuquerque.

8.2 Goals, Policies & Actions

for Economic Development

Goal 8.1 Placemaking

Create places where business and talent will stay and thrive.

Goal 8.2 Entrepreneurship

Foster a culture of creativity and entrepreneurship and to encourage private businesses to grow.

Policies are organized to support each Goal. Many Policies have supporting Sub-polices, cross-references to other relevant policies, and implementing Actions to more clearly guide decision-making.

Goal 8.1 Placemaking

Create places where business and talent will stay and thrive.

POLICY 8.1.1

Diverse Places: Foster a range of interesting places and contexts with different development intensities, densities, uses, and building scale to encourage economic development opportunities. [ABC]

a) Invest in Centers and Corridors to concentrate a variety of employment opportunities for a range of occupational skills and salary levels. [ABC]

b) Support a variety of lower-density, lower-intensity services, jobs, and housing outside of Centers. [ABC]

c) Protect natural resources, including land and resources necessary for agricultural economic development in rural areas. [BC]

d) Invest in Downtown to increase its viability as a regional employment center. [A]

e) See **Community Identity Goals 4.1 and 4.3** for protections for existing neighborhoods.

f) See **Land Use Goals 5.1 and 5.2** for policies about where and how growth and development should occur.

g) See **Land Use Goal 5.7** for regulatory approaches to promote development that furthers the goals and policies of the Comp Plan.

h) See **Urban Design Goal 7.3** for policies that reinforce sense of place.

i) See **Parks & Open Space chapter** for outdoor and recreation opportunities as part of our diverse places.

j) See **Heritage Conservation chapter** for cultural assets and traditions.

ACTIONS

8.1.1.1 Track rates of investment and population in Centers and Corridors over time. [A]

8.1.1.2 Work with nonprofits and businesses to market Downtown to attract and maintain a variety of retail and service-related businesses. [A]

8.1.1.3 Work with State and Federal users to encourage governmental offices downtown. [A]

POLICY 8.1.2

Resilient Economy: Encourage economic development efforts that improve quality of life for new and existing residents and foster a robust, resilient, and diverse economy. [ABC]

a) Maximize opportunities for economic development that furthers social, cultural, and environmental goals.

b) Encourage the production, local sale, and export of locally-grown and made goods.

c) Prioritize local job creation, employer recruitment, and support for development projects that hire local residents.

d) Grow the community's economic base through recruitment, retention/expansion, and new business startups to bring additional income into the region.

e) Encourage livable wages and high-quality work environments.

f) Coordinate with schools, universities, vocational programs, and workforce training providers to build worker capacity and skills.

POLICY 8.1.3

Economic Base: Strengthen and diversify the economic base to help reduce reliance on government spending. [ABC]

a) Promote and support local export-based businesses (e.g. manufacturing) as a way to stimulate local economic activity.

b) Prioritize infrastructure improvements to support business development in areas with high potential for employment opportunities, such as the I-25 Corridor and West Side Employment Centers.

c) Recruit new export-based businesses to expand and diversify the economic base.

d) Focus economic development strategies, programs, and activities to support existing and emerging economic base industry clusters that are important to the region.

e) See **Transportation Goal 6.2** for multi-modal priorities.

f) See **Transportation Goal 6.6** for transportation investments, including freight, to support economic development.

g) See **Infrastructure, Community Facilities & Services Goal 12.1** for infrastructure systems, including information technology.

h) See **Infrastructure, Community Facilities & Services Goal 12.5** for policies to guide public resource allocation.

ACTION

8.1.3.1 Continue to implement public and private efforts to increase the commercialization of technology from the universities and National Laboratories into businesses in New Mexico. [A]

POLICY 8.1.4

Leverage Assets: Enhance and market the region's unique characteristics internally and to outside businesses and individuals in order to compete with other regions. [ABC]

a) Encourage development that leverages the history and character of special places, such as Route 66 and Old Town.

b) Promote the Open Space network and cultural landscapes as assets and quality of life amenities for tourism and recruitment efforts for businesses and talent.

c) See **Community Identity Goal 4.3** for assets identified during the Community Planning Area (CPA) assessments.

d) See **Land Use Policy 5.2.1** for desired land uses

e) See **Land Use Policies 5.7.2 and 5.7.4** for regulations and processes that promote development that supports the Comp Plan vision.

f) See **Parks & Open Space chapter** for parks, Open Space, and recreational assets.

g) See **Heritage Conservation chapter** for cultural assets.

ACTIONS

8.1.4.1 Participate in developing MRCOG's area-wide economic development strategy. [ABC]

8.1.4.2 Develop and target incentive programs to promote beneficial economic development throughout the community. [ABC]

8.1.4.3 Use forums, events, and printed materials to share success stories of local businesses and public projects and partnerships. [ABC]

8.1.4.4 Identify special and vibrant places through the CPA assessment process to highlight through interactive maps and walking tours. [A]

8.1.4.5 Develop and support convention-related facilities. [A]

POLICY 8.1.5

Available Land: Maintain sufficient land that is appropriately zoned to accommodate projected employment growth in targeted areas. [ABC]

ACTION

8.1.5.1 Certify and market available industrial and business park locations throughout the city and county. [ABC]

Goal 8.2 Entrepreneurship

Foster a culture of creativity and entrepreneurship and encourage private businesses to grow.

POLICY 8.2.1

Local Business: Emphasize local business development. [ABC]

ACTIONS

8.2.1.1 Foster relationships and partnerships with nonprofits, private developers, and lending institutions to implement priority economic development strategies, mixed-use development, and catalytic projects. [ABC]

8.2.1.2 Partner with local tourism organizations to promote entrepreneurship and existing businesses. [ABC]

8.2.1.3 Offer incentives to local employers to expand and diversify the employment base. [ABC]

POLICY 8.2.2

Diverse Talent: Promote a more inclusive ecosystem for developing entrepreneurs. [ABC]

a) Encourage entrepreneurship among traditionally underrepresented segments of the community, including multilingual people, women, and veterans.

b) Promote efforts to reach potential entrepreneurs in the neighborhoods and industry sectors where they work.

c) Support neighborhood-based capacity building for potential entrepreneurs.

d) See **Policy 8.1.1** above for development that encourages economic development opportunities.

e) See **Land Use Goals 5.1 and 5.2** for policies about where and how growth and development should occur.

ACTION

8.2.2.1 Utilize resources such as Navigators and the Molino Project to reach further into the community. [ABC]

POLICY 8.2.3

Sustainable Business: Provide incentives for development projects and businesses that have sustainable economic characteristics. [ABC]

a) Encourage innovative, energy efficient design and construction, standards, and techniques.

b) Promote local hiring, higher-wages, and business that contribute to the economic base (export-based).

c) Cluster compatible businesses to allow for more efficient movement of goods, services, and workers.

d) Promote businesses that have economic qualities and/or products that support sustainability.

POLICY 8.2.4

Public Funds: Leverage public funds and efforts to support venture capital and private investment. [ABC]

ACTIONS

8.2.4.1 Provide incentives to prospective employers through municipal industrial revenue bonds, planning activities, tax abatement and credits, and recruitment and training services. [ABC]

8.2.4.2 Develop programs and spaces designed to support entrepreneurs from a variety of industry backgrounds, including creative, hi-tech, software, hardware, and biology. [ABC]

POLICY 8.2.5

Creative Economy: Promote the creative economy. [ABC]

a) See **Heritage Conservation Policy 11.1.1** for economic activity related to agriculture.

b) See **Heritage Conservation Goal 11.5** for policies about public art and cultural programs.

ACTION

8.2.5.1 Promote and participate in recreational, athletic, arts, and cultural programs and events. [ABC]

POLICY 8.2.6

Job Training: Support existing entrepreneurship, education, training, and programs. [ABC]

ACTIONS

8.2.6.1 Partner with educational institutions, non-profit organizations, and potential employers to offer adult education, training, and workforce development programs. [ABC]

8.2.6.2 Leverage programs at libraries and community centers to cultivate skills and train future workers. [ABC]

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Image Credit: City of Albuquerque

PLAN ELEMENT

Chapter 9

HOUSING

9.1 Background & Analysis

9.1.1 Introduction

To meet our residents' needs now and in the future, we need to provide the kinds of housing options that people want and can afford. Not only is our livability reflected in the quantity, quality, variety, and accessibility of housing stock, a balanced and innovative housing policy also influences the local economy, public health, transportation, and mobility.

This chapter presents the current state of housing, as well as an analysis of shifting preferences and future housing needs for Albuquerque and Bernalillo County. Key strategies incorporated into the goals, policies, and actions are intended to help expand housing type options, ensure affordable housing in rural, suburban, and urban locations, and address housing and related services for vulnerable populations and those experiencing homelessness in our community.

Housing policies relate to and support almost every element of the Comp Plan, especially community identity, land use, and economic development. In the short term, new housing construction creates jobs and increases tax revenue. In the long term, thoughtful housing policies help to make Albuquerque a desirable place to live, creating vibrant, sustainable neighborhoods that connect residents to nearby jobs and amenities, which can attract workers and employers to the region.



Image credit: City of Albuquerque

Applying the Guiding Principles

Each element of the Comp Plan uses guiding principles as the basis for its goals, policies, and actions. The six guiding principles and their definitions were developed from input received during the public involvement process, detailed in the Vision chapter.

Here, we apply the guiding principles to **housing** goals, policies, and actions.

STRONG NEIGHBORHOODS

- Preserving and improving housing stock supports neighborhood stability.
- Diverse housing options support complete neighborhoods – including a range of income levels and ages.
- Quality housing enhances neighborhood character.

MOBILITY

- Locating residences close to offices, shops, restaurants, and other allied uses reduces the need to travel and households' overall expenses.
- Workforce housing is most appropriate along major transportation and transit corridors and near job centers.

ECONOMIC VITALITY

- Improving housing stock increases property values and tax base.
- A well-balanced housing supply ensures availability of workforce housing and other housing options desired across the full spectrum of incomes.

EQUITY

- A mix of high-quality housing serves a range of household types at all income levels and helps maintain affordability over time.
- Reducing regulatory barriers to affordable housing – such as minimum housing unit and lot size – reduces the cost of development and helps make units more affordable.
- Rehabilitation programs and management training help preserve the existing affordable housing supply.
- Ensuring all people have fair and equal access to housing consistent with the federal Fair Housing Act and the HUD Rule on Affirmatively Furthering Fair Housing.

SUSTAINABILITY

- Adaptive reuse and renovation use fewer natural resources than new development.
- Concentrating housing near jobs reduces auto travel and decreases our carbon footprint.
- New standards encourage green building and low impact development techniques.

COMMUNITY HEALTH

- Providing stable shelter meets a basic human need of all residents.
- Housing standards protect residents from poor construction, hazardous materials, and deteriorating structures.

In the future…

Albuquerque and Bernalillo County's housing options will reflect evolving preferences and demographics, including a growing senior population.

Most homes will be single-family units, but a broader range of housing types, such as mixed-use, multi-family, live-work units, and independent and assisted care facilities will be available throughout the region, supporting a higher quality of life for households at all income levels.



Image credit: City of Albuquerque

9.1.2 Context & Analysis

9.1.2.1 CURRENT HOUSING PROFILE

Balanced, well-planned housing means that residents of every background have choices of a variety of housing types, sizes, locations, and prices. To start this analysis for the future, we look at the mix of housing today.

According to the U.S. Census, there were 263,719 households in Bernalillo County in 2014, with an average household size of 2.5 people.[1] Of these households, 80 percent are within the city, where the average household size is only slightly lower than in the county.

	HOUSEHOLDS	AVG. SIZE
State	764,684	2.72
County (all)	263,719	2.55
Unincorporated Bernalillo County	49,259	2.86
City of Albuquerque	211,264	2.47

Table 9-1: Total Households & Average Household Size

Source: U.S. Census Bureau 2009-2014 ACS

Housing Mix & Tenure

The Albuquerque area has a fairly balanced mix of housing options to serve today's residents. In Albuquerque and Bernalillo County, single-family homes are the most common type of dwelling, comprising two thirds of the total housing mix (see **Figure 9-1**). Multi-family units make up about a quarter, and there is a smaller percentage of townhomes and mobile homes.

Over 60 percent of households in the city and county are homeowners, which is typical for New Mexico and the U.S. Within the Comp Plan area, housing tenure varies between the more dense and urban city

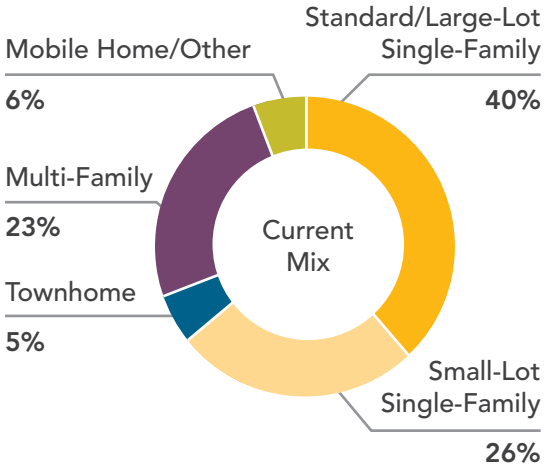


Figure 9-1: Housing Mix in Bernalillo County

Source: U.S. Census Bureau 2009-2014 ACS

and the more rural unincorporated county. In the unincorporated areas of the county, homeownership is 82 percent, while in the city it is 59 percent (see **Figure 9-2**).

Housing tenure is also variable across different types of housing. The vast majority of homeowners (87 percent) live in single-family homes. Around a third of renter households live in single-family homes, while two-thirds live in multi-family housing (see **Figure 9-3**).

Housing Unit Size

Housing units in Bernalillo County represent a variety of different size options, ranging from studios to houses with five or more bedrooms. Two- and three-bedroom units are the most common housing size. Smaller units are more commonly renter-occupied, while larger units tend to be owner-occupied (see **Figure 9-4**).

For renter-occupied units, almost 70 percent of units are 1-2 bedrooms, which may signal a need for more 3+ bedroom units for larger households.[2]

Age of Housing Stock

Within the city and county, over 80 percent of the housing stock was built before 2000. More than one in every five housing units was built before 1960. More than 50 percent



To achieve our vision the City and County need to address key **challenges** and **strategies** related to housing.

CHALLENGES

- Insufficient supply of quality, affordable rental options.
- Protecting affordability of housing stock.
- Housing preferences that are shifting.
- Limiting displacement due to gentrification.
- Protecting the character of established neighborhoods.
- Addressing homelessness respectfully and equitably.
- Removing regulatory barriers that make building some housing types difficult.

STRATEGIES

- Supporting diverse housing options, especially in areas well- served by transit.
- Directing future development to centers and corridors to create stronger districts and reduce household transportation costs.
- Coordinating land use planning with affordable housing strategies.
- Enhancing and coordinating social services and housing availability for vulnerable populations.
- Educating elected leaders and public officials about how housing policies can contribute to a stronger region.
- Making development decisions predictable, fair, and cost-effective.
- Ensuring zoning codes that allow and encourage a full range of housing types in rural, suburban, and urban areas.



Most **rental opportunities** are in the **city**; **rural areas** tend to have **few rental options**.

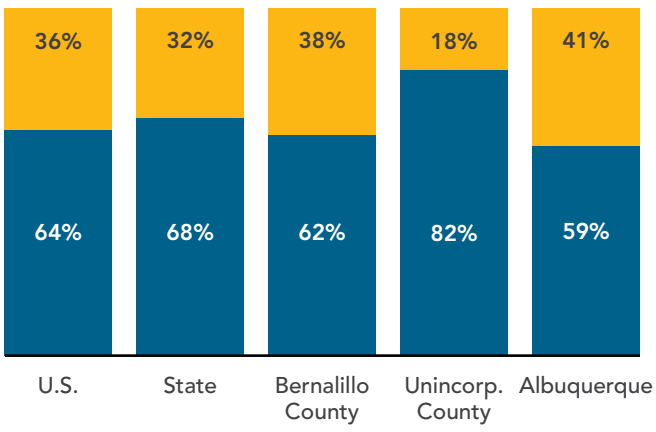


Figure 9-2: Share of Owner and Rental Households

Source: U.S. Census Bureau 2009-2014 ACS

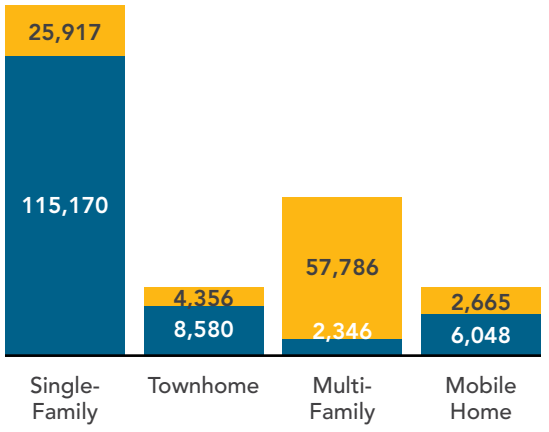


Figure 9-3: Renter and Owner Households in Bernalillo County by Housing Type

Source: U.S. Census Bureau 2009-2014 ACS

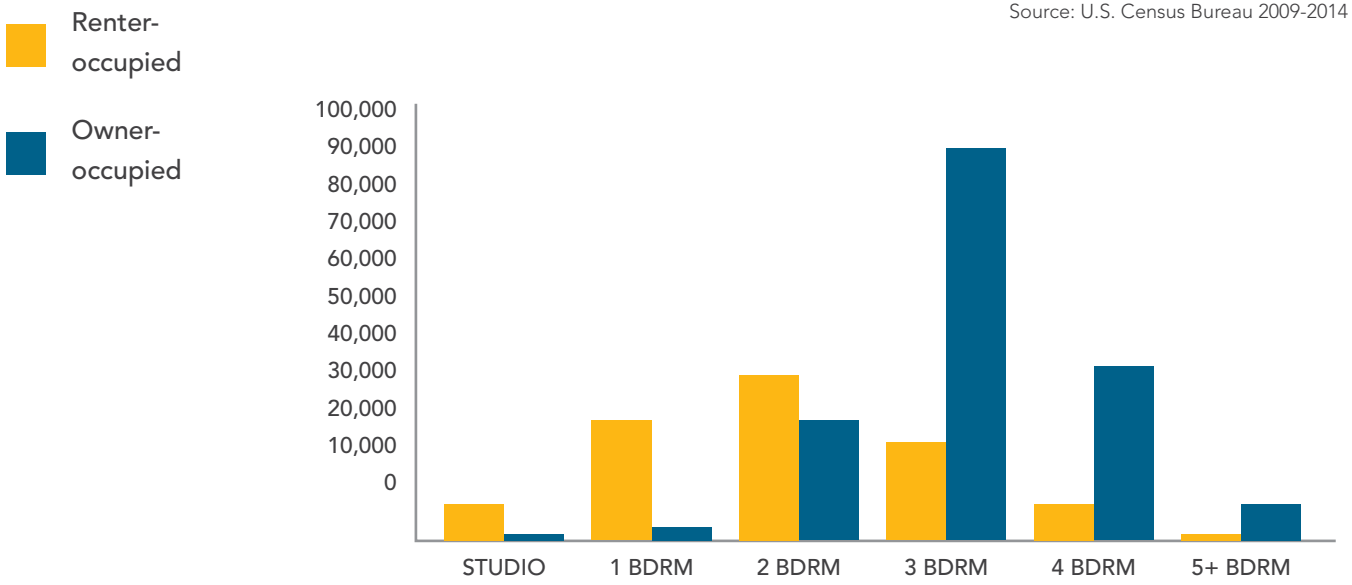


Figure 9-4: Housing Unit Size by Tenure in Bernalillo County

Source: U.S. Census Bureau 2009-2014 ACS

of renter-occupied housing was built before 1980, while more owner-occupied units have been built since 1980 (see **Figure 9-5**).

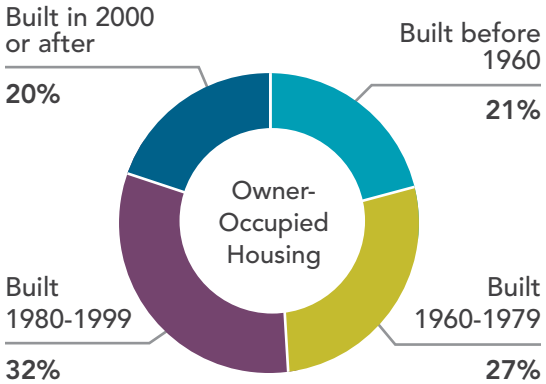
The condition of this housing stock is an important determining factor in whether existing units will continue to provide high-quality housing in the future. Rehabilitation programs for owner-occupied units can help maintain and improve housing stock in older neighborhoods. Single-family neighborhoods where permits have not been issued on a regular basis for renovation or demolition and areas with concentrations of low-income households should be targeted for additional outreach and support.

Management training programs can help ensure that rental properties maintain high standards and provide high-quality rental units.

Vacancy

While rents rose steeply between 2000 and 2012, rents and rental vacancy rates have been stable for the past few years, as have single-family homes for sale.

According to a CBRE Apartment Market Survey Summary, the vacancy rate for the Albuquerque area rental market was 6.9 percent as of January 2014. Restricted properties targeting families show a much lower vacancy rate of 4.2 percent. Vacancy rates are 1.0 percent in those properties targeting seniors and persons with disabilities. Most have waiting lists up to 24 months.[3] The housing industry standard identifies vacancy rates below 5 percent as reflecting a need for more housing stock. Restricted properties targeting families, seniors, and disabilities need housing stock with additional housing units.



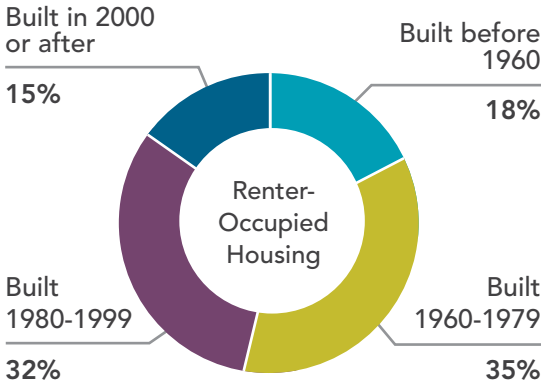


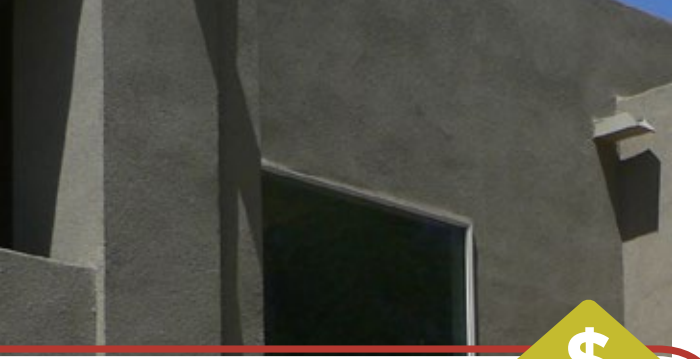
Figure 9-5: Age of Housing Stock in Bernalillo County by Tenure

Source: U.S. Census Bureau 2009-2014 ACS

9.1.2.2 HOUSING AFFORDABILITY

Ensuring housing availability and affordability will help Albuquerque and the County retain current residents while attracting new people and jobs to the area.

Housing affordability is the relationship between the costs of owning or renting a home and the ability to pay those costs. Having affordable housing means people can afford to pay their mortgage or rent and have enough money left over for other vital expenses and discretionary spending like groceries, transportation, child care, health care, clothing, entertainment, and savings. The availability of affordable housing is often the primary factor when people choose where to live.



MEASURING HOUSING AFFORDABILITY

Assessing the true affordability of housing in our communities remains difficult. HUD's threshold of affordability at 30 percent of household income is limited as a guideline. For starters, it doesn't consider the wide range of potential household incomes.

Because the dollar value of thirty percent of income isn't the same for everyone, what's left over to spend on life's other necessities after housing can be vastly different. At lower income ranges, even people paying less than 30 percent of their income can still be burdened and need assistance.

Adding transportation costs helps flesh out the picture of household budgets, but only partly. Ultimately, some households can *choose* to spend more than 30 percent of their income on housing costs (or more than 45 percent of their income on housing and transportation costs combined) and aren't necessarily burdened in the same way as lower-income households.



Although the dollar amount varies from household to household, "affordable housing" means that all housing costs – including utilities, insurance, and taxes – consume no more than 30 percent of gross household income.

According to HUD guidelines, households paying more than 30 percent of their gross income on housing and related expenses are "cost burdened," i.e. their housing is unaffordable. Households that pay more than 50 percent of their income on housing are considered "extremely cost burdened."

As in most communities, rental households in the county generally earn less than typical homeowners. In fact, 74 percent of rental households earn less than $50,000 per year. Conversely, the majority of owner households (65 percent) earn more than $50,000 annually (see **Figure 9-6**).

Based on HUD's 30 percent income standard for estimating affordability for homebuyers, a household could afford to spend $1,686 on a monthly payment. A median sales price home of $180,000 would result in a monthly payment of $1,080, which would be affordable to households at 75 percent of the area median income in 2014.

While there are other useful calculations of affordability, HUD's guidelines are currently used to determine eligibility for federal housing assistance in Bernalillo County.

74% of **rental households** earn less than $50,000 per year.

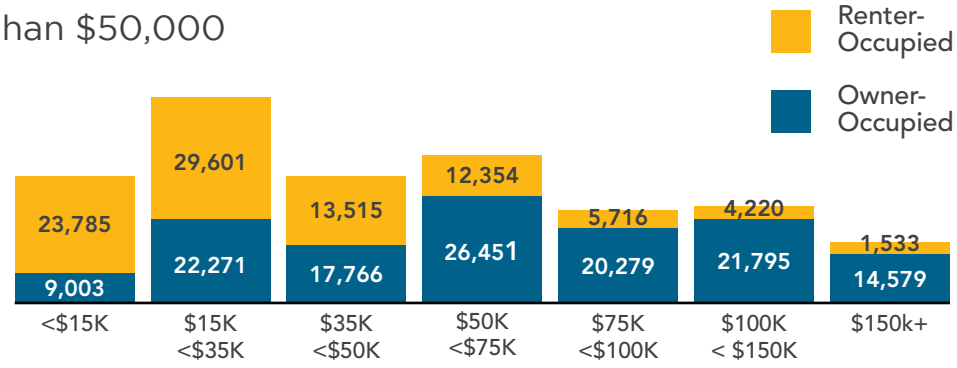


Figure 9-6: Renter and Owner Households in the County by Annual Income

Source: U.S. Census Bureau 2009-2014 ACS

In order to ensure affordable housing options at different income levels, housing plans for both the City and the County identify how many households and housing units there are within categories established by percent of area median income, which also determine federal subsidy levels.

City and County housing plans also calculate development costs for different housing types at different densities to identify how much subsidy is needed at each income level. Housing plans then identify where the biggest affordability gaps are and target subsidies to provide affordable options for households at each income level.

Like many communities, we struggle with housing costs that exceed HUD's threshold of affordability.

As of 2014, 73 percent of homeowners in the county live in housing that is considered affordable. However, for renters, less than half (48 percent) live in housing that is considered cost-burdened or severely cost-burdened – meaning they bear housing costs that add up to more than 50 percent of their income (see **Figure 9-7**).

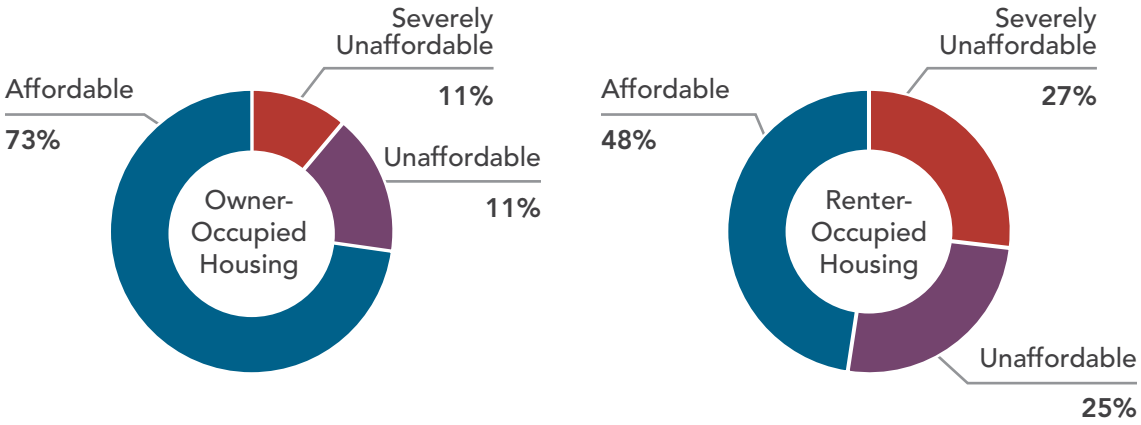


Figure 9-7: Owner and Renter Housing Affordability in Bernalillo County

Source: U.S. Census Bureau 2009-2014 ACS

To effectively address Albuquerque's housing affordability challenges, the City and County need to:

- Support housing programs and policies that encourage affordable housing for people of all incomes and those with special needs.
- Develop strategies to provide additional rental options for extremely low-income households.
- Ensure enough land is zoned for multi-family housing.
- Ensure multi-family unit size, parcel size, landscaping, and parking requirements support the goal to provide homes for a range of incomes.
- Identify and reduce obstacles to desired housing development.

Household Transportation Costs

In the last ten years, transportation costs have been added to housing costs to more effectively measure what kind of housing is affordable for different households. After housing, transportation is the second largest expense for most households. Housing near where people work and go to school is more affordable, since transportation costs are lower. Viable transportation options also

provide flexibility in stretching household budgets. Conversely, the farther away people live from work, services, shopping, school, and other daily destinations, the more they pay for transportation.

In the Albuquerque area, new homeowners and lower-income households often choose to live on the edge of the urban footprint where mortgages and rents are more affordable. But this choice to "drive until you qualify" leads families to offset their lower mortgage with higher transportation costs.

Limited access to transit, fewer bike facilities, and neighborhoods designed for driving lead to fewer alternative transportation options. Well-connected, compact places, located near jobs and services and offering a range of transportation choices allow people to spend less time, energy, and money on transportation. High transportation costs are often an uncounted cost of urban sprawl and a low jobs-to-housing ratio.

The Center for Neighborhood Technology establishes a Housing and Transportation (H+T®) Affordability Index that combines housing and transportation costs to assess affordability and sets the benchmark at 45 percent of household income.[5] When using the H+T® Index to assess our region, the average household in Albuquerque and Bernalillo County spends more than half of their income on housing and transportation combined (see **Figure 9-8**).

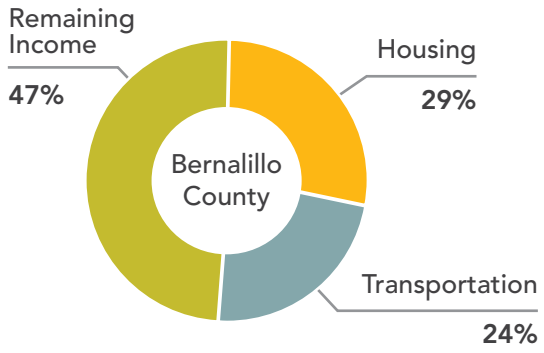


Figure 9-8: Housing and Transportation Costs in Bernalillo County as a Percentage of Household Income

Source: Center for Neighborhood Technology H+T® Fact Sheet, http://htaindex.cnt.org/fact-sheets/

Housing Gap

The need for rental housing is most pronounced for extremely low-income households, where demand far outpaces supply. These households most likely need public support to afford quality housing. There are more than twice as many households earning less than $15,000 per year than there are occupied units affordable at that level. For those making less than $15,000 per year, rents above $400 per month are considered unaffordable. Many in

% OF AREA MEDIAN INCOME	ANNUAL INCOME ($)	TARGET HOUSING AFFORDABILITY AT 30% OF MONTHLY INCOME ($)	AVERAGE RENT ($)	HOUSING AFFORDABILITY GAP ($)
100	57,800*	1,445	805**	640
80	46,240	1,156	805	351
60	34,680	867	805	62
50	28,900	723	805	(83)
30	17,340	434	805	(372)
0	0	0	805	(805)

Table 9-2: Housing Affordability Gap for Renters in Bernalillo County

Source: U.S. Census, American Community Survey (ACS), 2013, Bernalillo County Affordable Housing Plan, 2015

* Median Income for Bernalillo County as of 2013
** Average Rent in Bernalillo County as of 2014

the lowest income bracket are stretching to pay more than 30 percent of their income in rent due limited options at that price point. Some of these households may be reliant on housing subsidies that are not counted as income by the U.S. Census (see **Figure 9-9**).

There also appears to be an inadequate rental supply for households earning more than $50,000. This translates into increased competition for housing units affordable to renters in the middle-income range, between $35,000 and $50,000. For lower-income renters, competition for a limited supply of affordable housing units contributes to the high percentage of unaffordable and severely unaffordable renter-occupied housing. For higher-income renters, it is likely that many people are renting units below a price they would be willing to pay if more options were available.

These mismatches between household incomes and the current supply of housing affordable at each income level signal development opportunities for the construction of new rental housing aimed at low and extremely low-income households, some of which should be designed for the elderly and other vulnerable populations. These households are the most financially strained, and safe, quality affordable housing

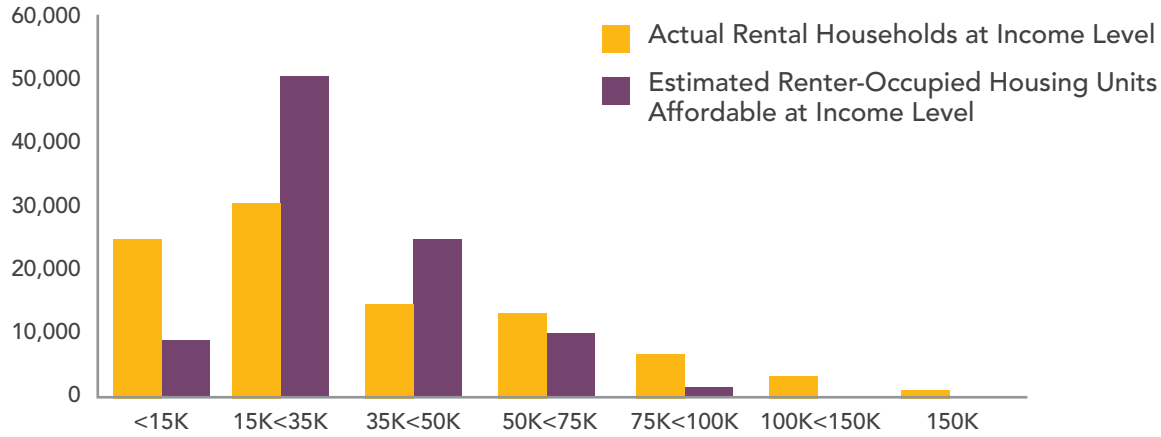


Figure 9-9: Comparing Rental Households to Affordable Units by Income Level (Countywide)

Source: Envision Tomorrow Balanced Housing Model

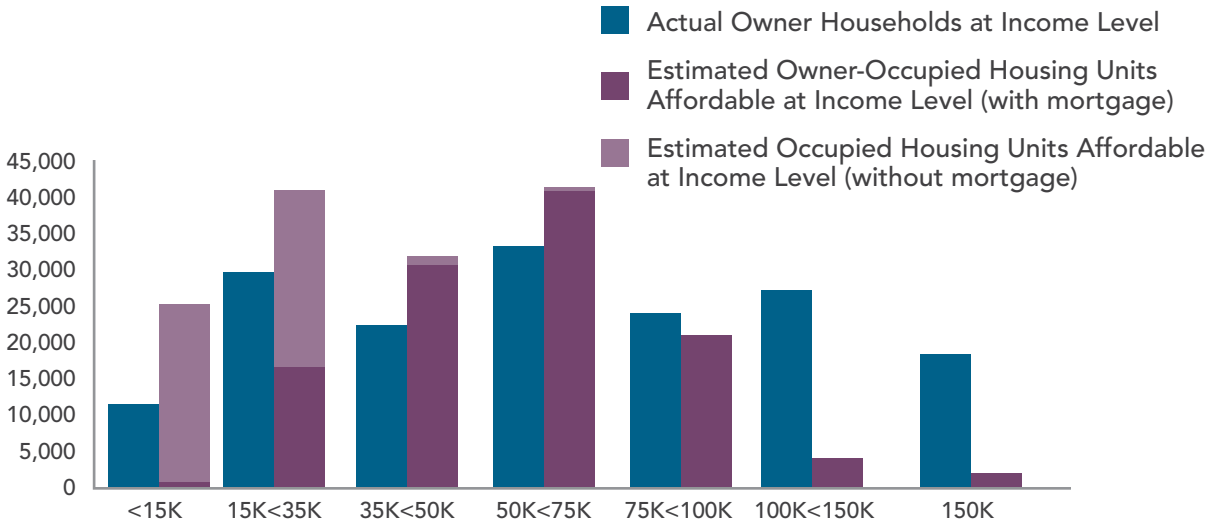


Figure 9-10: Comparing Owner Households to Affordable Units by Income Level (Countywide)

Source: Envision Tomorrow Balanced Housing Model

is critical to maintaining family stability and reducing the risk of homelessness.

Financially strained households combined with inadequate supply can lead to overcrowded housing units, which the U.S. Department of Housing and Urban Development (HUD) defines as those with more than one person per room (i.e. more than 1.5 persons per room). Overcrowding occurs when the size of households is larger than the number of bedrooms provided by the existing housing stock and when households choose to live within smaller units to save money. HUD calculated approximately 200 overcrowded rental units in Bernalillo County in 2010 and over 650 overcrowded owner-occupied units.

At present, the number of families eligible for rental assistance far exceeds the number of homes available. Regardless of demand, federal housing assistance continues to decline, challenging local governments to devise innovative solutions.

Not every housing type is advisable for every income level. Homeownership is typically not recommended for households below 60 percent of the area median income, for example.

Lowering development costs is one of the best ways to make housing units more affordable. Allowing additional density is another effective way to lower the unit cost of construction, so that less subsidy is needed to provide affordable units. For this reason, subsidies for affordable housing are usually given only for higher-density housing options. **Section 9.1.2.4** below provides additional guidance on how to encourage more high quality, affordable housing. In order to provide more housing options with lower transportation costs, the City and County should:

- Adopt policies that support a range of housing types in transit-accessible neighborhoods and that are designed to accommodate multi-modal access.
- As development occurs throughout the region, allow offices, shops, restaurants, housing, and other allied uses to locate near each other and in higher concentrations connected by a grid network of streets rather than increase non-residential development along arterial roadways. This approach could also improve the imbalance of jobs and housing in some areas by bringing employment opportunities closer to where people live.

Vulnerable Populations

It is important to plan for vulnerable populations that may need housing assistance and help with related services.

Homelessness among youth, women experiencing domestic violence, and families has increased considerably in recent years and is most often due to unexpected financial setbacks that create a situation where paying for either temporary or permanent housing suddenly becomes unfeasible.

The cumulative impact of homelessness, severe poverty, and high mobility pose significant challenges to the academic progress of children and youth. Schools can serve as important safety nets for homeless children and youth, providing education, basic services, and access to support systems that are necessary to avoid poverty as adults.

While short-term assistance at shelters and other temporary housing may be enough to stabilize some households, others need to acquire additional skills and require longer-term support before moving to more independent housing.

Programs aimed at assisting single women and families attempt to break the cycle of homelessness through holistic approaches

that include offering life-skill programs and job, asset management, and financial training. To complement household income, these programs assist with setting up savings and/or investment accounts to build equity and allow participants to get ahead.

Households with extremely low income (at or below 30 percent of area median income) are continually at risk of homelessness. Housing with rental subsidies targeted for these households is incredibly rare, and most funding sources target incomes between 50-80 percent of area median income. Extremely low-income households also often need assistance with health care and other supportive services.

Homelessness

Homelessness encompasses a population that is elusive, hidden, highly mobile, and characterized by a diverse and complex set of personal and social circumstances.

The New Mexico Coalition to End Homelessness estimated that over 1,500 people experience homelessness on a given night in the Albuquerque area, based on an annual "Point in Time" count from 2011. Of those, over 80 percent find temporary shelter. Families with children make up 33 percent of the total.

Creating a future where homelessness is rare, short-lived, and non-recurring will require collaboration between many public, non-profit, and for-profit partners.

The City and County work closely with local homeless services providers and associations to serve those experiencing homelessness and to align community resources with local housing needs.

The Albuquerque Strategic Collaborative to End Homelessness serves as the advisory body for both the Albuquerque Continuum of Care and Albuquerque Heading Home, a nationally-funded demonstration project that identifies, assesses, and houses homeless people with medical issues in the city.

Cities throughout the country are developing and implementing different strategies to end homelessness. Both the Housing First and Harm Reduction models combine affordable housing with support services in a variety of housing approaches, including transitional housing, emergency shelters, tiny house villages, and other self-built "congregate living" opportunities.

With Bernalillo County taking the lead on providing behavioral health services, the City should take proactive measures to complement these services with housing that meets the acute needs of vulnerable, special needs, and chronically homeless populations.

Community-based responses to homelessness need to be strategic with resources and take innovative measures to reduce development costs.

9.1.2.3 FUTURE HOUSING NEEDS

Proactive housing planning takes into account existing housing gaps as well as the needs of people who might live in the region in the future.

To determine what types of housing the city and county are most likely to need in the future, demand estimates were modeled in 2015 with a software called Envision Tomorrow based on MRCOG population forecasts and the U.S. Census Supplemental Population Projections. The model takes into consideration future residents' anticipated age, income, and housing preferences in order to make realistic estimates of the kinds of future housing needs.

Population Growth

Bernalillo County is expected to grow by almost 125,000 households by 2040. The millennial generation – those born in the

1980s and 1990s – will represent one of the largest segments of the Albuquerque population and a growing part of the workforce. The Albuquerque area is one of the fastest growing regions in New Mexico for this age bracket, growing at a faster rate than the national average.

A rapidly growing senior population will also form large part of our population in the next 25 years. By some estimates, the number of people over age 60 will triple by 2040.

Based on population growth forecasts and anticipated market demands, the balanced housing targets for 2040 include approximately 75 percent of projected new units as small lot single-family and multi-family housing in a mixed-density setting. The remaining units should be large lot single-family dwellings.

The area's existing housing stock of primarily single-family homes is expected to continue to serve that market adequately. A new emphasis on smaller homes, townhomes, and multifamily rental units will be needed to serve residents who will increasingly opt for smaller homes in more connected places for better access to jobs and services, walkability, and affordability.

Geographic Targets

The County Affordable Housing Plan emphasizes opportunities for higher-density housing, mixed use units, and transit-oriented development in Centers, along Bridge and Isleta Boulevards, near the Los Ranchos and Montaño Railrunner stops, and in Paradise Hills near Unser Boulevard, which is identified as a Premium Transit Corridor. These areas are identified in sector development plans and station area plans.

The City Consolidated Housing Plan analyzes Community Planning Areas as mapped in the Comp Plan to identify the highest need

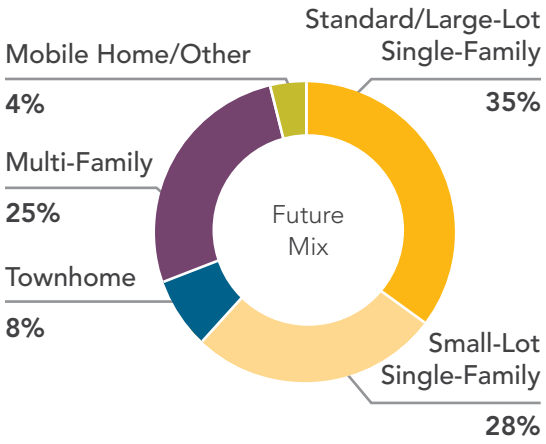


Figure 9-11: Future Balanced Housing Mix by Type for Bernalillo County

Source: Envision Tomorrow Balanced Housing Model

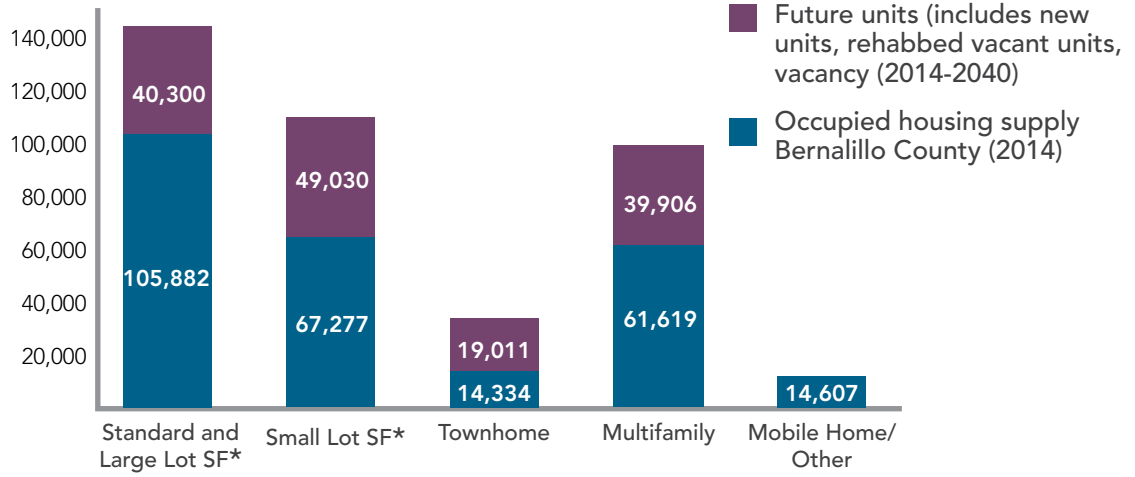


Figure 9-12: Future Balanced Housing Profile vs. Occupied Housing for Bernalillo County

Source: Envision Tomorrow Balanced Housing Model

for affordable housing, including pockets of poverty and neighborhoods with high concentrations of low-income households. The highest poverty rates (37-65 percent) are found in Near Heights, Uptown, and Central Albuquerque. The plan prioritizes neighborhoods within these Community Planning Areas, including Trumbull, Alta Monte, Barelas, Martineztown-Santa Barbara, and San Jose.

Changing Preferences

Planning for future housing needs also involves understanding potential lifestyle preferences of future residents. While most households will likely choose single-family homes, local and national trends indicate a growing demand for more diverse housing options.

A small but a growing percentage of very large demographic segments of our population will desire to live in cottage homes, urban townhomes, and intentional living communities. Both millennials and retirees looking to downsize to more compact and manageable homes are interested in community-oriented living situations and townhomes in walkable districts where they can live, work, learn, shop, and play.

In fact, many people want to be closer to work, local shops, schools, and parks. The ability to walk or bike to these destinations is more than a luxury, it's a requirement for high quality of life and ongoing affordability. They are a boon to cities that are increasingly competing for employers and a more mobile, talent-based workforce.

Other desirable housing types are expected to include multi-generational housing, accessory dwelling units, and housing that accommodates special needs populations, including veterans.

At the same time, we also need to plan for additional housing in suburban and rural areas. Based on the MRCOG Travel Preference Survey in 2013, 29 percent of respondents under 35 would prefer to live in a suburban or rural area in the future.

Our local housing stock needs to evolve and expand so that a full range of desired housing options are available and affordable.

Demand for Ownership Options

Owner-occupied housing is expected to continue to be the housing type desired by the most households and therefore needing the highest proportion of housing units. A higher demand is expected in the future for houses on small lots and townhomes for low to middle-income households and mixed-use units in walkable, urban districts and Centers for higher-income households.

Existing single-family housing (63 percent of existing stock) and new market-rate subdivisions will continue to provide adequate options for homeownership in rural and suburban areas.



Image credit: City of Albuquerque



There are many different ways to provide denser housing options while also reflecting the character of Albuquerque neighborhoods.



Image credit: City of Albuquerque



A wide range of housing options is needed to address housing needs and changing preferences of residents.

Public incentives and assistance will be needed to ensure the development of adequate affordable ownership options in all areas and the rehabilitation of existing housing, particularly in areas with a higher concentration of low-income households.

Infill and redevelopment within the urban footprint will have demand from homeowners looking for live-work-play-learn districts and for households willing to spend more on housing costs and less on transportation costs. Regulatory incentives, such as "by right" development (i.e. allowed permissively by zoning without requiring a public hearing) and streamlined approval processes, will be important to remove barriers to infill development for market-rate and affordable units.

Demand for Rental Options

Additional demand is expected for rental units for lower-income households throughout the region and for moderate- to high-income households in walkable, urban contexts with good transit service. In part, this reflects the current need for more rental housing at these income levels, but it also reflects a national trend of declining home ownership rates and growing desire for walkable neighborhoods, described in the

Urban Land Institute's 2016 *Emerging Trends in Real Estate* report.

This expected demand provides additional opportunities for new development and rehabilitation efforts that contribute to the economy, even when the housing market is slow. When new building demand is slow, smaller contractors look for fixer-uppers to renovate and sell or keep for rentals--often finding those opportunities in or near their own neighborhoods.

When the existing home sales market is slow, depressed, or over-stocked, or an owner is "underwater" on debt to property value, owners often opt to put the home on the rental market, either managing the property themselves or hiring an agent or manager.

As rental stock increases and more out-of-state investors buy up foreclosed and distressed properties, demand for property managers with knowledge and skills increases beyond the supply of existing local professionals.

Management of aging rental housing rarely keeps up with the need for additional maintenance and renovation, which leads to declining quality of the unit or complex, particularly for subsidized housing. Landlord and property management training is an important aspect of planning to meet future rental demand.

Demand for Temporary, Transitional & Innovative Housing Options

Home siting, design, and construction are evolving to respond to a variety of environmental, financial, and social pressures. While detached single-family housing has fit the needs of the American family for decades, demographics are shifting to include fewer people in homes with a greater variety of household types.

Co-housing has emerged as a response to limited housing options for a growing number of one- and two-person households – including single parents, married couples with no children, and single households. Co-housing typically includes smaller dwelling units that share common facilities, such as a group kitchen and gathering spaces.

Permanent co-housing can serve diverse and intergenerational demographics – including retiring baby boomers, seniors, newly wedded couples, and traditional families. Temporary co-housing can respond to the special needs of a more specific demographic – one that values autonomy, self-governance, and upward mobility.



Image credit: City of Albuquerque

This workforce housing demonstration project in downtown offers efficiency apartments and features many green building techniques.

There are a number of innovative housing options that incorporate shared space, facilities, and resources, including tent cities, tiny house villages, and land trusts, which all reduce unit costs through sharing common resources.

In some communities, tiny houses that share facilities are classified as a "congregate living facility," similar to a college dormitory or an assisted living center. Each tiny house is considered a "sleeping unit" – a space that can provide opportunities for sleeping, living, eating, and either cooking or sanitation, but not both – rather than a "dwelling unit," which has much more stringent building and zoning code standards. This type of housing provides flexible living space with independent residences dependent on a surrounding village.

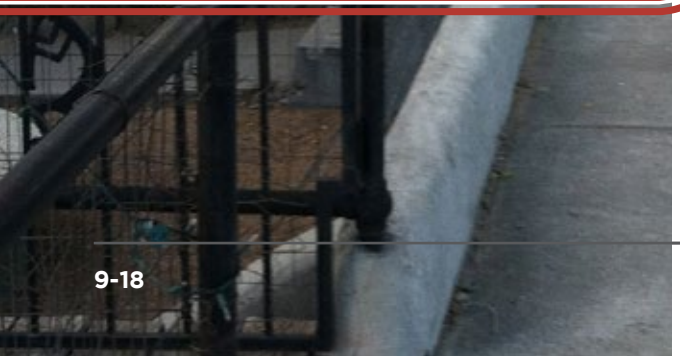


COUNTY AFFORDABLE HOUSING PLAN AND CITY CONSOLIDATED PLAN

The City and County adopt **Consolidated Plans** every five years to analyze housing needs, report on programs, and set out priorities to meet the existing and future housing needs in Albuquerque and Bernalillo County. Consolidated Plan objectives from the City and County include:

1. Rehabilitating existing owner-occupied housing stock
2. Expanding the supply of affordable rental housing for low income households and special needs populations that have difficulty competing in the housing market
3. Expanding homeownership opportunities
4. Preventing homelessness and coordinating services for emergency housing and rapid-rehousing for those experiencing homelessness

This Comp Plan helps achieve these housing objectives through land use policies that encourage a greater variety of housing options and recommend ways to remove barriers to affordable housing.



Developing innovative housing requires developers to be more resourceful when it comes to financing projects and to tap alternative funding sources, since HUD and the New Mexico Mortgage Finance Authority (MFA) primarily fund permanent affordable housing.

In the Albuquerque area, this could involve funds from the Behavioral Health Tax proceeds. It could also involve using the Workforce Housing Trust Fund to leverage private investment. In the end, the success of alternative housing projects depends on small-scale developers being strategic about resources and optimizing gap financing.

Fair Housing

Federal and local policies ensure that all people have the right to have housing. Fair housing policies identify groups that often face challenges in finding housing in local housing markets, even when affordability is not the main barrier. The federal government describes these groups as "protected classes." The City's Family and Community Services Department works to provide fair housing so that residents of similar incomes have similar housing choices regardless of race, color, ancestry, national origin, religion, sex, disability, marital status, familial status, income source, sexual orientation, or any other arbitrary factor.

9.1.2.4 OPPORTUNITIES FOR CHANGE

Zoning for a Range of Housing Options

Zoning codes should allow a range of zones with a diversity of lot sizes for single-family neighborhoods. Zones with small minimum lot sizes will limit the consumption of green-field land and the corollary expensive infrastructure expansion. Some small-lot single-family designs include homes oriented around a communal courtyard or cottage-style homes and are very desirable to growing demographic segments. These smaller lot single-family homes are generally owner-occupied and represent an important part of the future housing market.

Zones that allow and encourage mixed-use buildings that include both retail and residential uses in Centers and walkable districts will be key to a balanced housing profile in the future. Mixed-use apartments or condos with ground-floor retail or office space are most successful in urban centers and along transit corridors. These units can be owner- or renter-occupied and can provide student or workforce housing in or around mixed-use campuses and major employers. Mixed-use units near transit

corridors and in walkable neighborhoods help reduce household transportation costs and provide additional mobility options for all household members.

Community Land Trusts

Community Land Trusts are a successful model for providing home ownership opportunities to low- and moderate-income families. In this model, a non-profit organization owns and holds land "in trust" for the benefit of the community in order to preserve the affordability of housing on the land permanently. A community land trust separates the ownership of the buildings from the ownership of the land underneath the building, which allows people to purchase homes on affordable terms. The land beneath the homes is then leased to the homeowners through a long-term, 99-year renewable lease. As a condition of the lease, homeowners agree to certain resale conditions on their homes to protect affordable housing opportunities for future buyers.

Locally, the Sawmill Community Land Trust (SCLT) uses an innovative approach to affordable housing and community development. Where most community land trusts have their affordable homes sprinkled throughout a community, SCLT is one of the largest continuous community land trusts in the United States. SCLT has reclaimed 34 acres of abandoned industrial sites for community-driven affordable housing and economic development activities. SCLT provides opportunities for both homeownership and rental options, and is expanding their efforts to work with other neighborhood partners to develop permanently affordable housing.

High Quality, Affordable Housing Options

Affordable housing is vital for all residents. Our housing policy must strive to make affordable, high-quality options available to all residents. This is particularly true of workforce and transitional housing for at-risk populations, as such housing options are often in high demand and short supply. Attracting young talent will also require more quality, affordable housing options in mixed-use areas. In particular, there is a lack of rental housing that is affordable for current and expected renters. Housing policies should continue to support and encourage affordable rental options, which should be located near existing transportation infrastructure, especially transit.

The market is expected to continue to provide affordable housing options on the edge of the urban footprint, and rehabilitation programs will help maintain existing single-family housing stock. Regulatory changes will be needed to help reduce development costs, risks, and the level of subsidies needed for new affordable units within the urban footprint, particularly for high-density housing and housing for the lowest-income households.



Image credit: City of Albuquerque



Diverse options for both homeownership and rental housing are needed in the Albuquerque area.



Image credit: City of Albuquerque

Housing that allows residents to access various modes of transportation provides additional benefits to residents.



The Albuquerque High Lofts are an adaptive re-use project that transformed a former high school, which sat empty for many years, into condominium-style housing.

MFA's Low-Income Housing Tax Credit and Sustainable Building Tax Credit programs are extremely competitive for for-profit and non-profit developers.

Small-scale developers need to identify alternative, complementary funding sources for affordable housing projects. Not only do these projects provide much-needed affordable housing, they also create construction jobs and increase tax revenue.

Mixed-income projects that ensure units at various income levels help establish flourishing neighborhoods in the Albuquerque area.

City and County housing plans will continue to target geographic areas with the largest need and greatest opportunity for affordable housing of various housing types and sizes for households below the area median income.

Public & Private Coordination

The majority of current housing in Albuquerque consists of single-family dwellings. The market is showing a recent interest in multi-family apartment complexes and in housing for older people, such as communities of homes for active seniors and assisted living apartments. City and County housing efforts focus on addressing

the needs of low- and moderate-income individuals and households of special needs populations, who have difficulty securing housing they can afford and/or that accommodates their disabilities or other special needs.

The City and County have various programs to address affordable housing. City and County departments tap and package a complex assortment of their own funds and federal entitlement grants from HUD to help develop and maintain affordable housing, including rental assistance and rehabilitation programs.

- The City's Workforce Housing Trust Fund is a permanent, supplemental source of funds to support new affordable housing units and rehabilitation programs.
- The County's Housing Department and the Office of Health and Social Services help provide funding to develop and maintain affordable housing and provide services for at-risk and vulnerable populations.
- The City's Family & Community Services Department partners with the City's Metropolitan Redevelopment Agency and private developers to facilitate and help finance projects that include affordable and mixed-income housing.
- City and County Planning Departments coordinate planning and zoning to provide diverse housing options throughout the region.
- The County takes the lead on behavioral health services that dovetail with housing for special needs populations.
- City and County departments coordinate with service providers that offer shelter and long-term housing and services for people experiencing homelessness. These are implemented in partnership with private developers and under contract with nonprofit providers.

As of 2016, the Albuquerque Housing Authority (an entity independent of the City) owns and manages 950 public housing units for rent scattered throughout Albuquerque, and operates the Section 8 housing voucher program, both of which are subsidized by the federal government. Currently, a total of 5,000 Albuquerque households receive federal rental assistance.

The Bernalillo County Housing Authority owns and manages public housing units and manages the Section 8 program in the unincorporated county area.

There are a number of non-profit developers in Albuquerque that specialize in building affordable housing and housing for special needs populations.

MFA distributes HUD and other housing funds to local jurisdictions, manages low-income housing tax credits and other incentives for affordable housing, and provides technical planning assistance to communities throughout the state. MFA also manages the allocation of funds from the National Housing Trust Fund, the source of an additional $3 million for new construction and rehabilitation of rental housing as of 2016.

Endnotes

1. Mid-Region Council of Governments 2040 Forecast & Bernalillo County Affordable Housing Plan 2015.
2. Bernalillo County Affordable Housing Plan 2015.
3. Bernalillo County Affordable Housing Plan 2015.
4. Median household income in 2013 for Bernalillo County, 2013 ACS Estimates.

9.2 Goals, Policies & Actions

for Housing

Goal 9.1 Supply

Ensure a sufficient supply and range of high-quality housing types that meet current and future needs at a variety of price levels to ensure more balanced housing options.

Goal 9.2 Sustainable Design

Promote housing design that is sustainable and compatible with the natural and built environments.

Goal 9.3 Density

Support increased housing density in appropriate places with adequate services and amenities.

Goal 9.4 Homelessness

Make homelessness rare, short-term, and non-recurring.

Goal 9.5 Vulnerable Populations

Expand capacity to provide quality housing and services to vulnerable populations.

Goal 9.6 Development Processes

Promote cost-effective housing redevelopment and construction that meets community needs.

Goal 9.7 Partnership

Coordinate strategic deployment of housing-related funds and partnerships with community-based organizations for projects that achieve housing goals.

Policies are organized to support each Goal. Many Policies have supporting Sub-polices, cross-references to other relevant policies, and implementing Actions to more clearly guide decision-making.

Goal 9.1 Supply

Ensure a sufficient supply and range of high-quality housing types that meet current and future needs at a variety of price levels to ensure more balanced housing options.

POLICY 9.1.1

Housing Options: Support the development, improvement, and conservation of housing for a variety of income levels and types of residents and households. [ABC]

a) Increase the supply of housing that is affordable for all income levels. [ABC]

b) Assure against discrimination in the provision of housing. [ABC]

c) Assure the availability of a wide distribution of quality housing for all persons regardless of race, color, religion, sex, national origin, ancestry, age, or disabled status. [ABC]

d) Protect the quality of existing housing stock through rehabilitation programs and training. [ABC]

e) Provide for the development of quality housing for elderly residents. [ABC]

f) Encourage community compounds to support multi-generational housing where such traditional development patterns exist. [ABC]

g) Ameliorate the problems of homelessness, overcrowding, and displacement of low income residents. [ABC]

h) Maintain an affordable housing supply in neighborhoods, in addition to creating market-rate housing, as part of revitalization efforts. [A]

i) Provide for the development of multi-family housing close to public services, transit, and shopping. [A]

j) Work on conservation, improvement, and expansion of the housing available to low- and moderate-income families until all housing in the area meets City Housing Code standards. [A]

k) See **Goals 9.4 and 9.5** below for policies that address homelessness and vulnerable populations.

l) See **Land Use Policies 5.1.1 and 5.2.1** on appropriate locations for different housing densities.

m) See **Land Use Goal 5.3** for efficient development patterns.

ACTIONS

9.1.1.1 Maintain a resource list of existing programs and sources of funds for rehabilitation of owner-occupied units and training programs for rental management. [ABC]

9.1.1.2 Work to assemble building sites of adequate size for market-rate, affordable, and mixed-income urban housing. [A]

9.1.1.3 Improve the quality of rental property through code enforcement and partnerships with property owners. [A]

9.1.1.4 Coordinate with agencies with access to funding sources to provide affordable housing in priority areas and to address housing gaps in affordability at different income levels. [A]

POLICY 9.1.2

Affordability: Provide for mixed-income neighborhoods by encouraging high-quality, affordable and mixed income housing options throughout the area. [ABC]

a) Prioritize support for affordable housing that the market is unable to provide for populations with the lowest income levels and/or special needs.

b) Encourage a diversity of housing types, such as live/work spaces, stacked flats, townhouses, urban apartments, lofts, accessory dwelling units, and condominiums.

c) Encourage housing types that maintain the scale of existing single-family neighborhoods while expanding housing options.

d) Encourage the development of higher-density affordable and mixed-income housing in Downtown, near job centers, and along transit corridors.

e) Encourage mixed-use development that includes non-residential uses and the opportunity for access to services.

f) See **Community Identity Goal 4.1** for policies to maintain neighborhood character.

g) See **Land Use Policies 5.1.1 and 5.2.1** on appropriate locations for different housing densities.

h) See **Land Use Goal 5.3** for efficient development patterns.

ACTIONS

9.1.2.1 Promote rehabilitation projects for lower-income households in neighborhoods with existing moderately-priced homes and areas vulnerable to speculation, redevelopment, and displacement of lower-income residents. [ABC]

9.1.2.2 Study the benefits, implications, and impacts of accessory dwelling units in some residential areas. [ABC]

9.1.2.3 Amend zoning codes to ensure single-family zones with smaller minimum lot sizes and multi-family zones that allow higher densities and development by right to improve opportunities for affordability. [ABC]

9.1.2.4 Develop a module on affordable and mixed income housing as part of the City's Citizens Academy. [A]

POLICY 9.1.3

Fair Housing: Promote fair housing through local housing programs that enhance housing affordability, choice and access to opportunity for all communities, especially those communities that bear the burdens from lack of investment and access to opportunity. [ABC]

a) Enhance housing choice for people in federally defined protected classes throughout the region by coordinating plans and investments to affirmatively further fair housing. [ABC]

b) Promote equitable housing practices for federally defined protected classes through fair housing education and enforcement. [ABC]

c) Evaluate the effect of development trends, policies, and regulations on housing costs as part of the CPA assessment process and recommend adjustments to avoid displacement of existing residents. [A]

d) See **Goals 9.4 and 9.5** below for policies that address homelessness and vulnerable populations.

e) See **Heritage Conservation Policy 11.2.1** about displacement and gentrification.

ACTIONS

9.1.3.1 Initiate and participate in regional discussions to identify goals and actions to promote fair housing, and to address critical affordable housing and tenant needs. [ABC]

9.1.3.2 Work with residents and stakeholders, including landlords, neighborhood associations, and relevant trade associations, to help them understand the rights protected by federal, state, and local fair housing laws. [ABC]

9.1.3.3 Identify and remove barriers (such as real estate marketing, finance, or insurance practices) that restrict housing choices and opportunities for protected classes and for low- and moderate-income people, older adults, people who are homeless, and people with behavioral, physical, cognitive, and developmental disabilities. [ABC]

9.1.3.4 Identify strategies to mitigate the anticipated impacts and create permanently affordable housing in areas where market pressures will lead to displacement. [ABC]

9.1.3.5 Institutionalize methods for the incorporation of fair housing goals and strategies into local planning processes and across local agencies, informed by the Assessment of Fair Housing and other relevant data and reporting. [ABC]

Goal 9.2 Sustainable Design

Promote housing design that is sustainable and compatible with the natural and built environments.

POLICY 9.2.1

Compatibility: Encourage housing development that enhances neighborhood character, maintains compatibility with surrounding land uses, and responds to its development context – i.e. urban, suburban, or rural – with appropriate densities, site design, and relationship to the street. [ABC]

a) See **Community Identity Goals 4.1 and 4.2** for policies on neighborhood character.

b) See **Land Use Policy 5.2.1** for land use compatibility.

c) See **Transportation Goal 6.8** for policies related to street design in different contexts.

d) See **Urban Design Goal 7.3** for policies on designing the interaction with the public realm.

POLICY 9.2.2

High Quality: Encourage quality and innovation in new housing design and construction, materials, and energy and water conservation. [ABC]

a) See **Land Use Policy 5.3.8** for solar protections.

b) See **Urban Design Goal 7.5** for context-sensitive site design.

POLICY 9.2.3

Cluster Housing: Encourage housing developments that cluster residential units in order to provide community gathering spaces and/or open space. [ABC]

a) Encourage innovative and diverse options for intentional or communal living. [ABC]

b) See **Land Use Policies 5.3.3 and 5.3.4** on cluster and conservation development.

ACTION

9.2.3.1 Research and implement best practices for innovative housing options, such as clustered housing and tiny house villages. [ABC]

Goal 9.3 Density

Support increased housing density in appropriate places with adequate services and amenities.

POLICY 9.3.1

Centers & Corridors: Encourage higher density, multi-unit housing and mixed-use development in Downtown, Urban, Activity, and Village Centers, and along Premium and Major Transit Corridors to capture growth, relieve development pressure at the edge of the urban footprint, and maintain low densities in rural areas. [ABC]

a) See **Land Use Goal 5.1** for land use policies related to Centers and Corridors.

b) See **Transportation Goal 6.1** for policies related to Corridors.

c) See **Infrastructure, Community Facilities & Services Policy 12.5.3** for prioritization of funding to support desired growth patterns.

ACTION

9.3.1.1 Perform assessments at least every five years to ensure adequate infrastructure for densities allowed by zone and encouraged by the Comp Plan. [ABC]

POLICY 9.3.2

Other Areas: Increase housing density and housing options in other areas by locating near appropriate uses and services and maintaining the scale of surrounding development. [ABC]

a) Encourage higher-density residential and mixed-use development as appropriate uses near existing public facilities, educational facilities, job centers, social services, and shopping districts.

b) Encourage multi-family and mixed-use development in areas where a transition is needed between single-family homes and more intense development.

c) Allow accessory dwelling units in areas with existing infrastructure capacity, where intergenerational living is encouraged, where walkability is encouraged, and where affordable housing is needed in single-family neighborhoods.

d) See **Land Use Goals 5.5 and 5.6** for policies related to Development Areas in the city and county.

Goal 9.4 Homelessness

Make homelessness rare, short-term, and non-recurring.

POLICY 9.4.1

Best Practices: Implement an appropriate and effective model to address chronic homelessness. [ABC]

ACTION

9.4.1.1 Explore best practices in other communities, including the Housing First and the Harm Reduction models. [ABC]

POLICY 9.4.2

Services: Provide expanded options for shelters and services for people experiencing temporary homelessness. [ABC]

a) See **Land Use Policy 5.3.7** for objectionable land uses.

b) See **Infrastructure, Community Facilities & Services Goal 12.3** for service provision.

ACTIONS

9.4.2.1 Coordinate with local, regional, and national efforts to provide human services and ensure that local programs complement those at the state and federal level. [ABC]

9.4.2.2 Build public awareness and engage the community in an informed and collective response by assessing and planning to address human service needs. [ABC]

POLICY 9.4.3

Equitable Distribution: Support a network of service points that are easily accessible by residents and workers, geographically distributed throughout the city and county, and proximate to transit. [ABC]

ACTION

9.4.3.1 Work with stakeholders to evaluate the distribution of services within the city and county, including connections to transit, number of service providers within a half-mile of each other, and potential impacts on nearby neighborhoods and businesses. [ABC]

Goal 9.5 Vulnerable Populations

Expand capacity to provide quality housing and services to vulnerable populations.

POLICY 9.5.1

Quality Housing: Ensure well-maintained, safe transitional and permanent housing for the lowest-income households that are most at risk of homelessness. [ABC]

a) Work with funding agencies to identify and leverage potential sources to provide housing for extremely low-income renters.

b) Support demonstration projects that use innovative approaches to leverage alternative funding sources.

c) Prioritize lowest-income households when allocating local funds for affordable and workforce housing.

d) Encourage housing developers to coordinate with supportive service providers.

ACTION

9.5.1.1 Compile data on housing and transportation cost burdens for households with the lowest incomes. [ABC]

POLICY 9.5.2

Transitional Services: Encourage on-site transitional services with culturally competent service delivery that respects the dignity of individuals and families and fosters self-determination and self-sufficiency, including job training, financial education, and behavioral health assistance. [ABC]

a) See **Land Use Policy 5.3.7** for objectionable land uses.

b) See **Infrastructure, Community Facilities & Services Goal 12.3** for service provision.

ACTIONS

9.5.2.1 Coordinate with all jurisdictions in Bernalillo County on the Behavioral Health Initiative. [ABC]

9.5.2.2 Partner with public and private institutions, schools, human service providers, and other stakeholders to address the needs of children and families. [ABC]

Goal 9.6 Development Process

Promote cost-effective housing redevelopment and construction that meets community needs.

POLICY 9.6.1

Development Cost: Reduce development costs and balance short-term benefits of delivering less costly housing with long-term benefits of preserving investment in homes and protecting quality of life. [ABC]

POLICY 9.6.2

Incentives: Provide incentives for developing affordable housing for low- and moderate-income households, by aligning development regulations, infrastructure requirements, and fee structures with the priorities of City and County affordable housing programs. [ABC]

a) See **Goal 9.1** above for desired housing types and affordability.

b) See **Land Use Goal 5.7** for strategies to align development with the goals of the Comp Plan.

ACTIONS

9.6.2.1 Adjust zoning regulations for appropriate zones and locations to allow more dwellings per acre through smaller lots, higher building heights, and smaller setbacks in areas appropriate for higher-density development. [ABC]

9.6.2.2 Establish appropriate flexibility and decision criteria for staff-approved deviations to standards for streets, sidewalks, shared parking, or setbacks, when standards prevent projects that meet the intent of the Comp Plan. [ABC]

9.6.2.3 Allow rebates or waivers of impact fees, permitting and inspection fees, or other charges for affordable housing projects. [ABC]

9.6.2.4 Train staff on available incentives to help guide developers and businesses working on infill, redevelopment, public-private partnerships, and/or mixed income and affordable housing projects. [ABC]

Goal 9.7 Partnerships

Coordinate strategic deployment of housing-related funds and partnerships with community-based organizations for projects that achieve housing goals.

POLICY 9.7.1

Housing Coordination: Coordinate with affordable housing non-profits, developers, advocates, service providers, and other stakeholders to leverage available funds and planning efforts to address affordable housing, homelessness, and services for vulnerable populations. [ABC]

a) Promote home ownership in all neighborhoods through collaboration with lenders and nonprofit organizations, including home ownership for low to moderate income buyers and first time buyers.

b) Encourage renovation and rehabilitation to preserve and enhance the existing housing stock in older neighborhoods.

POLICY 9.7.2

Metropolitan Redevelopment: Identify and prioritize opportunities for catalytic projects that stabilize and serve blighted neighborhoods and support redevelopment in those areas. [ABC]

a) Leverage partnerships with the private sector and community-based organizations as needed.

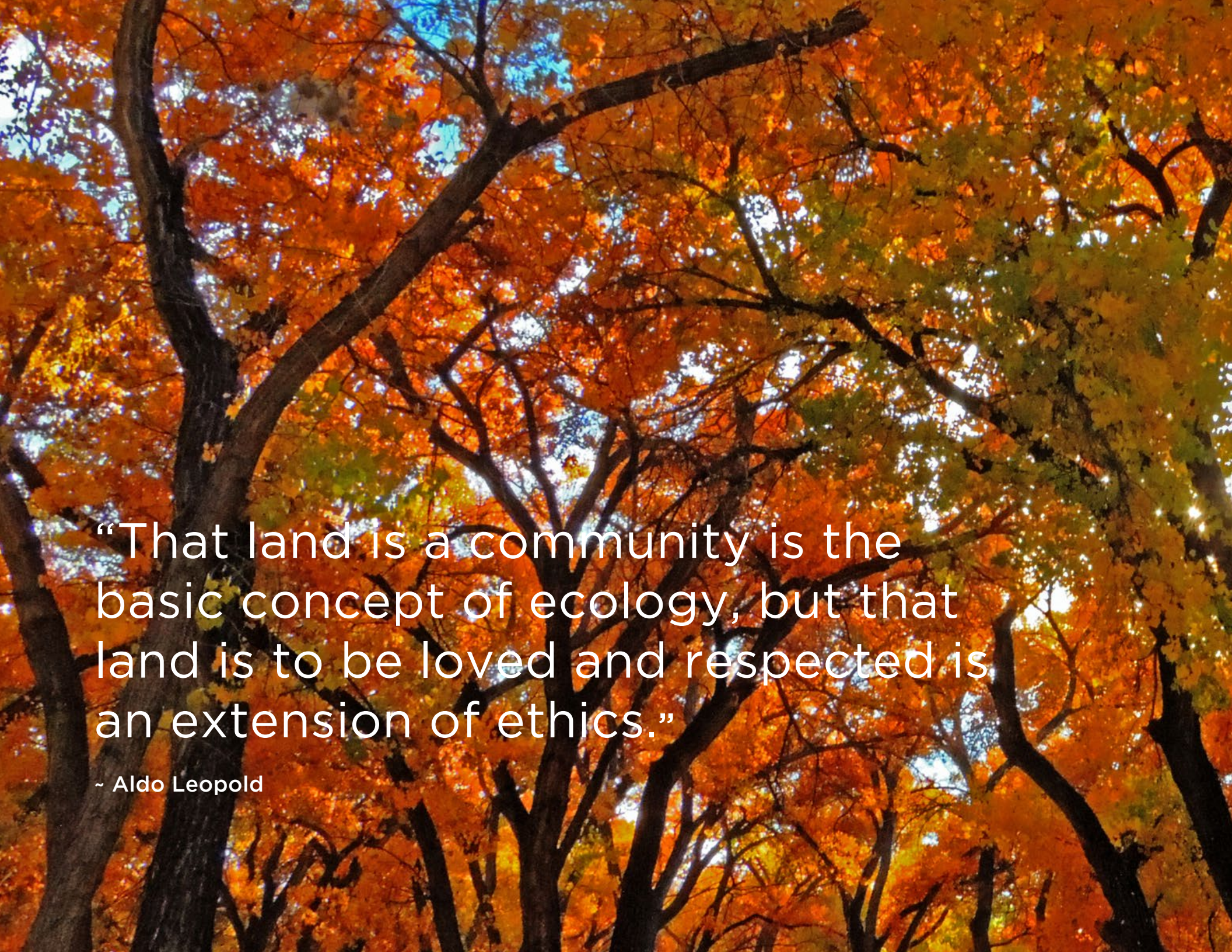
b) Encourage development of mixed-use and mixed-income projects.

c) Pursue remediation and redevelopment of brownfield sites when feasible.

ACTIONS

9.7.2.1 Use financial tools enabled by the state Metropolitan Redevelopment Code, such as tax increment financing and public/private partnerships, to make public improvements and incentivize commercial revitalization and mixed income housing. [ABC]

9.7.2.2 Structure capital expenditures and land use regulations in support of creating additional housing and jobs in distressed neighborhoods. [ABC]


“That land is a community is the basic concept of ecology, but that land is to be loved and respected is an extension of ethics.”
~ Aldo Leopold



PLAN ELEMENT

Chapter 10

PARKS & OPEN SPACE

Image Credit: City of Albuquerque Open Space Division

This chapter is primarily concerned with Open Space owned and/or managed by the City or County, and will generally use this term. However, the County Parks and Recreation Department uses the term "Open Space" (note the capital letters), while the City uses the term "Major Public Open Space (MPOS)." Where "open space" (note the lower case) is used, the text refers to lands owned and managed by other agencies, sometimes with different goals and priorities, or privately owned land.

10.1 Background & Analysis

10.1.1 Introduction

Albuquerque and Bernalillo County are defined by remarkable public Open Space, both within and bordering the developed landscape. Open Space conserves land from development and provides a shape and setting for the urban areas in this region. Parks provide visual, social, and psychological relief from the built environment. Together, they contribute to the community's livability and are indispensable to our quality of life.



Image credit: Bill Tondreau

Beautiful, inspiring, and accessible parks are essential to the health of a city. Parks provide recreational opportunities, a space for community gatherings, environmental benefits, and more desirable neighborhoods and communities. This region will have a network of diverse parks, providing a variety of recreation opportunities in each neighborhood. A network of multi-use trails will connect the parks with neighborhoods, ensuring that all residents can easily access them on foot, by bike, by transit, or by car.

Parks, Open Space, and trails preserve and manage natural resources for the enjoyment of residents and visitors, as well as for environmental and ecological systems that occur within these lands. Parks and Open Spaces also serve as green infrastructure that enhances sustainability and resilience by absorbing rainfall, storing and conveying storm water, and releasing oxygen via grass and trees. Linear Open Spaces provide corridors that connect the different parts of the region for drainage and wildlife.

The high quality of our parks and Open Space creates a sense of place and enhances our economic competitiveness by attracting travelers, skilled employees, and jobs in a market increasingly focused on unique identity and engaging places. Coordination among parks, recreation, Open Space, and natural and cultural resource agencies will enhance access to the highest quality leisure, cultural, and natural resources for all Albuquerque Area residents.

While this chapter is primarily concerned with Open Space owned and/or managed by the County or the City, the Land Use chapter introduces a larger "Community Green Space" concept that also includes other publicly-owned lands that are managed for a variety of purposes. Community Green Space also includes drainage and irrigation ditches and drains that are not a part of the Open Space system.

Applying the Guiding Principles

Each element of the Comp Plan uses guiding principles as the basis for its goals, policies, and actions. The six guiding principles and their definitions were developed from input received during the public involvement process, detailed in the Vision chapter.

Here, we apply the guiding principles to **parks and Open Space** goals, policies, and actions.

STRONG NEIGHBORHOODS

- Parks, Open Space, and other Community Green Space preserve natural elements and shape community identity.

MOBILITY

- A well-connected Open Space and trail network increases access and use.

ECONOMIC VITALITY

- High-quality **Community Green Space** help attract a skilled workforce and employers.
- Responsible eco-tourism and outdoor recreation-based business capitalize on unique natural features and generate funding.

EQUITY

- The Open Space network provides recreational and educational opportunities for everyone.
- Park facilities integrate universal design to improve access for people of all abilities.

SUSTAINABILITY

- Well-designed and programmed parks and **Open Space** promote environmental stewardship.
- Sustainable management maximizes efficient water use, minimizes energy use, and helps protect and restore wildlife habitats and ecosystems.
- A well-connected Open Space and trail network reduces the need to drive to outdoor recreation and encourages active transportation options.

COMMUNITY HEALTH

- Parks, Open Space, **Community Green Space,** and trails provide opportunities to be physically active, recreate outdoors, and connect with nature.
- Parks, Open Space, **Community Green Space,** and trails provide physical and psychological relief from the urban environment.

In the future…

Parks and Open Space will remain essential parts of the community's infrastructure, indispensable to meet the needs of the public.

The park system will balance small, neighborhood-scale parks with larger active facilities to contribute to the community's livability and high quality of life.

The City and County will coordinate to enhance large-scale, regional recreational opportunities both to serve local residents and to attract visitors and investment.

Linear parks and trails will connect residents to public facilities and other destinations in a system of parks, Open Space, and trails. Multi-use trails will serve as integral parts of the Open Space system, as well as key elements of the transportation system.

The County will implement their *Parks, Recreation, and Open Space Master Plan*. The City will work to prepare a Parks and Recreation Facility Plan to guide future park development.

The County and City will preserve and maintain significant Open Space to conserve natural and cultural resources and environmental features, to create a sense of place and unique character, and to provide educational and low-impact recreational opportunities.

Preserving acequias, agricultural land, and unique natural features as Open Space will protect the natural resources and ecological functions of the land as well as the cultural aspects of the landscape and land uses.

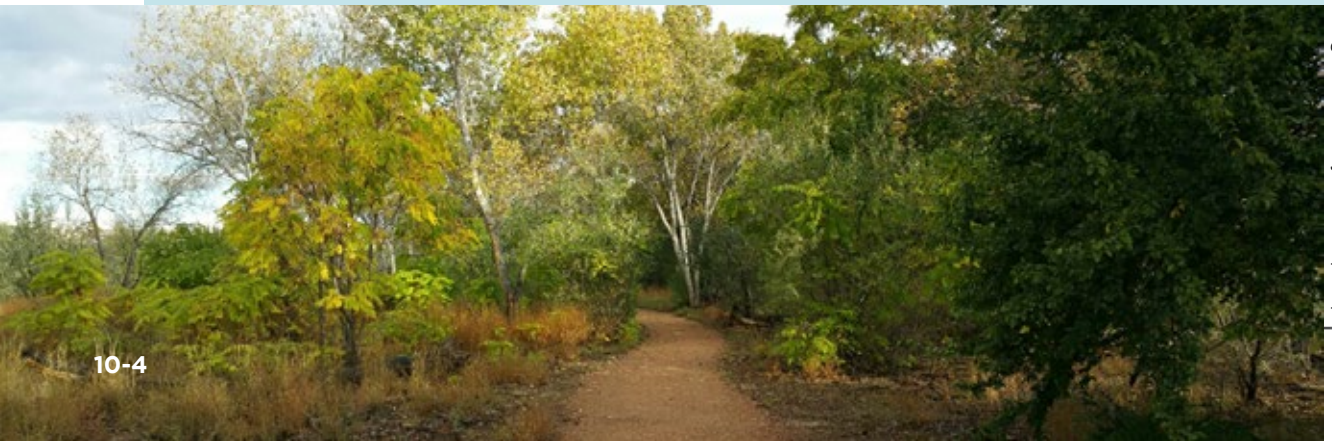


Image credit: City of Albuquerque

10.1.2 Context & Analysis

10.1.2.1 PARKS OVERVIEW

Parks are an important quality-of-life factor contributing to the livability of our community. A high-quality system of parks and recreation resources provides a multitude of community benefits: protecting our environment, preserving wildlife habitat, strengthening local economies, attracting new businesses, contributing to the local tax base, increasing property values, and promoting healthy lifestyles.

As of 2016, the City and County manage approximately 317 developed parks, totaling over 1,600 acres. The City's ratio of developed parkland to population is about 2.8 acres per 1,000 people. This region has a well-distributed system of parks and recreation facilities that meets a wide range of needs. The City and County are now challenged to maintain existing infrastructure of aging parks and to bring its parks and recreation system into a new century of needs, wishes, and conditions.

Attractively designed and well-maintained parks are typically the most popular parks.



However, climate and soil characteristics create unique design challenges for the local park system. Arid conditions and poor soils affect the cost to provide large landscaped areas. Supplemental watering is necessary due to the low annual rainfall. Precipitation is usually of short duration, and runoff is heavy. Parks require continuing maintenance to prevent deterioration and maintain their attractiveness. Our climate also presents design challenges to accommodate open play areas that provide adequate shade in the summer.

Parks and Open Space are the only community facilities addressed in this chapter, while a wide range of other community facilities, such as those related to police, fire protection, solid waste, childcare facilities, schools, and healthcare clinics, are addressed in the **Infrastructure, Community Facilities & Services chapter**. These other community facilities are often located within parks or on land adjacent to parks. Some city parks are also located on land owned by the Board of Education and managed to serve the adjacent school as well as the public.

Every effort should be made to achieve the goals of the co-location policies in siting parks and other facilities, such as the North Domingo Baca Park, Fire Station, and Multi-

To achieve our vision the City and County need to address key **challenges** and **strategies** summarized in this chapter:

CHALLENGES

- System expansion and maintenance needs competing for the same limited resources.
- Distribution of parks and Open Space based on community desires for more green space.
- Coordination of Open Space with other agencies' and private open spaces.
- Mandate to manage Open Space to provide public access while protecting natural resources.
- How to maintain high level of service as population grows and demographics change.
- Cost of acquiring land and timing acquisition in coordination with development.

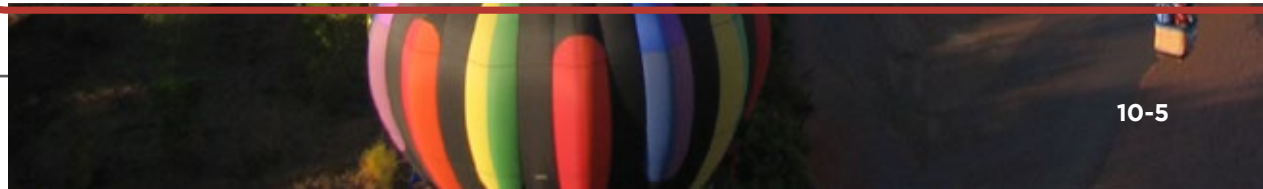
STRATEGIES

- Promoting parks and Open Space as economic engines that provide quality of life for residents and attractiveness for tourism and new jobs.
- Leveraging City and County funding for regional recreational facilities and eco-tourism opportunities.
- Preserving acequias and agricultural lands in the region.
- Identifying ecological zones and creating networks of Open Space, trails, and parks to connect them.
- Responding to changing demographics and community needs by providing more regional parks, active sport parks, urban agriculture as green space, and "signature" parks or Open Space.



Image credit: City of Albuquerque

High and low impact recreation opportunities.



generational Center and the Barelas hub of city services. However, it is also important that the Parks and Open Space System not be viewed as a land bank for future facilities.

County Parks & Recreation

The County is responsible for maintaining and improving more than 1,000 acres of parks, athletic fields, streetscapes, and facility landscapes, including the Mesa del Sol Regional Park. This comprises 30 parks and athletic fields in the unincorporated area including Paradise Hills, North Valley, North Albuquerque Acres, South Valley, and in the East Mountains. Several of the parks have prescription trails programs to promote walking and healthy lifestyles. Bernalillo County uses its *Parks, Recreation, and Open Space (PROS) Master Plan* to guide future facility development.

City Parks & Recreation

The City Parks & Recreation Department maintains and manages more than 287 park sites, which also include dog parks, trails, the New Mexico Veterans' Memorial, Museum and Conference Center, and the Albuquerque Balloon Fiesta Park and Event Center. The department participates in the Prescription Trails program. City staff includes individuals with expertise in landscape design, construction, and programing to help people connect with each other and nature. As places to relax, play, learn, and come together, parks are essential to the health of urban communities and quality of life.

The City Parks & Recreation Department develops and maintains a network of over 160 miles of multi-use trails providing alternative transportation and recreation options for pedestrians, cyclists, and equestrians. The department works with the Greater Albuquerque Recreational Trails Committee (GARTC), who advises the City on trails planning and maintenance issues.

The Metropolitan Parks & Recreation Advisory Board consists of residents who support and guide the development of the City parks and recreation system.

10.1.2.2 OPEN SPACE OVERVIEW

Open Space is land left in its natural state so that it may contribute to a community's livability. Open Space preserves and protects natural features and cultural resources of the city and county, creates a sense of place for residents and visitors, and provides educational and recreational opportunities.

Some land is a candidate to preserve as Open Space because it is poorly suited for development. Other land is desirable as Open Space to separate areas that have developed with incompatible uses; to preserve a natural, cultural, or archaeological resource in perpetuity for future generations; or to preserve vistas and cultural or natural landscapes. Open Space conserves environmental features, natural, and cultural resources; provides educational and low-impact recreational opportunities; and places the built environment in context. Reasons for maintaining Open Space may include:

- Views of significant natural landscapes can contribute to psychological and emotional health.
- Low-impact recreation helps people of all ages be physically healthy.
- Cultural resources and environmental education deepen understanding of the surrounding landscapes and how humans used and benefited from the land.

Land preserved as Open Space is a mechanism for stewardship that protects many physical features for the appreciation of residents and visitors and improves livability in our region. Additional private lands are still proposed for future acquisition

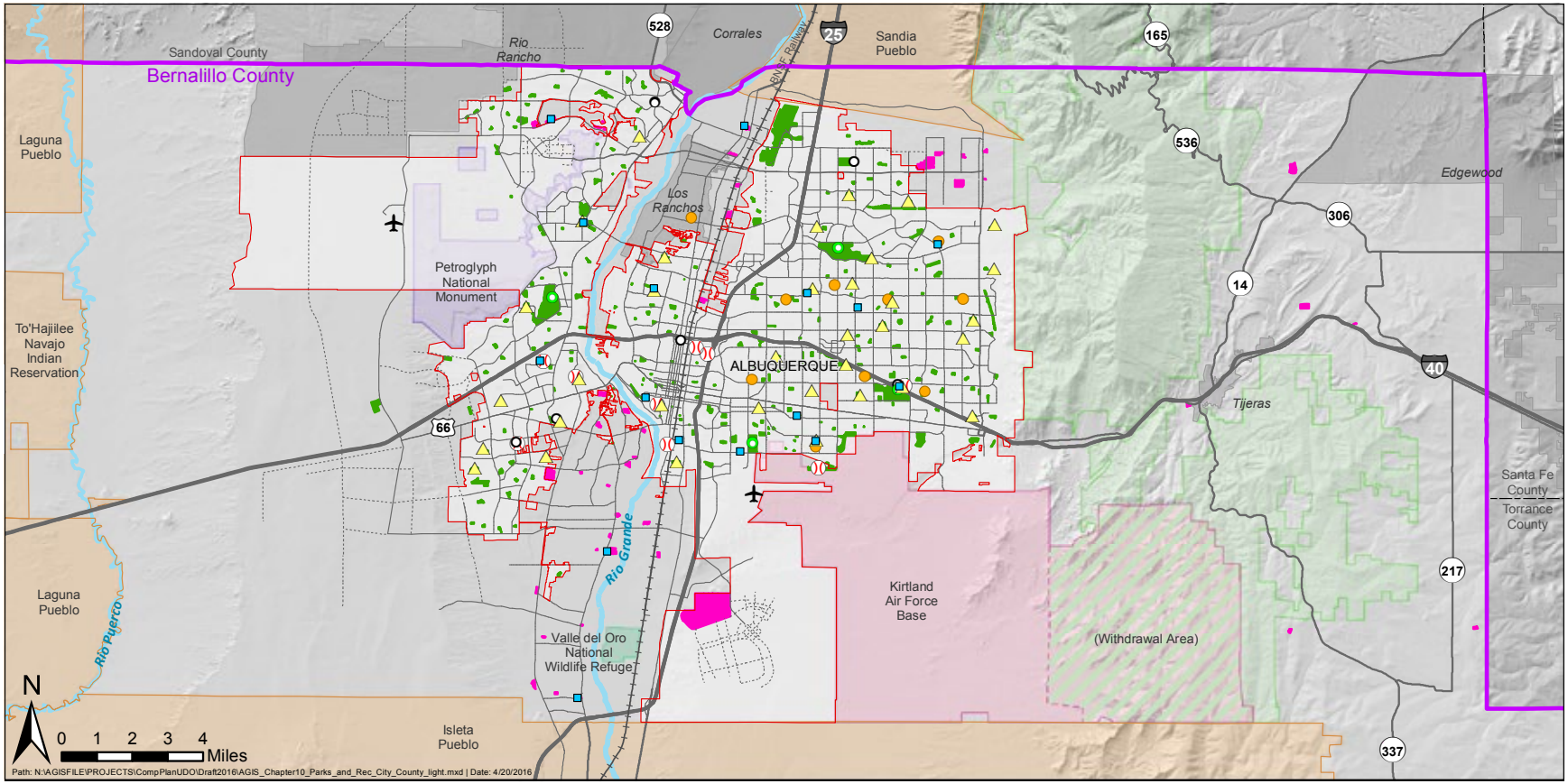


Figure 10-1: City of Albuquerque and Bernalillo County Parks & Recreation Facilities

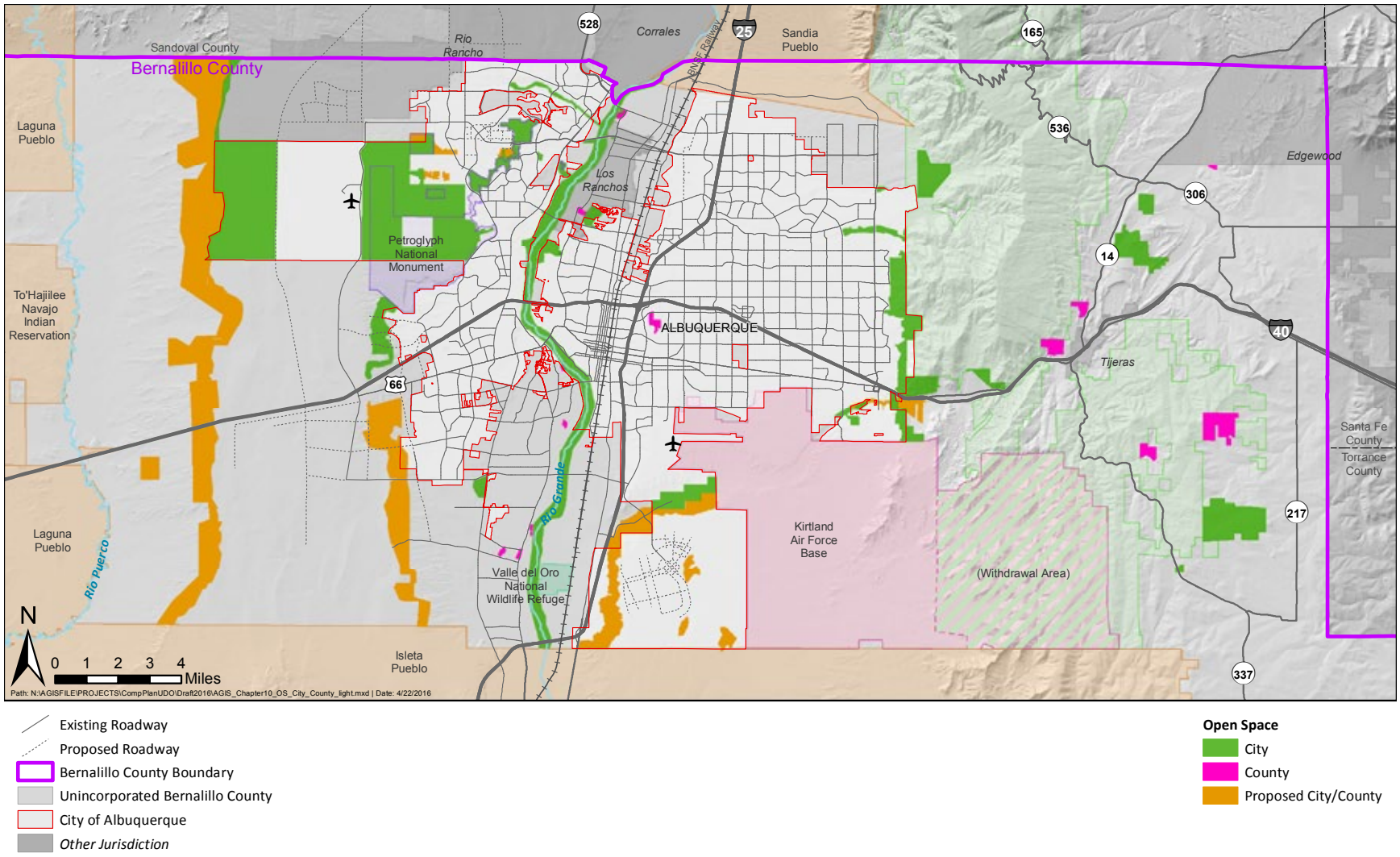


Figure 10-2: City of Albuquerque Major Public Open Space and Bernalillo County Open Space



Image Credit: CABQ Open Space Division

The Bosque is part of the largest cottonwood forest in North America.

or preservation and include major natural land forms, agricultural properties, and riparian areas.

Three of the region's most significant and large Open Space areas – the Petroglyph National Monument, Rio Grande Valley State Park/Bosque, and Sandia Mountains/Cibola National Forest – are areas cooperatively managed by a variety of entities.

The Petroglyph National Monument, established in 1991, is cooperatively managed by the National Park Service (NPS) and the City. It includes federal and municipally owned land acquired for Open Space before 1990. There are also adjacent Open Space lands outside the Monument boundary.

Rio Grande Valley State Park, established in 1983, is managed cooperatively by the City and the Middle Rio Grande Conservancy District (MRGCD), in conjunction with other regulating agencies – Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA), U.S. Bureau of Reclamation, U.S. Army Corps of Engineers, and U.S. Fish and Wildlife Service (USFWS). The State Park preserves the cottonwood forest, or Bosque, and the river floodway within the City and County.

Major Public Open Space in the foothills of the Sandia and Manzano Mountains provides a linear area separating the city's eastern-most neighborhoods and the Cibola National Forest/Sandia Mountain Wilderness. Major trailheads and trails lead from Open Space into the National Forest (see also **Section 5.1.2.2 of the Land Use** chapter for more about Community Green Space).

Trail Corridors

Trail corridors are linear open spaces, many of which link parks and Open Space. They include paved multi-use trails along arroyos and roads and natural trails in Open Space areas, arroyos, and valley irrigation ditch systems as proposed by arroyo corridor facility management plans and other planning efforts, such as the Alameda Drain trail project.

Bernalillo County has adopted the *Pedestrian and Bicycle Safety Action Plan*, and the City has adopted an updated Rank 2 *Bikeways and Trails Facility Plan*, which guides Parks and Recreation's programs and investments in multi-use trails and bikeways. These two documents provide more detailed goals, policies, and guidance on this infrastructure. The City's Open Space Division has *Trail and Trailhead Guidelines* that are used to develop new and update existing properties, which include approximately 100 miles of unpaved trails in 2016. For more information on the region's trails and bikeways, see the Transportation chapter.

Bernalillo County Open Space

The County's Open Space program oversees 15 Open Space properties totaling almost 1,000 acres where it oversees dozens of resource-based recreation and environmental education activities and events each year. It also manages local food initiatives on five agricultural-based properties in the South Valley. Hiking, bird watching, geocaching,

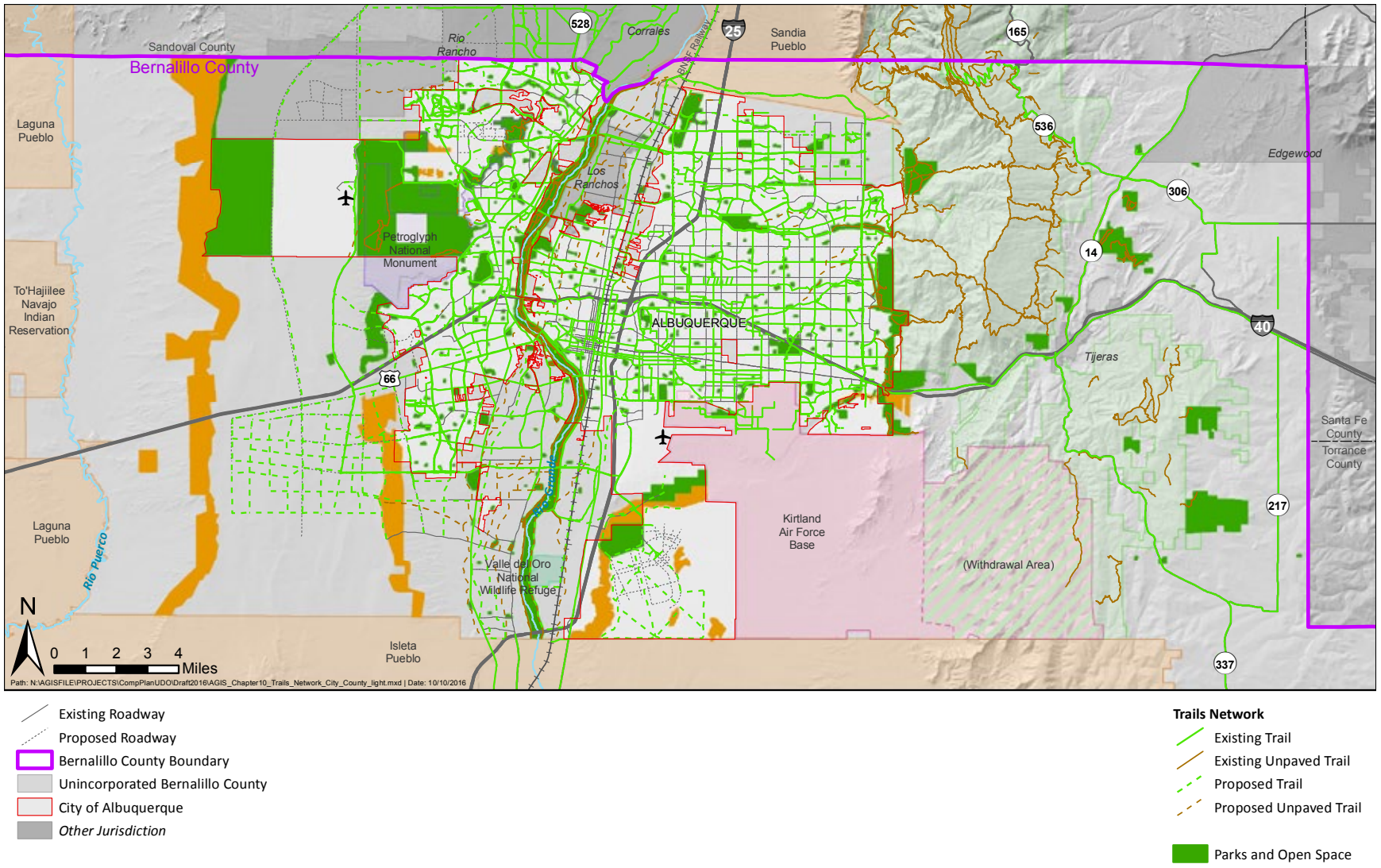


Figure 10-3: City of Albuquerque and Bernalillo County Trails Network

and picnicking are some of the many activities available at Open Space properties. County agricultural Open Spaces are the focus for development of programming and economic development strategies to support local agriculture and promote local food.

Management plans have been adopted for many of the properties to guide their restoration and facility development. Bernalillo County uses its *PROS Master Plan* to guide future Open Space acquisition and development. The County is in the process of developing a conservation easement strategy to extend the reach of agricultural Open Space conservation efforts.

The County is a partner with AMAFCA and the USFWS in the development of the Valle de Oro National Wildlife Refuge in the South Valley and with the University of New Mexico (UNM) in the rehabilitation of the UNM North Golf Course. County staff also works closely with Cibola National Forest regarding Open Space properties in the East Mountains.

City Open Space Division

The City manages Major Public Open Space (MPOS) lands to retain and enhance either their natural values or archaeological resources. They may be purchased outright by the City or they may be jointly managed by the owner and another public agency.

The City Open Space Division within the Parks & Recreation Department manages MPOS lands, facilities, programs, and activities. This Division has expertise in natural resource conservation, archaeology, outdoor education, and low-impact recreation. The City's Open Space staff coordinates with agencies such as the MRGCD, NPS, U.S. Army Corps of Engineers, USFWS, U.S. Forest Service, U.S. Bureau of Reclamation, AMAFCA, and Rio Grande Nature Center State Park.

The City Open Space Division uses the Rank 2 MPOS Facility Plan, as well as multiple Rank 3 resource management plans and arroyo corridor plans to guide their land acquisition priorities and management strategies.

The 1975 and 1988 Comp Plans proposed an Open Space network of 49,000 acres, including trail corridors, parks, and other low-intensity uses. By the end of the 1960s, the City had acquired about 8,500 acres, and by the end of the 1980s, that total had reached nearly 25,000 acres. As a result of several quarter-cent sales tax periods, the City Open Space Division was able to purchase approximately 4,000 acres of land over 25



Image credit: City of Albuquerque



Recreational opportunities vary widely throughout the region – from hiking and biking trails to kayaking on the Rio Grande.

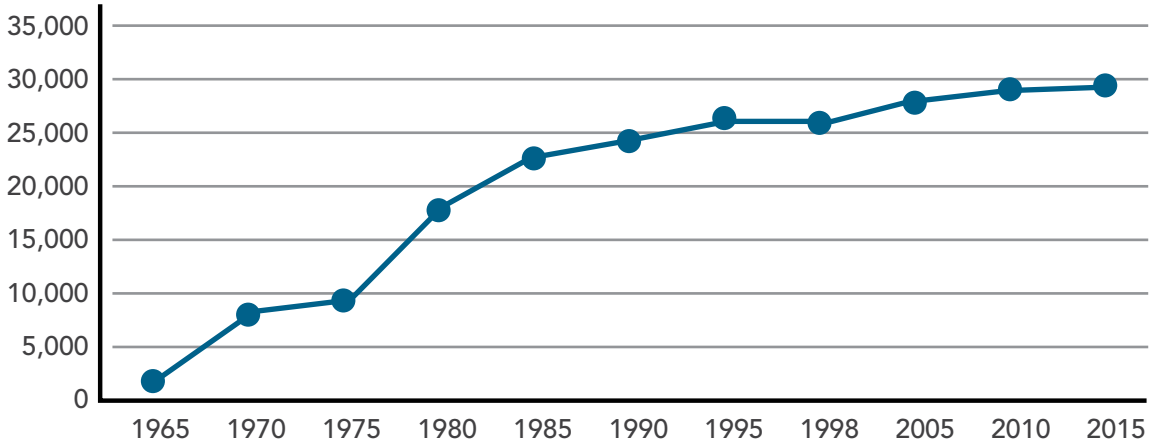


Figure 10-4: Acres of City-Owned or Managed Major Public Open Space

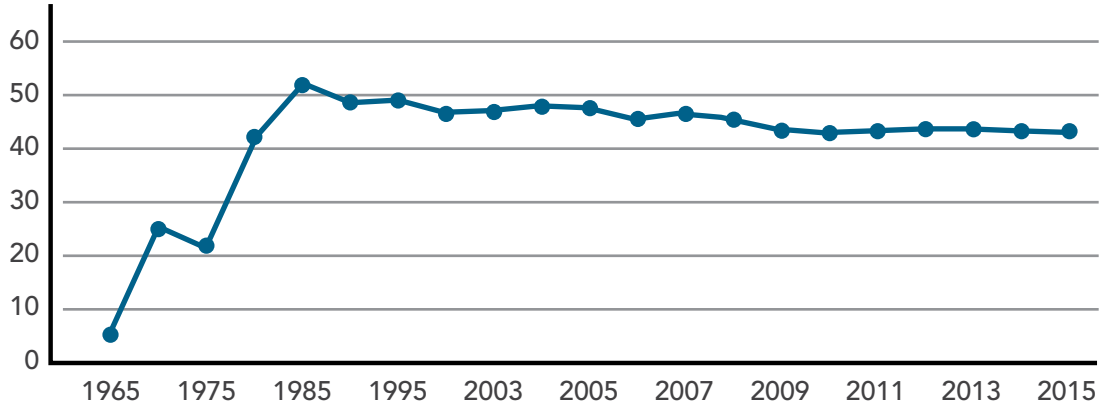


Figure 10-5: Acres of Open Space per 1,000 County Residents (Level of Service)

years, preserving in perpetuity some of the region's most beloved and important natural and cultural resources, including lands in the Petroglyph National Monument and the Elena Gallegos Open Space. The City's MPOS system currently protects the natural character of more than 29,000 acres of land.

The mid-eighties marked a turning point for the area's Open Space level of service. Since then, the level of service has declined from 51.5 acres per 1,000 residents in 1985 to 43 acres per 1,000 residents in 2015, due to increasing population in the metropolitan region, along with fewer and smaller land acquisitions. The City has not adopted Level of Service standards for Open Space land.

Portions of Tijeras Arroyo, the Rio Puerco escarpments, and playa lakes (dry, sandy lake beds) in Mesa del Sol and the southwest mesa are among sites proposed for preservation as MPOS. Several City Open Space sites lie in the mountains east of the city. These include the San Antonio site and Gutierrez Canyon (both east of NM 14) in the Sandia Mountains. The Juan Tomas Mountain Park and Carolino Canyon Mountain Park (south of I-40 on NM Highway 337) lie in the Manzano Mountains. The Juan Tomas site is surrounded by the Cibola National Forest. No additional acquisitions are proposed in the mountains.

The City's system is complemented by the Rio Grande Valley State Park. This riparian habitat extends along the Rio Grande for 22 miles through Bernalillo County and beyond, from Cochiti Dam south to Belen. The 5,000-acre park lies primarily within the property of the MRGCD, and includes both land and water. The planning concept for the park is a balance between recreational use and habitat conservation. The City's Rank 2 *Bosque Action Plan* guides future planning for this irreplaceable community asset.

The City Open Space Advisory Board is an appointed board composed of citizen volunteers alternately by the Mayor and City Council, which meets at least once a month to evaluate and make recommendations on a broad range of City ordinances, policy resolutions, and administration of the open space system. Major concerns of the Board include investment policy for the Open Space Trust Fund, acquisition of selected additional open space lands, maintenance of the existing system, plans for improvements such as trails, revegetation, or visitor access, and coordination with the Bernalillo County open space system. Consistent with the requirements of the Open Meetings Act, all meetings of the Board are advertised in advance and are open for public participation.

10.1.2.3 FUNDING FOR PARKS & OPEN SPACE

A high level of capital investment is necessary to build and maintain major systems of facilities. Long-range financial planning for public infrastructure is overseen by the County's Capital Improvement Program and by the City's Capital Implementation Program (CIP).

Fiscal constraints dictate the public purchase of proposed park and Open Space land. Future large-scale acquisition to maintain or improve the level of service (LOS) as the area grows will need a concerted effort and priority by the public and decision-makers.

Options other than fee simple ownership (purchase of full ownership and title of a property) include easements, acquisition of development rights, public/private land agreements, and inter-agency agreements and licensing. Site conservation can also be achieved through special zoning districts that require lower impact uses and respectful buffers and edge treatments.



Image credit: City of Albuquerque



Cyclists of all ages benefit from our trails and educational resources.

County Funding

The County funds capital development of parks and Open Space in a variety of ways, including:

- General obligation (GO) bonds
- New Mexico Legislative Capital Outlay and other grants
- Mill levy for Open Space acquisition
- Development impact fees

The County's six-year CIP Plan links the goals, needs, and vision of the public and the County's capital expenditure budgets. Every two years, the Bernalillo County Board of Commissioners updates the plan for major County capital projects. The planning concept is to conserve the natural habitat while providing for appropriate low-impact recreation opportunities.

The County funds programming, operations, and ongoing maintenance of parks and Open Space in a variety of ways including:

- General fund
- Mill levy for Open Space operations and maintenance
- User fees



Image credit: Bill Tondreau

The local landscape provides stunning views for residents and visitors who take advantage of our parks, open space, and trail systems.

City Funding

Infrastructure funding comes from a variety of sources including federal grant programs, which generally require a local match, legislative capital outlay, and local property and gross receipt taxes. Additionally, tax incentives and public private partnerships leverage capital infrastructure funding in metropolitan redevelopment areas located in both the city and county.

Short-range infrastructure planning, reflected in the City's two-year General Obligation Bond Program and the County's two-year General Obligation Revenue Bond Program, more closely reflects their growth strategy, fiscal position, and land use priorities at any given point in time. Service provision timing and costs are determined through these funding programs.

Land acquisition financing has depended on many sources of funds. The Open Space Trust Fund is invested and will provide increasing acquisition and maintenance funds for future budgets. In 2016, the City Council authorized a 20-year program of bond issues with two percent of general obligation bond proceeds dedicated to the Open Space program. This is estimated to provide approximately $30 million for the Open Space system.

10.2 Goals, Policies & Actions

for Parks & Open Space

Goal 10.1 Facilities & Access

Provide parks, Open Space, and recreation facilities that meet the needs of all residents and use natural resources responsibly.

Goal 10.2 Parks

Provide opportunities for outdoor education, recreation, and cultural activities that meet community needs, enhance quality of life, and promote community involvement for all residents.

Goal 10.3 Open Space

Protect the integrity and quality of the region's natural features and environmental assets and provide opportunities for outdoor recreation and education.

Goal 10.4 Coordination

Coordinate across disciplines, jurisdictions, and geographies to leverage limited resources, maximize efficiencies, and best serve the public's need for parks and recreation facilities.

Policies are organized to support each Goal. Many Policies have supporting Sub-polices, cross-references to other relevant policies, and implementing Actions to more clearly guide decision-making.

[ABC] indicates a policy or action for both the City and County
[BC] indicates a policy or action for Bernalillo County
[A] indicates a policy or action for the City of Albuquerque

Goal 10.1 Facilities & Access

Provide parks, Open Space, and recreation facilities that meet the needs of all residents and use natural resources responsibly.

POLICY 10.1.1

Distribution: Improve the community's access to recreational opportunities by balancing the City and County's parks and Open Space systems with the built environment. [ABC]

a) Protect and maintain a high-quality, accessible system of recreation facilities and sites sufficient to serve all areas.

b) Establish an interconnected network of parks, Open Space, and trails with safe pedestrian connections to community facilities, neighborhoods, and Centers.

c) Locate recreational facilities within Centers to address gaps in service and to be accessible by all modes of transportation, particularly foot and bicycle.

d) Encourage public open spaces and facilities in new developments to locate near active uses – commercial and community services, employment, and schools.

e) Coordinate park locations with drainage ways and local street alignments to maximize access to nearby residential neighborhoods without needing to cross an arterial road.

f) See **Policies 10.2.3 and 10.4.4** below related to trail connections.

g) See **Transportation Goal 6.2** for policies related to multi-use trails.

ACTIONS

10.1.1.1 Monitor levels of service for parks and recreation facilities, including the impact of recent and expected growth. [ABC]

10.1.1.2 Evaluate costs, benefits, and impacts of new facilities. [ABC]

10.1.1.3 Work with the private sector to establish motorized recreational vehicle areas separate from the pedestrian, equestrian, and bicycle-oriented trail corridors and MPOS network. [A]

POLICY 10.1.2

Universal Design: Plan, design, program, and maintain parks, Open Space, and recreation facilities for use by people of all age groups and physical abilities. [ABC]

a) Design and maintain landscaping and park features appropriate to the location, function, public expectations, and intensity of use. [ABC]

b) Encourage subdivision platting that maximizes park and Open Space access and visibility. [A]

c) See **Transportation Policy 6.5.2** for accessibility and mobility within the public right-of-way.

d) See **Infrastructure, Community Facilities & Services Policy 12.4.2** for additional ADA policies.

ACTIONS

10.1.2.1 Identify and prioritize projects to address existing ADA deficiencies through coordination among the Bernalillo County Parks & Recreation and Public Works Departments and City of Albuquerque Parks & Recreation and Municipal Development Departments. [ABC]

10.1.2.2 Bring existing facilities into compliance based on the Bernalillo County 2014 Parks and Recreation Access Audit and Transition Plan or the City's parks and trails ADA audit and Transition Plan. [ABC]

10.1.2.3 Provide information to the public about parks, Open Space facilities, and trails that are ADA accessible and current efforts to improve accessibility within the system. [ABC]

POLICY 10.1.3

Agriculture: Support food production and other agricultural uses in parks, Open Space, and public rights-of-way. [ABC]

a) See **Land Use Policies 5.5.3 and 5.5.4** for agricultural protection in County Rural and Semi-Urban Development Areas.

b) See **Heritage Conservation Policy 11.1.1** for agricultural protection.

POLICY 10.1.4

Water Conservation: Employ low-water use and reclamation strategies to conserve water. [ABC]

a) Incorporate native vegetation and low water use species wherever possible, particularly in areas without easy access to irrigation. [ABC]

b) Integrate irrigation, water conservation, drainage, and flood control functions within parks and Open Spaces with ecological preservation and recreational purposes. [ABC]

c) Incorporate natural drainage and infiltration techniques to irrigate parks, golf courses, and Open Space. [A]

ACTIONS

10.1.4.1 Review and update technical standards that balance water resource management with ecological preservation and recreational purposes. [ABC]

10.1.4.2 Improve facilities and neighborhood parks using sustainable and green development practices. [ABC]

10.1.4.3 Coordinate with MRGCD to develop best management practices and to accommodate facilities, such as trails, where appropriate and feasible, within parks and Open Space that do not compromise the function of the irrigation system for its designed purposes and are consistent with the Rio Grande Compact requirements. [ABC]

Goal 10.2 Parks

Provide opportunities for outdoor education, recreation, and cultural activities that meet community needs, enhance quality of life, and promote community involvement for all residents.

POLICY 10.2.1

Park Types: Plan and implement a system of parks to meet a range of needs at different scales, including small neighborhood parks, community parks, active parks, regional parks, and linear parks. [ABC]

a) Coordinate joint use and capital improvement programs to maximize effective use of tax payer dollars.

b) Acquire, develop, and maintain major regional parks suitable for larger sports complexes or event spaces with convenient access to serve the wider region.

c) Encourage developers to design, develop, and maintain parks through density bonuses and other incentives.

d) Prioritize parks planning and implementation as early as possible in the development process in fast-growing or underserved areas.

e) See **Community Identity Goal 4.3** for priorities in each Community Planning Area.

f) See **Infrastructure, Community Facilities & Services Policy 12.4.4** for co-location of facilities.

ACTIONS

10.2.1.1 Use CIP, impact fees, and general fund allocations for park acquisition and development and examine alternative methods of financing such as public-private partnerships for parks and park maintenance. [ABC]

10.2.1.2 Work toward addressing gaps in service. [ABC]

POLICY 10.2.2

Security: Increase safety and security in parks. [ABC]

a) Minimize vandalism through adequate lighting, site design, and durable materials. [ABC]

b) See **Infrastructure, Community Facilities & Services Policy 12.3.4** on public safety.

POLICY 10.2.3

Multi-use Trails: Connect parks by designing, building, and maintaining trails to accepted standards. [ABC]

a) See **Policy 10.4.4** below for trails along arroyos, ditches, and acequias.

b) See **Transportation Goal 6.2** for policies related to multi-use trails.

ACTION

10.2.3.1 Amend the subdivision ordinance to require dedication of designated trail corridors. [BC]

Goal 10.3 Open Space

Protect the integrity and quality of the region's natural features and environmental assets and provide opportunities for outdoor recreation and education.

POLICY 10.3.1

Open Space Acquisition: Acquire significant lands throughout the community to shape the urban form, conserve natural and cultural resources, and protect agricultural land. [ABC]

a) Collaborate on Open Space acquisition to implement the Open Space network.

b) Acquire trail, wildlife, and drainage corridors as important elements of the Open Space network.

c) Acquire lands prone to natural hazards as well as adequate buffers for public safety.

d) Acquire lands abutting significant features to ensure adequate protections of natural and cultural resources.

e) See **Infrastructure, Community Facilities & Services Policy 12.4.5** for Rank 2 Facility Plans that guide Open Space acquisition and maintenance.

f) See **Resilience & Sustainability Policy 13.4.4** for protecting areas with unique landforms and habitats.

ACTIONS

10.3.1.1 Prioritize and fund property acquisition consistent with the policies of the Comp Plan. [ABC]

10.3.1.2 Work with landowners to define how, when, and what amount of proposed open space lands will be transferred into public ownership through coordination with the City of Albuquerque Open Space

Division, Open Space Advisory Board, and Bernalillo County Parks & Recreation. [ABC]

10.3.1.3 Explore land use tools such as density transfers, cluster development, incentives for providing on-site open space, land trading, optioning land early, and long-term purchase of Open Space. [ABC]

10.3.1.4 Explore funding sources for Open Space acquisition, including local tax initiatives and state and federal appropriations. [ABC]

POLICY 10.3.2

Preservation: Identify and manage sensitive lands within the Open Space network to protect their ecological function. [ABC]

a) Manage public access to best protect natural resources.

b) Ensure that development within Open Space is compatible with its preservation purpose.

c) See **Heritage Conservation Goal 11.3** for cultural landscapes and development adjacent to open space.

ACTIONS

10.3.2.1 Conduct slope, soil condition, and/or other appropriate surveys to determine Open Space property lines and identify sensitive lands. [ABC]

10.3.2.2 Develop and implement site management strategies and preservation techniques for protected areas. [ABC]

POLICY 10.3.3

Use: Provide low-impact recreational and educational opportunities consistent with the carrying capacity of the Open Space resource. [ABC]

ACTIONS

10.3.3.1 Analyze resource and use limitations for the Open Space network to identify which parts of the system should be protected and which parts are more suited for public access and passive recreation. [ABC]

10.3.3.2 Develop standards to minimize impacts and environmental damage on areas suited for public access. [ABC]

POLICY 10.3.4

Bosque and Rio Grande: Carefully design access to the Rio Grande, the Bosque, and surrounding river lands to provide entry to those portions suitable for recreational, scientific, and educational purposes, while controlling access in other more sensitive areas to preserve the natural wildlife habitat and maintain essential watershed management and drainage functions. [ABC]

a) Minimize disturbance or removal of existing natural vegetation from the Bosque.

b) See **Policy 10.1.4** above related to balancing water management functions with ecological preservation and recreation.

c) See **Heritage Conservation Policy 11.3.3** for policies related to land development adjacent to the Bosque.

ACTIONS

10.3.4.1 Update the *Bosque Action Plan* to reflect documented changes including climate, wildlife, vegetation, recreation use and infrastructure, access, and restored areas. [ABC]

10.3.4.2 Acquire adjacent lands suitable for recreation uses that provide links to the river and Bosque through dedication, easements, leases, or fee simple purchases. [ABC]

10.3.4.3 Evaluate the feasibility of a multi-use trail along the west side of the Rio Grande to enhance public access while protecting habitat and the ecological functions of the Bosque. [ABC]

POLICY 10.3.5

Petroglyph National Monument: Preserve the volcanoes, key portions of the basalt flow, and the Northwest Mesa Escarpment as part of the Open Space network. [ABC]

a) Identify and conserve the unique environmental, visual, recreational, archaeological, and historical qualities and opportunities of the Northwest Mesa Escarpment. [A]

b) Conserve the Escarpment as an entire unit with a recognizable relationship to the volcanoes that created it, the mesa top which borders it, and the arroyos that bisect it. [A]

c) Design public access and public facilities to be compatible with the sensitive nature of the Escarpment. [A]

d) Acquire land suitable for MPOS as funding becomes available to help conserve important ecological and archaeological features and include hiking trails. [A]

e) Limit utilities and roads to areas that are least sensitive to disturbance, avoiding the following areas: Piedras Marcadas Canyon, the point where the mid branch of the San Antonio crosses the Escarpment, the Marsh peninsula, Rinconada Canyon, and the escarpment immediately south of Rinconada Canyon. [A]

f) See **Heritage Conservation Policies 11.3.4 and 11.3.6** related to development on lands within and adjacent to the Monument and on the Northwest Mesa.

g) See **Infrastructure, Community Facilities & Services Policies 12.1.4 and 12.1.5** for policies related to drainage infrastructure improvements that cross the Monument.

POLICY 10.3.6

Escarpments: Preserve the ceja and Mesa del Sol escarpments as part of the Open Space network.

ACTION

10.3.6.1 Preserve the ceja from Central Avenue south to the Bernalillo County limits as Open Space. [ABC]

Goal 10.4 Coordination

Coordinate across disciplines, jurisdictions, and geographies to leverage limited resources, maximize efficiencies, and best serve the public's need for parks and recreation facilities.

POLICY 10.4.1

Public Priorities: Engage the public to determine priorities and ensure equitable public investment. [ABC]

a) Coordinate with the City Open Space Division, Open Space Advisory Board, and other interested parties to clarify the intent for the Open Space trust lands adjacent to Double Eagle II Airport. [A]

b) See **Community Identity Goal 4.2** for policies about community engagement, CPA assessments, and Citizens Academies.

POLICY 10.4.2

System Planning: Coordinate among departments and across jurisdictional boundaries to plan interconnected networks, manage natural resources, leverage public investment, eliminate gaps in service, and avoid duplication of effort. [ABC]

ACTIONS

10.4.2.1 Identify, prioritize, and address gaps in service in City and County facilities through coordination among the City and County Parks & Recreation Departments, County Public Works, and the City Department of Municipal Development. [ABC]

10.4.2.2 Partner with non-profit recreation providers, volunteer groups, schools, and parent organizations to enhance access to recreational and environmental programs across the city and county. [ABC]

10.4.2.3 Coordinate with the U.S. Forest Service in their updates to the Cibola National Forest and Cibola Wilderness Forest Plans. [ABC]

10.4.2.4 Prepare a strategy to address funding gaps for needed parks, MPOS, and recreational facilities. [A]

POLICY 10.4.3

Co-located Facilities: Maximize opportunities for multi-functional, co-located, and joint use of compatible parks, Open Space, trails, and recreation facilities to best leverage public investment. [ABC]

a) See **Policy 10.4.4** below for trails along arroyos, ditches, and acequias.

b) See **Infrastructure, Community Facilities & Services Policy 12.4.4** for co-location of facilities.

ACTIONS

10.4.3.1 Coordinate siting of new public, joint-use facilities with other agencies, such as AMAFCA and APS. [ABC]

10.4.3.2 Explore the feasibility of co-location early in the project development phase by evaluating potential site or project constraints. [ABC]

POLICY 10.4.4

Arroyos and Drainage: Work with MRGCD and AMAFCA to protect arroyos, drains, and acequias as part of Community Green Space. [ABC]

a) Acquire, regulate, and manage trail corridors to protect natural features, views, drainage, and other functions and/or to link other areas within the Open Space network. [ABC]

b) Protect drainage or Open Space functions of arroyos from development impacts. [ABC]

c) Use natural treatments for unchannelized arroyos. [ABC]

d) Design and maintain irrigation ditches and acequias to be compatible with neighborhood character. [ABC]

e) Encourage trails along suitable arroyos and irrigation ditches and design the facilities to protect the irrigation and drainage function. [ABC]

f) Employ safety measures, such as buffers and railings, for trail users. [ABC]

g) Establish maintenance responsibilities for arroyos within and outside of Open Space. [ABC]

h) Preserve arroyos to encourage residents' connections with nature. [A]

i) Connect the Open Space and trails network to suitable arroyos, drains, and acequias. [A]

j) See **Policies 10.1.1 and 10.2.3** above about trails linking the parks network.

k) See **Community Identity Goals 4.2 and 4.3** for the CPA assessment process and character-defining elements in each CPA.

l) See **Land Use Policies 5.3.3 and 5.3.4** for policies that encourage cluster development to avoid the floodplain.

m) See **Land Use Policies 5.5.1 and 5.6.1** for Community Green Space.

n) See **Transportation Goal 6.2** for policies related to multi-use trails.

o) See **Urban Design Goal 7.6.1** for stormwater infrastructure design considerations.

p) See **Infrastructure, Community Facilities & Services Policies 12.1.4 and 12.1.5** for policies related to drainage infrastructure.

q) See **Resilience & Sustainability Policy 13.4.4** for protecting areas with unique landforms and habitats.

ACTIONS

10.4.4.1 Ensure adequate right-of-way for multiple-use of designated arroyos and coordinate design between the public and private sectors through subdivision and site planning. [ABC]

10.4.4.2 Coordinate multi-use trail planning with property owners adjacent to the irrigation ditch system and MRGCD facilities. [ABC]

10.4.4.3 Plan and construct pedestrian, equestrian, and bicycle crossings where designated arroyos and ditches intersect major streets and highways as a component of transportation projects. [ABC]

10.4.4.4 Work with MRCOG, all public agencies, and the New Mexico State Legislature to ensure that vacated irrigation ditch rights-of-way or easements are retained as part of the Open Space network, where appropriate and supported by the community. [BC]

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“The cultural landscape is fashioned from a natural landscape by a cultural group. Culture is the agent, the natural area is the medium, the cultural landscape is the result.”

~ Carl O. Sauer

PLAN ELEMENT

Chapter 11

HERITAGE CONSERVATION

Image Credit: City of Albuquerque

11.1 Background & Analysis

11.1.1 Introduction

Albuquerque and Bernalillo County comprise a tapestry of cultures and histories, cultivated by our Native American, Hispanic, and Anglo American residents over time. Our region is more diverse than ever, with robust African American communities, Asian communities and many others, contributing to our rich history and cultural traditions. Culture is broadly defined to include the values, traditions, and arts of a particular community in a particular place or time.



Image credit: City of Albuquerque

Throughout the city and county, people enjoy a range of lifestyles from urban to agrarian. In order for these choices to remain viable and sustainable, we must value the ways of life that reflect our heritage and balance the sometimes competing needs and resulting pressures. If we work to preserve and protect our unique cultural resources, we have an opportunity to leverage the area's distinctive culture and history to strengthen our economy and compete successfully as a region for the growth and development we want.

Heritage conservation refers to a set of actions that keep the cultural resources we have inherited from our predecessors safe from harm, decay, or loss and to preserve those resources from damaging change. It is related to all other Comp Plan elements to the extent that they contribute to ongoing sustainability, identity, and vibrancy of neighborhoods and special places throughout the Albuquerque area and to maintaining a full range of lifestyle choices as viable options. Land use and transportation patterns, discussed in separate chapters of this Plan, may be the predominant factors of the built environment; however, cultural and historic assets lie at the heart of our community.

This chapter addresses our rural and agricultural heritage, historic resources, archaeological and paleontological resources, and public art and cultural events and programming. Together, these elements contribute to the sense of place in Albuquerque and Bernalillo County, and goals and policies guide how these elements should be enhanced and preserved.

Applying the Guiding Principles

Each element of the Comp Plan uses guiding principles for the basis for its goals, policies, and actions. The six guiding principle themes and their definitions were developed from input received during the public involvement process, detailed in the Vision chapter.

The following guiding principles relate to **heritage conservation** goals, policies, and actions.

STRONG NEIGHBORHOODS

- Preserving agricultural, historical, archaeological, and cultural assets reinforces our shared heritage and multi-layered identities that contribute to our rich sense of place.
- Cultural events and public art celebrate our special places and diverse cultures.

MOBILITY

- Network planning strengthens connections to historic districts and cultural centers.
- Customized street standards honor historic patterns and provide better options for pedestrians and cyclists.

ECONOMIC VITALITY

- Development that protects and leverages cultural heritage reinforces community values.
- Arts and culture contribute to the local economy and promote tourism.
- Placemaking that leverages unique historic assets and places creates value for property owners and increases revenues for businesses and governments.

EQUITY

- Cultural programming and historic preservation in older, historic, and diverse neighborhoods raise awareness of how these key communities contribute to our cultural and social vitality.

SUSTAINABILITY

- Protecting historic, archaeological and paleontological, and cultural resources helps sustain our built, natural, and cultural environments.
- Renovating historic structures is more socially and environmentally sustainable than replacing them with new development.

COMMUNITY HEALTH

- Rich cultural places contribute to quality of life and the mental and physical health of the community.

In the future…

Albuquerque and Bernalillo County maintain a unique sense of place. The metropolitan area will provide opportunities for those seeking a range of lifestyles and traditions, from rural and agrarian areas to vibrant, urban districts.

Important remnants of our history are preserved and redeveloped respectfully to enable future generations to appreciate the cultural resources that we ourselves have inherited. Both the public and private sectors value investment in historic preservation to deepen and enrich our sense of place.

Downtown and surrounding neighborhoods will be vibrant, sustainable, pedestrian environments that showcase historic buildings through adaptive use and homeowner investment.

Our key cultural landscapes and resources, including the volcanoes and Northwest Mesa Escarpment, the Bosque, and the Sandias, will be protected from the negative impacts of nearby development and preserved in perpetuity for future generations as priceless community assets and key contributors to our sense of place and identity as a community of diverse cultures and rich heritage.

Local residents and tourists alike enjoy the diverse cultural opportunities that Albuquerque and Bernalillo County have to offer.

The City's Route 66 heritage is alive and well with historic architecture associated with the Mother Road and a plethora of locally owned businesses offering food, lodging, and shopping.

Public art and cultural programs will continue to provide opportunities to enrich and celebrate local history and culture, including our traditions, food, and festivities.



Image credit: City of Albuquerque

11.1.2 Context & Analysis

11.1.2.1 RURAL & AGRICULTURAL HERITAGE

Traditional, rural, and agricultural lifestyles are important features of Albuquerque and Bernalillo County that comprise part of our unique identity and livelihood and require ongoing support and preservation efforts. These lifestyle choices, which represent vital aspects of our collective heritage, face major challenges in light of urban expansion in our region.

Over the past hundred years, not unlike most other metropolitan areas in the country, Albuquerque's urban footprint has expanded dramatically outward to accommodate its growing population (see **Figure 4-2 in the Community Identity chapter**). This growth translates into increasing pressures on rural and agricultural areas to convert to additional housing and other uses that serve residents. However, for those neighborhoods that desire to remain suburban or even revert to rural levels of density and intensity, there is sometimes resistance to additional development or redevelopment.

In order for rural and agrarian areas to remain viable and sustainable, efforts to increase density and intensity need to be concentrated in existing urban areas, drawing the gravity of development away from the outlying areas. Additionally, future growth should be respectful of and compatible with the surrounding context, whether urban or rural, to ensure the full range of lifestyle options.

Indigenous Peoples

The Rio Grande valley has been continuously inhabited for thousands of years and is home to several Native American communities. Albuquerque/Bernalillo County is situated between Sandia Pueblo to the north, Isleta Pueblo to the south, and Laguna Pueblo and To'hajiilee Navajo community to the west. Native American heritage has fundamentally shaped the area's cultural landscape and continues to make our community a unique place to live and visit. Pueblo and Native American cultures deserve to be preserved and perpetuated while advancing understanding by presenting the accomplishments and evolving history of native people with dignity and respect. These cultures are sacred, and history, beliefs, traditions, and legacies are to be respected and celebrated.



To achieve our vision the City and County need to address key **challenges** and **strategies**.

CHALLENGES

- Maintaining the economic and cultural viability of rural lifestyles.
- Providing needed management for the diversity and richness of our cultural, historic, architectural, archaeological, and paleontological assets.
- Coordination needed among many agencies/departments.
- Conflict between preserving and providing access to our natural and cultural resource assets.
- Limited awareness of the economic benefits of heritage conservation and the constraints of historic preservation.

STRATEGIES

- Preserving and enhancing farmland and the acequia system and culture.
- Building partnerships with county, state and federal agencies and local organizations to identify and manage historic and archaeological assets.
- Increasing public awareness by providing opportunities to learn about the benefits and constraints of preservation through education and marketing.
- Expanding our information about area history and identifying significant historic and archaeological resources
- Providing staffing and funding to support preservation and management of our assets.
- Encouraging and promoting public art, planning for the arts, art and cultural activities, and community celebrations.



Land Grants

During Spanish settlement, Spain established land grants, which were later recognized by the U.S. government, including the Town of Albuquerque Grant, the Antonio Sedillo Land Grant, the Town of Atrisco Grant, the Town of Alameda Grant, the Chilili Land Grant, the Elena Gallegos Land Grant, the Los Padillas Land Grant, the Pajarito Land Grant, and the San Pedro Land Grant extending across the Sandia Mountains.

The settlement patterns found in the valley along the river today were established by the land grant communities of the early 17th century. This land grant history and ongoing voice of land grant heirs have defined and shaped development and redevelopment efforts into the present.

Communities in the Albuquerque/Bernalillo County area are distinctive given their rootedness in a land-based identity that has survived over generations and represents the core of these communities. These communities are grounded in a unique landscape shaped by the presence of the people who have occupied it for thousands of years – communities that have come to co-exist as one, yet manage to preserve their cultural heritage, pride, and identities amid great challenges.



Image credit: City of Albuquerque

Rural traditions are alive in this community.

Rural & Agrarian Communities

Rural areas are found along the Rio Grande and in the East Mountains and comprise some of the region's oldest settlements, many organized around agriculture with irrigation networks. The Albuquerque area was shaped by its centuries-old acequias, the lifeblood of many of its historic communities and at the heart of their ensuing identities.

Physically, the North Valley was formed by the Rio Grande and its floodplain, which runs through what is otherwise a dry, high desert landscape (see also the Historic Development Era & Patterns in the



Image credit: Bernalillo County

Community Identity chapter). The valley was occupied for hundreds of years, long before the founding of Albuquerque in 1706.

First to use the river lands and to irrigate them were the Pueblo Indians who raised beans, wheat, squash, and native tobacco. The Spaniards, who came in the late 1500s, established small farmsteads and larger haciendas in the area and introduced grapes, fruit orchards, and sheep ranching. They also began the centuries-long process of expanding the irrigation ditches, making our acequia water systems. An acequia is a community-operated irrigation ditch, but the term also refers to a

system of self-governance of irrigators with water rights and their community. Acequias remain a defining characteristic of the agrarian culture of this region, and are some of the oldest water-management organizations in the United States.

The deep and wide irrigation ditches had their headwaters upstream at points along the river's curving banks and generally flowed in a southerly direction across the valley floor. Secondary ditches, log bridges, and small channel gates were part of this branching water system, a system that still exists, despite major modifications, today.

An important influence on the valley's settlement patterns can be traced to the way the land was divided to provide access to the life-giving waters of the irrigation ditches. As landowners passed property on to family members, they created long and narrow fields that shared a common acequia. The villages and isolated farms all related strongly to the irrigation system. Even after the Middle Rio Grande Conservancy District (MRGCD) drainage and flood control program was completed in the mid-20th century and much of the swampy land in the area became newly available for agriculture and homes, the ditches continued to be maintained, so that today the acequias meander past fields, older ranchos, and new tract housing alike.

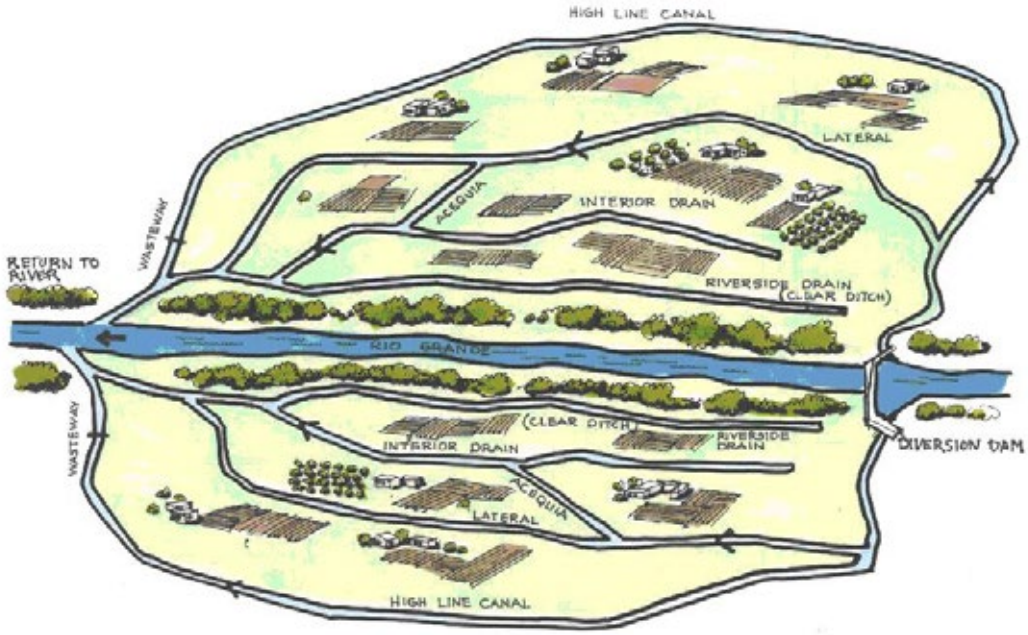


Figure 11-1: Schematic of Canals, Ditches, Drains, and Acequias along the Rio Grande

Source: MRGCD

Smaller community managed systems were consolidated into the MRGCD in the 1920s. While the MRGCD manages and regulates over 300 miles of ditches and drains in the North and South Valleys, water rights belong to the landowners and are regulated by a set of state statues (see **Figure 11-2**).[1]

As an irrigation system, acequias are part of a physical utility providing irrigation and drainage services. These linear ditches also serve as an informal part of the transportation system, providing pedestrian and equestrian connections between properties and neighborhoods along the Rio Grande valley. They have been and continue to be a vital connection in the Albuquerque/Bernalillo County area between land, water, and community. Acequia preservation is integral in maintaining the unique cultural landscape that respects and celebrates our Hispano

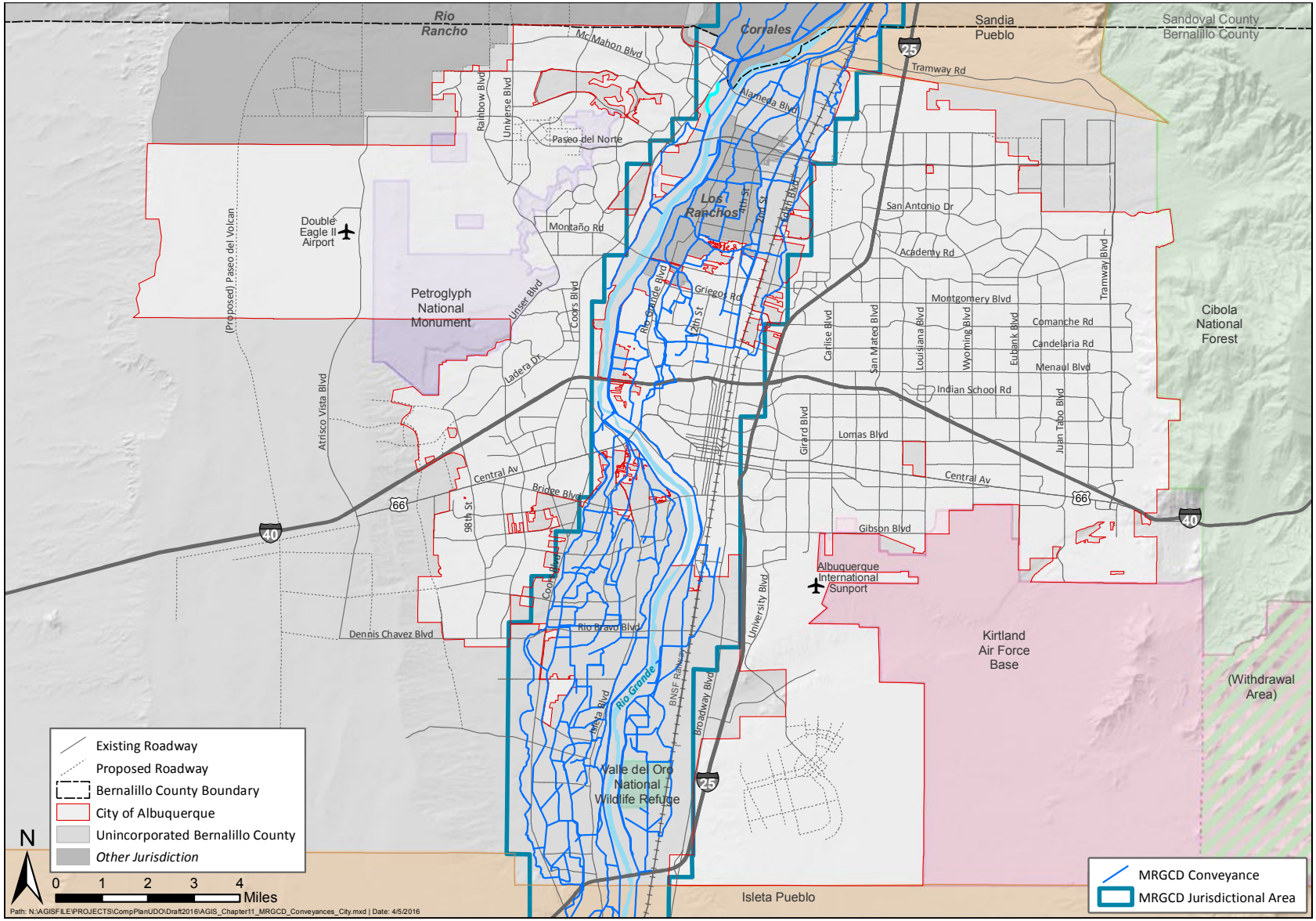


Figure 11-2: Middle Rio Grande Conservancy District (MRGCD) Boundaries and Facilities

Traditional, rural, and agricultural lifestyles require support and preservation efforts.

roots. Acequias make it possible to cultivate locally grown food, contribute to a healthy ecosystem, provide economic benefits, and provide communities with a sense of place.

Historically, communities along the Rio Grande have been land-based, and the valley has developed with rural patterns and traditions that reflect a land-based society. Agricultural families have been able to sustain themselves with limited resources by sharing communal lands and acequias. Albuquerque and Bernalillo County is steeped and rooted in several hundred years of historical agricultural acequia-based heritage and culture, a major and undervalued community asset.

The agricultural character and sparse population gave the Rio Grande Valley a distinctly lush and rural appearance well into the 20th century, although the city has now enveloped most of the formerly rural and agrarian lands. Some rural and agricultural uses and land development patterns remain in the North and South valleys and the East Mountain area.



Image credit: City of Albuquerque

Residents and visitors can explore examples of traditional development patterns throughout the city and county.

An agricultural census of Bernalillo County by the U.S. Department of Agriculture in 2012 found an increase in the number of farms (1,006) and farm land (350,600 acres) from five years earlier. During the same period, the average size of farms has become smaller, with the majority comprising less than ten acres. Farm products sold in the County were valued at $18.1 million (42 percent crops versus 58 percent livestock). Over 90 percent of farmland is used for livestock pasture. The local food movement has resulted in several dozen small farms producing organic fruits and vegetables. Most of these urban farms regularly sell in the dozen or more local growers markets, at local food festivals, and increasingly, distributed to local schools, grocery stores, and restaurants.

Maintaining the connection of people to the land and the viability of local agricultural traditions is essential to conserving cultural identity and agrarian way of life, preserving rural places, providing healthy lifestyles, contributing to our community's sense of place, progressing toward food security, and providing economic benefits (see also the **Resilience & Sustainability chapter**).

The Centers and Corridors Vision is a key strategy to pull development toward urban and village centers where additional density is desired and away from rural areas. Providing gravity for infill and redevelopment in centers is intended to help preserve agricultural land (see also the **Land Use chapter**).

11.1.2.2 HISTORIC RESOURCES

Historic resources are primarily intact and above-ground features (made by humans) that postdate European contact. Their locations and details are often promoted as expressions of community pride and frequently contribute to heritage tourism and economic development efforts. Historic resources include not only buildings, structures, and districts, but also landscape resources such as tree-lined streets, parks, gardens, cemeteries, plazas, and acequias and objects such as signs. Landscape resources may be composed of natural features (such as the soil and geology of the site) and human-designed, constructed, and placed features (such as introduced plantings, water features, lighting, and small buildings and objects). Landscape resources frequently represent various layers of history, including underground archeology.

The Albuquerque area is a place shaped in large part by the historic buildings and development patterns that continue to provide a connection to the area's past. These historic resources contribute to the quality of life for residents and visitors and become key assets for defining the character of an area. They can be used to leverage and catalyze community development. Understanding our history and layers of culture can be a rich avenue for education, tourism, and community engagement.

Long-Lasting Impacts of Historic Settlement & Development

Today, there are many historic resources associated with the sequence of the city's settlement and development eras, including not only residential neighborhoods, but also churches, institutional buildings, and industrial and commercial buildings. Together, these create the city's fabric.

Historic Neighborhoods & Plazas

Existing neighborhoods near the Rio Grande still show the long, linear platting dating from Spanish settlement starting in the 17th century, as farms and haciendas were established in the floodplain of the Rio Grande and along El Camino Real. These neighborhoods still bear the names of founding families of these small farming villages: Los Duranes, Los Candelarias, and Los Griegos in the North Valley; Los Padillas in the South Valley. Neighborhoods in the South Valley were established as early as 1692 in Atrisco, followed by Armijo (1695), Barelas (1707), and Alameda (1710). Other villages and communities along the historic route include Pajarito and Martineztown.

Following the "Laws of the Indies," Spanish settlers arranged villages around central plazas anchored by a church, government buildings, and places of commerce. This pattern is still recognizable in Old Town, first established in 1706 as Villa de Alburquerque. Haciendas and villages were located a few miles apart along the 1,600 mile long El Camino Real, the oldest continuously used highway in North America, which runs from Mexico City to Santa Fe. El Camino Real runs along the west side of the Rio Grande in the southern part of the county (west section), until it crosses the river at Bridge Boulevard. It then runs east to 4th Street, then north to Tijeras Avenue, and then north along Edith Boulevard (high road segment). This National Historic Trail has its terminus in Santa Fe, where it connects to another National Historic Trail, the Santa Fe Trail.

The legacy of El Camino Real is also evident in the alignment of the Pan American Highway, which links North and South America from Canada to Argentina. Interstate 25 is the portion of the Pan American Highway that runs through Bernalillo County and Albuquerque. The exchanges between people from many backgrounds, including Native Americans,

Spaniards and other Europeans, Mexicans, and New Mexicans that began with El Camino Real have profoundly influenced the settlement and development patterns in not only the city and the county, but throughout the southwestern United States.

Early Development of New Town

After Mexico's independence from Spain in 1821, the Santa Fe Trail contributed to local commerce. Ambitious traders braved rugged journeys to bring goods from the east to the remote settlements in the west. La Villa de Alburquerque developed slowly as a commercial center until the arrival of the Atchison, Topeka, and Santa Fe Railroad (AT&SF) in 1880. The "new town" that sprung up around the railroad depot quickly surpassed that of Old Town and its outlying villages. In cooperation with the railroad, enterprising businessmen quickly platted adjacent land in a grid pattern. For the first two decades, much of that growth occurred within the three square miles of the original town site, with the earliest residential sections appearing on all sides of a small commercial core located just west of the new town's depot.

The townsite was divided into four political wards separated by Railroad (now Central) Avenue running east-west and the railroad tracks running north-south. Retail establishments emerged along these corridors, and the railroad was lined with small manufacturing enterprises, such as brickyards, packing houses, wool scrubbing, lumber mills, and warehouses to help distribute shipped goods and products. Address locations in Albuquerque still reflect the political wards of New Town with the use of the quadrant system (NW, NE, SW, and SE).

Although several small subdivisions were added to this urban nucleus over the next two decades, Albuquerque remained a walkable town until just after the turn of the century. In 1904 an electric streetcar line replaced the horse-drawn trolley that ran from the New Town to the Old Albuquerque Plaza. As automobile ownership became more widespread, private transportation and Albuquerque's bus system, which replaced the streetcars in 1928, led to the creation of additional suburbs, especially on the East Mesa, the direction of much of the town's growth.

AT&SF Railroad

Through an aggressive policy of annexation beginning in the mid-1920s, City leaders began to shape a pattern of growth, largely influenced by the AT&SF Railroad, that continued through the 20th century. As the city grew, its boundaries expanded. The City annexed newly formed subdivisions and three previously unincorporated communities into its boundaries: the original Villa de Alburquerque (located two miles west of the railroad town); the seventeenth century Hispanic village of Barelas (situated immediately south of the original townsite); and the once semi-autonomous,



Image credit: City of Albuquerque



The Rail Yards - yesterday and today.

communities of Martineztown and Santa Barbara (located to the northeast of the historic downtown's commercial center).

Even as the train depot was being finished in 1880, the AT&SF shops and maintenance yards were under construction. By the mid-1880s, the locomotive and car-repair shops and the roundhouse were completed. Within twenty years, 52,000 freight cars were passing through the city annually, and its shops and passenger facilities represented an investment by the company of more than $3.5 million.[2] As a result, AT&SF quickly became the town's largest employer. In addition to employment, the railway company opened up numerous economic opportunities for other businesses to flourish.

During World War I, the locomotive repair shop complex in Barelas directly west of San Jose expanded to include the historic buildings we see today. Eventually, after World War II, diesel engines replaced the steam locomotives, and the locomotive shops were phased out of use. The shops complex built between 1914 and 1956 is now on the State and National Registers as the "Atchison, Topeka, and Santa Fe Railroad Historic District." The preservation and redevelopment of the beautiful utilitarian buildings and significant history for surrounding neighborhoods is now a high priority for the City.

Historic Route 66

U.S. Route 66, a collection of roadways connecting automobile travel from Chicago to Santa Monica, was designated in 1926. From the 1930s through the 1950s, Albuquerque, like many other cities along the route, experienced increased tourism, as dozens of filling stations, cafes, tourist courts, and curio shops lined Central Avenue, 4th Street, and Isleta Boulevard. These buildings were often designed in the regionally influenced Spanish Pueblo Revival style of architecture. The railroad also brought tourists to the region to stay at Harvey accommodations, such as the Alvarado Hotel, while touring nearby Pueblos and scenic sites.

Historic Resource Preservation Strategies

As one of the oldest and most diverse cities in the United States, Albuquerque faces the challenge of preserving significant historic resources. Past failures, such as the demolition of the Alvarado and Franciscan Hotels, underline the importance of ongoing assessment, identification, and preservation of historic assets in the future. Preservation efforts are often challenging, requiring significant financial resources and coordination across multiple public entities and departments, property owners, and developers.

There are three primary historic preservation strategies: 1) local incentives, 2) ordinances and regulations, including historic designations and design standards, and 3) programs and efforts to increase public and interagency awareness of historic resources and preservation efforts.

Preservation Incentives

Preservation incentives include state and federal tax credits. These programs encourage the preservation of significant local properties that would not otherwise qualify for investment tax credits.

Preservation Ordinances & Regulations

The City has two main historic preservation ordinances from 1978. One established the Landmarks and Urban Conservation Commission; the second enacted the Historic and Urban Conservation Overlay zone. The Landmarks Commission recommends mapping overlay zones and recommending landmarks to be designated to the Mayor and the City Council. The Landmarks Commission also reviews and approves major alterations, demolitions, and new construction in overlay zones and upon landmark structures.

Since the adoption of the Landmarks and Conservation Ordinance in 1978, 20 historic districts in Albuquerque and Bernalillo County have been listed on the State Register of Cultural Properties and the National Register of Historic Places – the state and nation's list of places deemed to be worthy of preservation. The majority of these historic districts are residential neighborhoods but also include institutional properties such as Menaul School and Veterans Hospital Administrative Complex. Hundreds of individual historic buildings have also been listed. See **Appendix M** for more about historic sites and districts.

Although recognized on these lists of the State and the Country's cultural resources, there are no regulatory controls associated with the listing. Only local historic zoning can protect neighborhoods and historic buildings from unwarranted destruction and detrimental changes. There are five historic districts protected by historic overlay zoning in the city. The City also has 22 locally designated landmarks protected by historic overlays.

Additional zoning protection through historic overlays in the existing historic districts would provide more control over changes and unwarranted demolition in these neighborhoods. Historic Overlays are the most effective when supported by property owners in the district, since they add regulatory controls over development. They also require sufficient professional staff to review an increased number of properties and to work with the neighborhoods to raise awareness of the value of regulatory review, as well as associated procedures.

Given the quantity and variety of historic resources in Albuquerque, historic overlay zoning is a cumbersome approach to addressing all of our neighborhoods and resources. Policies and regulations that support heritage conservation can be integrated with development regulations that ensure high-quality development citywide.

While the County currently does not have a historic preservation ordinance, there are several communities in the unincorporated area that have historic properties worthy of protection. In the North Valley, a number of historic buildings and properties are located along North Edith Boulevard between Osuna Rd. and the Sandia Indian Reservation part of the original El Camino Real route and the road from Albuquerque to Bernalillo. Several of these are on the National Register of Historic Places. Likewise in the South Valley, historic properties are clustered in the



Image credit: City of Albuquerque



Albuquerque's historic buildings are important resources for the community.

original villages such as Los Padillas, Pajarito, and Armijo along Isleta Boulevard and La Vega Road that comprised El Camino Real. In the East Mountains, historic properties, such as churches and farmhouses, are located in the old villages of Carnuel, San Antonito, Tijeras, and Chilili.

Education & Awareness Programs

There are many planning and educational opportunities to increase public and inter-agency awareness of historic resources and preservation efforts and deepen the understanding of how Albuquerque developed as a city. Public awareness of the area's heritage and the policies and regulations that preserve and protect important districts and buildings are crucial to both public appreciation and preservation actions. Measures to provide information about historic resources and regulations would enhance public and private preservation efforts.

11.1.2.3 CULTURAL LANDSCAPES

Cultural landscapes, as defined by the World Heritage Committee, are cultural properties that represent the combined works of nature and man. Cultural landscapes exhibit the interaction between human activity and natural habitat. Such human activity has been interpreted by extension to include religious significance and cultural activities. The Albuquerque area is rich in cultural landscapes, where we can see and experience the stories of the meaning of these places to Native Americans, early colonists, and today's residents.

The volcanoes, escarpment, and volcanic rock outcroppings on the Northwest Mesa have been used for thousands of years – and continue to be used – for sacred pilgrimages by Native American pueblos. Arroyo corridors through this area provide the historic spine of trails connecting sacred sites from the Rio Grande, up the escarpment, past petroglyphs and other shrines, to the volcanic cones.

The acequia system, constructed and used by Spanish Colonists to irrigate their farmland, and the Rio Grande Bosque, with its system of levees that tamed the once unpredictable flood plain in the valley are also important examples of this living interface between humans and nature (see **Section 11.1.2.1** above for more about the acequia system).

Cultural landscapes can also include views to important natural or built features. Along many corridors, views to the Sandia Mountains, the Bosque, the volcanoes, and the valley become cultural corridors to those walking, driving, or biking. Views into and from Open Space can also become cultural landscapes. Open Space inherently operates as a cultural landscape, since it includes natural areas used by humans, while also serving as a home to wildlife and plants. The feel of a street and adjacent development as you move through it can be described as a cultural landscape in areas with distinctive character, including Rio Grande and Alameda Boulevards in the North Valley, Tramway Boulevard in the foothills, and Route 66/Central Avenue.



Image credit: Bernalillo County

Agriculture and traditional food production practices help make up the cultural landscape of the area.

Preserving, enhancing, and leveraging these cultural landscapes can be accomplished through zoning and regulatory standards for development within or adjacent to

these areas. Controls related to the built environment often regulate access; sensitive edge treatments; materials; building height, massing, and placement; walls and fences; signs; and utilities (see also **Section 13.1.3.4 of the Resilience & Sustainability chapter** for a discussion of potential environmental impacts of development).

Petroglyph National Monument

The Petroglyph National Monument, authorized by the U.S. Congress on June 27, 1990, is a unit of the national park system and comprises 7,236 acres, jointly managed by the City Open Space Division and the National Park Service. Cultural properties conserved by the Monument include more than 300 archaeological sites and more than 15,000 prehistoric and historic petroglyphs. The Monument preserves in perpetuity the Northwest Mesa Escarpment (a 17-mile narrow band of escarpment formed by lava flows), the Las Imagines National Archaeological District, a portion of the Atrisco Land Grant, five dormant volcanoes, and other significant natural and cultural resources and will facilitate research associated with these important resources.

Part of the petroglyph-rich area was acquired by the City in 1973 and improved with state funds as Indian Petroglyph State Park. After the 1988 update of the Comp Plan recognized the national importance of these cultural properties, the City worked to establish the area as the Petroglyph National Monument.

Petroglyphs, rock etchings on above ground rock, are not only an artistic expression of prehistoric peoples, but also a record of their culture and history. Petroglyphs are considered archaeological sites with the same significance and value as sub-surface sites. Found in abundance along the Northwest Mesa Escarpment, they are directly associated with other sub-surface archaeological sites and are one of the most significant and extensive examples of this kind of cultural artifact located within an American city.

Most petroglyphs were etched between 1330 and 1650 AD, although some may be closer to 3,000 years old. Native American petroglyphs are powerful cultural symbols that reflect the complex society of Pueblo people. Themes include Pueblo sacred images. Not just realistic representations of specific animals or people, the images are used to transmit thought, energy, and learning across space and time into other dimensions within a defined and bounded world. They appear in clusters across the Escarpment. There are four areas with relatively concentrated petroglyphs: Piedras Marcadas Canyon, Boca Negra Canyon, Rinconada Canyon, and Mesa Prieta.



Image credit: City of Albuquerque

The Petroglyph National Monument is a destination for local residents and visitors alike

For Native American Pueblos, the site encompasses the entire lava bed, the volcanoes' caves and shafts, the petroglyphs, and additional features of importance in meaning and use. In many native cultural and spiritual beliefs, places where underground forces erupt above ground hold tremendous spiritual power. Pilgrimages to and through these sacred sites provide opportunities to

direct prayers where they can pass through multiple dimensions. The volcanoes, petroglyphs, escarpment, rock outcrops of basalt (especially those containing petroglyphs), lava tubes and caves, the Sandia Mountains, and other locations are sacred places for many Native Americans, functioning together as an interlocking system of spiritual communication connected to ceremonial practices. Evidence of ceremonial practices, including shell beads, pendants, turquoise, hematite, selenite, mica, colored pebbles, prayer sticks, feathers, arrangements of stones, boulders with pecked and ground facets, and stone piles have been found near prominent boulders, recesses in the Escarpment, and rock spires.

Piedras Marcadas Archaeological Site

A non-contiguous part of the national monument is the Piedras Marcadas archaeological site, the largest unexcavated pueblo in the middle Rio Grande Valley. The ruins are what remains of a two- and three-story pueblo that is thought to have contained 1,000 rooms. At least a dozen ancient pueblo sites have been discovered throughout the county.

Volcano Mesa

Volcano Mesa refers to privately held land that lies between the publicly owned lands

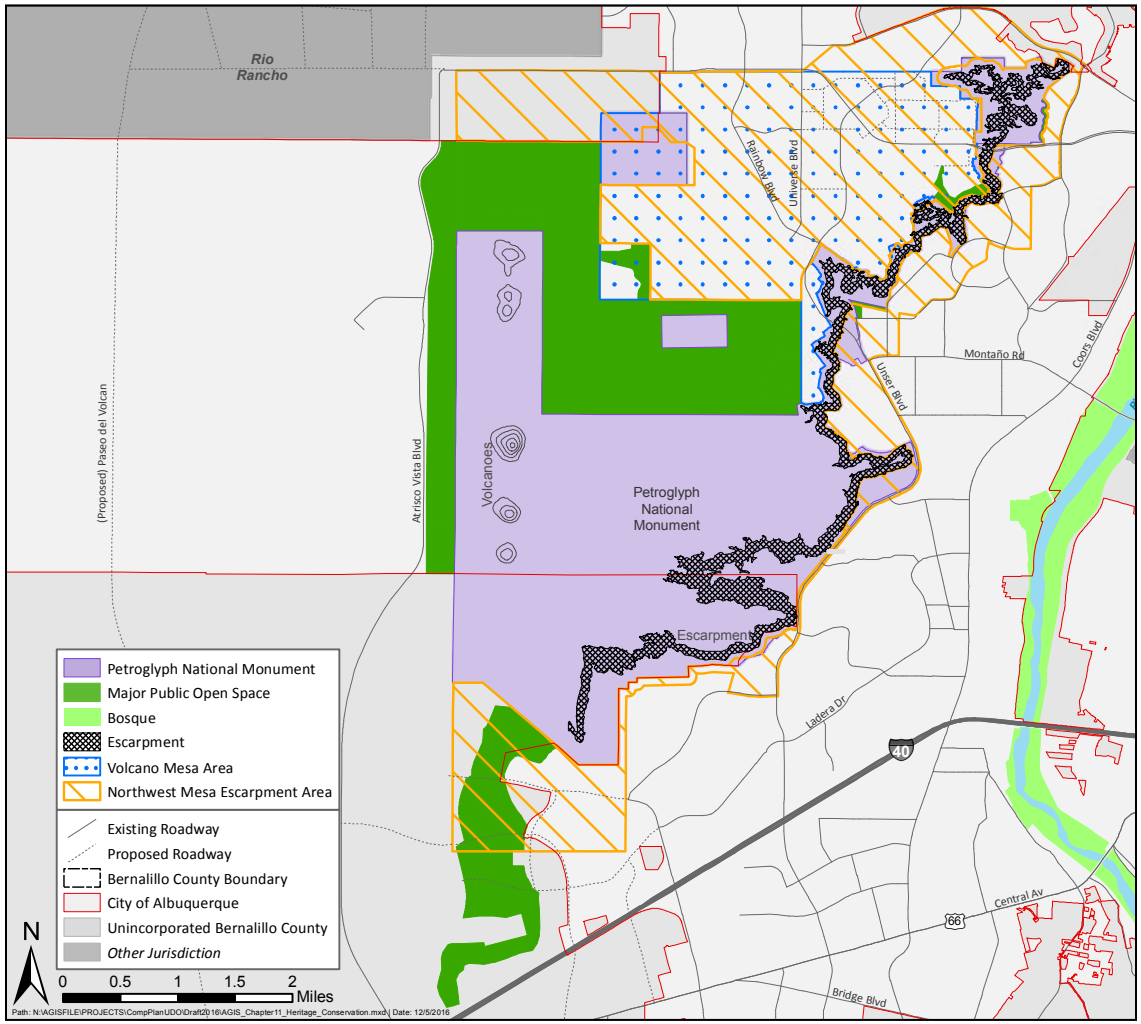


Figure 11-3: Petroglyph National Monument, Northwest Mesa Escarpment, and Volcano Mesa Areas

that preserve the escarpment and protect the volcanoes and geologic windows. The 3,532 acres-area is surrounded on three sides by the Petroglyph National Monument and Major Public Open Space (MPOS) and includes a small portion of the Petroglyph National Monument. From east to west, the Volcano Mesa area extends from the Northwest Mesa escarpment to the City's MPOS surrounding five dormant volcanoes.

Volcano Mesa is part of the cultural landscape connected to the volcanoes and petroglyphs that provides a unique portal into the rich interplay of cultures in New Mexico with the area's geological past.

Arroyos

Historically, arroyos played an important cultural role for Native American communities, connecting ceremonial sites to former Pueblo villages along the Rio Grande.

Arroyos still provide natural connective tissue in natural ecosystems in the Albuquerque area. On the Northwest Mesa, arroyos were used as east-west pathways connecting ceremonial sites on the western mesa across the Northwest Escarpment to Pueblo villages along the Rio Grande. At the heart of this ecosystem are the Boca Negra/ Mariposa arroyos, making up a 21 square-mile watershed. The watershed is generally bounded by the Calabacillas Arroyo basin on the north and the San Antonio arroyo basin on the south. The Bear Canyon and other arroyos east of the Rio Grande also form natural and cultural corridors through the city from the foothills to the river.

While key geologic and cultural features have been set aside as national park and MPOS, urbanization around these wilderness areas will dramatically change them. Urbanization that disconnects or destroys the interconnected network of arroyos and rivers reduces the viability of plant and animal species. Preserving the arroyos not only maintains the richest habitat, but also the very features that ecologically link the largest expanses of open space to each other and all the way west to the Rio Puerco wilderness. The City's Facility Plan for Arroyos provides detailed policy guidance to preserve and protect arroyo corridors throughout the Albuquerque area.

Sandia Mountains

One of the most distinctive natural features in the Albuquerque area are the dramatic Sandia Mountains, which frame the eastern edge of the urban area.

Beyond their natural beauty, the Sandias are important cultural features for some Native American cultures. According to pueblo belief, the Sandia Mountains form one edge of the bowl that represents the Pueblo World. The Sandias include important shrines connected to ceremonial prayers to the highest earth spirits, who protect Pueblo communities below and who visit the volcanoes and nearby volcanic lava bed on the Northwest Mesa.

Visual connection between the Sandias and other areas is therefore an important part of the cultural landscape for many Albuquerque-area residents. The City has adopted overlay regulations to preserve views along key corridors, including Coors and Unser Boulevards.

Bosque

The Bosque – which includes the Rio Grande, its surrounding cottonwood forest, state park land, trails, and natural habitat – is a unique cultural landscape that serves as a natural and recreational spine of the Albuquerque area. Pueblo people have lived on the Rio Grande for thousands of years.

The Bosque is the longest forest corridor in a City in all of the United States. Sloping land on the east and west sides of the river creates spectacular views into and from the Bosque from many areas of our community.

The Rio Grande Valley State Park preserves, in perpetuity, the integrity of this cultural and natural ecosystem. The City's ***Bosque Action Plan***, ***MPOS Facility Plan***, and the ***Rio Grande Valley State Park Management Plan*** provide policy guidance for publicly managed land (see **Section 10.1.2.2 of the Parks & Open Space chapter** for discussion of the Rio Grande Valley State Park and City and County Open Space policies).

Policies and regulations guiding contextual and respectful development adjacent to the Bosque, are needed to protect and enhance this cultural landscape as our region continues to grow.

Route 66/Central Avenue

Historic Route 66 is a collection of cultural landscapes traversing the country from Chicago to Los Angeles. In Albuquerque and Bernalillo County, historic Route 66 includes Central Avenue, North and South 4th Streets, and the Isleta and Laguna Pueblos.

The flavor of Route 66, and how people use it, changes within these areas as it relates to the surrounding built and natural environment. In some segments, the "Main Street" feel encourages strolling pedestrians and outdoor dining. In other segments, drive-ups, drive-throughs, and auto-related shopping predominate. Low-riders cruise downtown and on West Central weekend nights. In all the ways we use, remember, and celebrate Route 66, it continues to contribute to Albuquerque's heritage. The City's Route 66 Action Plan provides policy guidance to protect and enhance this cultural landscape.

Downtown Skyline

The v-shape of the city's valley sets up spectacular views from the east westward to the Downtown skyline, with the Northwest Mesa, volcanoes, and – on clear days – Mt. Taylor beyond. Similar vistas are visible from the west looking east across the valley toward Downtown, with the Sandia and Manzano Mountains beyond (see Figure 2-6.)

The Sandia and Manzano Mountains, Northwest Mesa, volcanoes, escarpment, and Mt. Taylor are all part of a sacred landscape for Pueblo and Native American people. The volcanic landscape on the Northwest Mesa, in particular, has been used for thousands of years as part of the rituals and pilgrimages related to the spiritual power of these places where the underworld meets the earth and sky. The visual integrity of the Northwest Mesa has been preserved in perpetuity by acquiring MPOS and designating the Petroglyph National Monument.

Downtown, in addition to being a center for arts and cultural activities, is a key part of the urban history of Albuquerque. As discussed earlier, New Town grew up between the AT&SF Railroad tracks and Old Town.

Today, views of the Downtown skyline, with the mountains, Northwest Mesa, volcanoes, escarpment, and Mt. Taylor beyond, form an important cultural landscape that connects our unique geography with our urban history and ongoing cultural center. Views from public rights-of-way from eastern slopes westward to Downtown deserve protection for their importance as a cultural landscape. These views are an anchoring image for placemaking, with their focal point on our region's metropolitan center, connecting the east and west sides of the river, and its historical center connecting our Native American, Hispanic, and Anglo American cultures.

11.1.2.4 ARCHAEOLOGICAL & PALEONTOLOGICAL RESOURCES

In general, archaeological resources are at or below ground level and are usually partial rather than intact features. Although they are most often prehistoric Native American sites, there are also historic-period archaeological resources. Paleontological

resources are the fossilized or unfossilized remains of organisms or animals and provide a link to our pre-human history and deep place-based roots.

The Albuquerque area has a rich and lengthy history as evidenced by archaeological remains in and around the modern city and the historical oral traditions and written documentation. Ancestors of today's Pueblo people are thought to have migrated from the Four Corners area to the Jemez and Rio Grande Valley around 1200 AD. Nomadic Athabascan people, from whom the Navajos (Diné) and Apaches are descended, settled in the region around 1300 AD. More remote parts of the West Mesa have yielded several Paleo-Indian sites dating back 12,000 years (or more).

It is important to continue to acknowledge, respect, and celebrate the diverse cultures and history of all the people who have inhabited this area over time. Native American petroglyphs, evidence of prehistoric settlement, and other artifacts still have active religious and cultural value. Preserving the remaining artifacts and archaeological resources will remain a high priority as the city and county continue to develop, change, and grow over time.

Preserving Archaeological & Paleontological Resources

There is an inherent tension between the need to preserve and protect these resources, which may require limiting access or use, and the desire to use these resources to educate residents and deepen their understanding of and connection to our past and current mix of cultures. Archaeological resources are often tied to sacred cultural practices, so access for education and scientific purposes must be carefully balanced with acknowledging and respecting religious traditions.

Preserving historic, archaeological, paleontological, and cultural resources includes protecting irreplaceable assets and leveraging them in responsible ways to enhance neighborhoods, distinct districts, and cultural landscapes. Ongoing efforts to provide educational, interpretive, and cultural programming helps broaden and deepen historic and cultural awareness and understanding. Successful preservation and programming efforts rely on a unified effort by governmental and outside agencies and partnerships with nonprofits and private individuals and organizations to plan, set policy, and coordinate actions.

Archaeological sites differ from historic resources (i.e. buildings) in certain fundamental ways. These differences require specialized planning and site management techniques.

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

Archaeological sites can be compromised by unintentional removal, unintentional damage, looting, and vandalism. Many of these priceless and invaluable resources can be protected through policies that encourage avoidance as development sites are planned. In some cases, these resources can be removed with careful coordination and oversight of qualified archaeologists and other experts.

The City has adopted an Archaeological Ordinance that is administered through the Planning Department in coordination with the

City Archaeologist as development occurs on sites where archaeological resources are discovered. The County may consider adopting a similar ordinance, or even adopting the same ordinance that could be jointly administered for land in the city or unincorporated county areas. Given the significance and extent of sites in and around the city, the Comp Plan proposes policies and site conservation programs to retain this cultural heritage at the end of this chapter.

11.1.2.5 CULTURAL TRADITIONS & THE ARTS

The city and county have rich and extensive traditions to celebrate and enhance through community programs and activities. Respectful art, events, and education programs enhance our understanding and deepen our connection to our history, diverse cultures, and multi-faceted identity layered throughout our community. Cultural activities, crafts, events, and the fine and performing arts offer participation and enjoyment for residents and visitors. These artistic and cultural activities impact quality of life, the local economy, our sense of place and heritage, and educational opportunities and success.

To showcase our region's cultural traditions, the City and County own and manage many cultural facilities, including museums, historic sites, performing arts facilities, and cultural centers. The City and County can also help support cultural expression through public art, planning for the arts, art activities, and community celebrations. However, cultural programming can be challenging, requiring significant funds and public/private coordination. Public outreach and input are key to understanding the self-identification of different groups and their preferences for public art, events, and other programs.



Image credit: City of Albuquerque

Traditional music and dance are a striking representation of Albuquerque's rich cultural history.

Cultural Facilities

Bernalillo County owns a number of cultural facilities that are managed by others. These include the Hiland Theater in the Nob Hill neighborhood used by the National Dance Institute of New Mexico for classes and performances. The Gutierrez-Hubbell House museum and farm in the South Valley is listed on the National Historic Register and was once the residence of a prominent territorial ranching family as well as a trading post and stage coach stop on El Camino Real.

The City provides a wide range of rich cultural opportunities that sustain Albuquerque's quality of life at a high level for residents and visitors alike, due in large part to the efforts of the City's Cultural Services Department. As of 2015, Cultural Services manages 17 libraries, two museums, three performance theaters, a zoo, an aquarium, a botanic garden, popular

fishing ponds, the historic plaza of Old Town, and government television. The Department hosts numerous large- and small-scale family-friendly events and activities and provides a vast array of public art. Cultural Services works to cultivate public-private partnerships to plan, fund, and program new facilities, events, and art.

Within a convenient 15-minute bike ride of each other, Albuquerque is also home to the National Hispanic Cultural Center, the Indian Pueblo Cultural Center, and Old Town, with its historic plaza, the Albuquerque Art Museum, and nearby Explora and Natural History museums.

Public Art

Public art in this Comp Plan refers to City- and/or County-owned art. The City and County have increased their commitment to public art since the 1990s. Excellence in public spaces and site design contribute greatly toward the identity, quality, vitality, and enjoyment of places and districts throughout the Albuquerque area.

Public art is directly associated with sites in, or immediately adjacent to, new or redeveloped municipal facilities across the entire city. There is a large concentration of public art Downtown, in the University/Nob Hill area, and Old Town. The Braden Memorial sculpture (1896) in Robinson Park and McClellan Park's Madonna of the Trail sculpture represent the oldest public art in the city.

The Bernalillo County Public Art Program currently holds about 300 works of art within and outside County buildings, parks, and community centers and along public roadways throughout the unincorporated area. These holdings celebrate the works of dozens of local artists and contribute toward the local creative economy.

CATEGORY	DESCRIPTION	PUBLIC BUILDINGS	COMMUNITY CENTERS	PARKS	STREET-SCAPE
2D Wall Art	Paintings, drawings, photographs, prints	X	X		
Murals	Painted, tiled, or otherwise decorated walls		X	X	X
Sculptures	3 dimensional forms in-the-round or wall mounted			X	X

Table 11-1: City and County Public Art Holdings

Supporting Arts & Cultural Traditions

Residents and businesses value the Sandias, Bosque, Open Space, and farmlands. These cultural resources should be preserved but can also be leveraged to enrich our understanding of connection to heritage. Local traditions, religious festivals, and observances provide opportunities to share and celebrate our heritage and diverse cultures.

Creative activity and the arts contribute to the vibrancy of the economy through the creative sector. Albuquerque has a strong arts sector, with many participants, yet overall its economic impact is smaller than similar regions.

The City and County have an opportunity to contribute to the creative sector through cultural facilities and programming and public art programs. Local governments must also partner with businesses and non-profits to enhance the creative sector and position the arts as a key contributor to our identity as a place and a community (see also the **Economic Development chapter**).

11.2 Goals, Policies & Actions

for Heritage Conservation

Goal 11.1 Traditional, Rural & Agricultural Heritage

Preserve and enhance farmland, the acequia system, and traditional communities.

Goal 11.2 Historic Assets

Preserve and enhance significant historic districts and buildings to reflect our past as we move into the future and to strengthen our sense of identity.

Goal 11.3 Cultural Landscapes

Protect, reuse, and/or enhance significant cultural landscapes as important contributors to our heritage and rich and complex identities.

Goal 11.4 Archaeological & Paleontological Resources

Identify, acquire and manage significant archaeological and paleontological sites for research, education, tourism, and recreational use.

Goal 11.5 Cultural Traditions & the Arts

Emphasize and support cultural traditions and arts as vital components of the community's identities and well-being.

Policies are organized to support each Goal. Many Policies have supporting Sub-polices, cross-references to other relevant policies, and implementing Actions to more clearly guide decision-making.

Goal 11.1 Traditional, Rural & Agricultural Heritage

Preserve and enhance farmland, the acequia system, and traditional communities.

POLICY 11.1.1

Agricultural Preservation: Promote and assist the viability of agricultural heritage, including the conservation and use of irrigated agricultural land, small-scale agriculture, and open space in the valley and other areas. [ABC]

a) Conserve natural resources that are vital to agricultural economic activities.

b) Promote the acequia system as a vital component in the life of the community and support its living tradition and active use.

c) Recognize and support inheritance traditions and coordinate with traditional community organizations.

d) See **Policy 11.1.3** below for acequia protection.

e) See **Policy 11.1.4** below for local heritage protection.

f) See **Community Identity Goals 4.2 and 4.3** for policies that promote community participation and protection of character-defining elements.

g) See **Land Use Policy 5.2.1** for desired land uses.

h) See **Land Use Policies 5.3.3 and 5.3.4** for conservation development.

i) See **Economic Development Policies 8.1.1 and 8.2.1** for promotion of agriculture and local business.

j) See **Parks & Open Space Policy 10.1.3** for agriculture on public lands

k) See **Parks & Open Space Policy 10.4.4** for preservation of arroyos and drainage systems.

l) See **Infrastructure, Community Facilities & Services Policies 12.1.4 and 12.1.5** for drainage infrastructure.

m) See **Resilience & Sustainability Goal 13.2** for policies on water supply and quality.

ACTIONS

11.1.1.1 Promote incentives to preserve farmland and open space and to maintain ditches and acequias for agricultural and low-impact recreational purposes. [ABC]

11.1.1.2 Create incentives and promote community and family gardens, farms, locally grown produce, and continued livestock raising. [ABC]

11.1.1.3 Support farmers markets for local growers. [ABC]

11.1.1.4 Foster educational and recreational programs and signs highlighting rural and agricultural heritage. [ABC]

POLICY 11.1.2

Rural Character: Protect the character of rural areas and ensure that development is sensitive to historic and cultural patterns. [ABC]

a) Recognize the Valley as a unique and fragile resource and as an inestimable and irreplaceable part of the entire metropolitan community.

b) Protect and preserve historic properties, special places, and important aspects of rural character such as irrigated fields, acequias, narrow roadways, and tree-lined streets.

c) See **Community Identity Goals 4.2 and 4.3** for policies that promote community participation and protection of character-defining elements.

d) See **Land Use Policy 5.5.3** for Rural Areas in the county.

e) See **Transportation Goal 6.8** for context-sensitive road design.

f) See **Urban Design Goal 7.3** for policies that protect an area's sense of place through design.

g) See **Resilience & Sustainability Policy 13.4.4** for protecting unique landforms and habitats.

POLICY 11.1.3

Acequia Preservation: Support efforts to protect and preserve the acequia system for agricultural and low-impact recreation purposes and strengthen connections with adjacent neighborhoods and development. [ABC]

a) See **Land Use Policies 5.5.1 and 5.6.1** for development adjacent to acequias.

b) See **Urban Design Policy 7.6.1** for design treatments on stormwater infrastructure.

c) See **Parks & Open Space Policy 10.4.4** for preservation of arroyos and drainage systems.

d) See **Infrastructure, Community Facilities and Services Policies 12.1.4 and 12.1.5** for drainage infrastructure.

POLICY 11.1.4

Local Heritage: Keep local traditions and heritage alive and cultivate neighborhoods and rural areas as safe and excellent places to live and raise families. [ABC]

a) Encourage efforts and programs that respond to local needs and revitalize neighborhood traditions.

b) Encourage collaboration among jurisdictions, businesses, and residents along El Camino Real to acknowledge and preserve the trail's importance to local heritage.

c) See **Community Identity Goal 4.3** for character-defining elements of each Community Planning Area.

d) See **Land Use Policy 5.5.3** for Rural Areas in the county.

e) See **Transportation Goal 6.8** for context-sensitive road design.

f) See **Urban Design Goal 7.3** for policies that protect an area's sense of place through design.

Goal 11.2 Historic Assets

Preserve and enhance significant historic districts and buildings to reflect our past as we move into the future and to strengthen our sense of identity.

POLICY 11.2.1

Gentrification: Balance the objectives of historic preservation and conservation of affordable housing. [ABC]

a) Work to maintain a range of housing options and affordability levels to ameliorate the displacement of low income households.

b) Encourage renovation and rehabilitation to preserve and enhance the existing housing stock.

POLICY 11.2.2

Historic Registration: Promote the preservation of historic buildings and districts determined to be of significant local, State, and/or National historical interest. [ABC]

a) Preserve and maintain historically significant buildings and spaces.

b) Recognize historic buildings and districts as vital elements of the community.

c) Encourage the adaptive reuse of historic structures as a strategy to preserve character and encourage reinvestment.

d) See **Community Identity Goal 4.3** for character-defining elements of each Community Planning Area.

ACTIONS

11.2.2.1 Research, evaluate, and protect historical and cultural properties. [ABC]

11.2.2.2 Promote incentives for the protection of significant districts and buildings. [ABC]

11.2.2.3 Increase public and inter-agency awareness of historic resources and preservation concerns. [ABC]

11.2.2.4 Support property owners in pursuing designation for buildings with potential for historic registration. [A]

11.2.2.5 Support the efforts of residents to pursue historic district designations for areas with potential for historic registration. [A]

POLICY 11.2.3

Distinct Built Environments: Preserve and enhance the social, cultural, and historical features that contribute to the identities of distinct communities, neighborhoods, and districts. [ABC]

a) Consider local history and the visual environment, particularly features unique to Albuquerque, as significant determinants in development and redevelopment decisions in light of their relationship to and effect upon the following:

   i. Architectural styles and traditions;

   ii. Current and historic significance to Albuquerque;

   iii. Historic plazas and Centers;

   iv. Culture, traditions, celebrations, and events

b) Encourage development that strengthens the identity and cohesiveness of the surrounding community and enhances distinct historic and cultural features.

c) Design streets and streetscapes that match the distinctive character of historic areas.

d) See **Community Identity Goals 4.1 and 4.3** for character protections and character-defining elements of each Community Planning Area.

f) See **Urban Design Goal 7.3** for policies related to sense of place.

ACTIONS

11.2.3.1 Identify areas having a distinctive historic character for potential historic district designation. [ABC]

11.2.3.2 Encourage collaboration among jurisdictions, businesses, and residents along El Camino Real to provide neighborhood gateways, interpretive signage, public art, and educational opportunities for residents and visitors. [ABC]

11.2.3.3 Investigate methods of funding revitalization of rural settlements. [BC]

11.2.3.4 Encourage programs to develop building skills and use local materials as part of economic revitalization of historic villages in mountain and valley areas. [BC]

Goal 11.3 Cultural Landscapes

Protect, reuse, and/or enhance significant cultural landscapes as important contributors to our heritage and rich and complex identities.

POLICY 11.3.1

Natural and Cultural Features: Preserve and enhance the natural and cultural characteristics and features that contribute to the distinct identity of communities, neighborhoods, and cultural landscapes. [ABC]

a) Minimize negative impacts and maximize enhancements and design that complement the natural environment, particularly features unique to Albuquerque, in development and redevelopment in light of the relationship to and effect upon the following:
   i. Indigenous vegetation and other materials appropriate to landscapes;
   ii. Topography and landscape features such as arroyos, the Rio Grande and Bosque, the foothills, and escarpments;
   iii. Soils and erosion potential;
   iv. Colors and textures of the natural environment; and
   v. Scenic views from the public right-of-way

b) Minimize the visibility of structures in highly scenic areas and on the western horizon as seen throughout the city through building design and materials that blend with the natural colors of the landscape and limit reflectivity.

c) Protect important views from public rights-of-way through regulations on street orientation, site layout, building height, and signs.

d) Encourage site design that enhances and leverages views to cultural landscapes.

e) Encourage appropriate edge treatments, transitions, and buffers through site design and development standards for development adjacent to Open Space.

f) Plat single-loaded streets to maintain scenic edges next to Open Space.

g) Encourage reconstruction and revegetation to a natural setting.

h) See **Policies 11.3.2 through 11.3.6** below for more about specific cultural landscapes.

i) See **Community Identity Goals 4.1 and 4.3** for character protections and character-defining elements of each Community Planning Area.

i) See **Land Use Policies 5.1.1, 5.3.3, and 5.3.4** for desired development patterns that help preserve natural and cultural features.

j) See **Transportation Goal 6.8** for policies on environmental and cultural considerations in roadway planning, design, and construction.

k) See **Urban Design Goal 7.6** for policies on context-sensitive site design.

l) See also **Resilience & Sustainability Policy 13.4.4** for protection of unique landforms and habitats.

ACTIONS

11.3.1.1 Adopt site development standards and/or view protection overlays for orientation of new streets, building and wall height and placement, massing, frontage, color, signs, utilities, and/or tree preservation as needed to protect cultural landscapes and significant views from the public right-of-way along key corridors. [ABC]

11.3.1.2 Create standardized signage in the unincorporated areas of Bernalillo County to identify cultural assets, including historic buildings and properties, cultural and historic corridors, and historic infrastructure such as acequias and bridges. [BC]

11.3.1.3 Adopt design guidelines with color and reflectivity restrictions to minimize the visual impact of development on the West Mesa. [A]

11.3.1.4 Establish regulations for sensitive edge treatment and transition from development to MPOS and Petroglyph National Monument to address shared usable open space, scenic corridors, single-loaded streets, and rainwater mitigation. [A]

POLICY 11.3.2

Arroyos: Preserve and enhance arroyos identified in the Rank 2 Facility Plan for Arroyos as important cultural landscapes. [ABC]

a) See **Urban Design Policy 7.6.1** for design considerations for drainage systems.

b) See **Parks & Open Space Policy 10.4.4** on linear Open Space, trails, and acequias.

c) See **Infrastructure, Community Facilities & Services Policies 12.1.4 and 12.1.5** for additional policies on drainage systems.

d) See **Infrastructure, Community Facilities & Services Policy 12.4.5** for Rank 2 Facility Plans.

POLICY 11.3.3

Bosque: Regulate development on adjacent lands to preserve and enhance the Bosque as an important cultural landscape that contributes to the history and distinct identity of the region, as well as nearby neighborhoods. [ABC]

a) Minimize grading, changes to natural topography, and land disturbance to preserve natural features.

b) Encourage reconstruction and revegetation to a natural setting on lands adjacent to the Bosque.

c) Assure compatible land uses and promote cluster development on lands adjacent to the Bosque.

d) Ensure appropriate edge treatments, transitions, and buffers through site design and development standards.

e) Encourage links to established public access points to the Bosque from adjacent development.

f) See **Policy 11.3.1** above for view preservation.

g) See **Transportation Goal 6.8** for policies on environmental and cultural considerations in roadway planning, design, and construction.

h) See **Parks & Open Space Policy 10.3.4** for policies related to protecting Open Space lands within the Bosque.

i) See also **Resilience & Sustainability Policy 13.4.4** for protection of unique landforms and habitats.

ACTIONS

11.3.3.1 Encourage dedication or secure easements or leases to ensure public access on private lands adjacent to the Bosque. [ABC]

11.3.3.2 Develop and implement design standards for edge treatments to ensure contextual development adjacent to the Rio Grande Valley State Park. [ABC]

POLICY 11.3.4

Petroglyph National Monument: Regulate adjacent development to protect and preserve the Petroglyph National Monument – its volcanoes, petroglyphs, and Northwest Mesa Escarpment – as a priceless cultural landscape and community resource that provides physical, cultural, and economic benefits. [A]

a) Protect the archaeological and historical resources of the Monument.

b) Preserve and protect the Monument from growth and development pressures on the West Side.

c) Conserve and protect the Monument and surrounding lands through regulations associated with the Volcano Mesa and Northwest Mesa Escarpment Areas.

d) Minimize and mitigate negative impacts, including fugitive dust; stormwater runoff; and damage to vegetation, slopes, or boulders.

e) Follow best practices for blasting to minimize negative impacts and fugitive dust on the Monument.

f) Minimize visual impact of adjacent development through design standards related to color, reflectivity, building materials, and screening.

g) Protect views to and from the black Escarpment face, which gives physical order to the community and acts as a visual reference point.

h) Buffer MPOS and the Monument from adjacent development, preferably with a single-loaded street (i.e. a street with development only on the side not abutting the Monument) and/or landscaped areas.

i) Prioritize dedication and acquisition of land abutting multi-use trails, rock outcroppings, and the Monument for parks and/or MPOS.

j) Provide public access at points least sensitive to use and least disruptive to adjacent neighborhoods.

k) Encourage appropriate edge treatments, transitions, and buffers through site design and development.

l) See **Policy 11.3.1** above for view protection and development that blends with the landscape.

m) See **Policy 11.3.2** above for arroyos.

n) See **Policy 11.3.6** below for policies related to private development within Volcano Mesa.

o) See **Goal 11.4** below for protection of archaeological and paleontological resources.

p) See **Transportation Goal 6.8** for policies on environmental and cultural considerations in roadway planning, design, and construction.

q) See **Parks & Open Space Policy 10.3.5** for protection of land adjacent to the Monument as Open Space.

ACTIONS

11.3.4.1 Confirm that all property identified for acquisition abutting the Monument or Escarpment has been purchased by City Open Space or protect the remainder through development standards. [A]

11.3.4.2 Work with NPS to provide educational, research, and recreational opportunities that leverage the physical and historical connection from the mesa to the valley through the MPOS network. [A]

11.3.4.3 Create a procedure and submittal requirements for development projects within a quarter mile of the Monument, abutting archaeological sites, or adjacent to MPOS to ensure that project applicants provide information to demonstrate compliance with design regulations and enable effective monitoring, implementation, and oversight of construction activities. [A]

11.3.4.4 Establish permit parking systems for neighborhoods adjacent to the Monument as necessary to control non-resident parking. [A]

11.3.4.5 Work with AMAFCA and NPS to develop standards to mitigate the impact of stormwater run-off onto the Monument and limit and control flows from development onto the Monument. [A]

POLICY 11.3.5

Sandia Mountains: Protect views of the Sandia Mountains from key vantages within public rights-of-way, along corridors, and from strategic locations as an important cultural feature of the region. [ABC]

a) See **Policy 11.3.1** above for view protection and development that blends with the landscape.

b) See **Transportation Goal 6.8** for policies on environmental and cultural considerations in roadway planning, design, and construction.

ACTION

11.3.5.1 Develop standards to protect views from strategic locations used by the public, such as open space, parks, and City facilities. [A]

POLICY 11.3.6

Volcano Mesa: Preserve open space, natural and cultural landscapes, and other features of the natural environment within Volcano Mesa. [A]

a) Respect Albuquerque's culture and history, including Hispanic and Native American, through context-sensitive development.

b) Encourage development that is sensitive to the open, natural character of the area and geological and cultural conditions.

c) Protect important views, vistas, and view corridors from within Volcano Mesa to the Rio Grande basin, across the city of Albuquerque, and to the Sandia Mountains.

d) Protect the area's natural and archaeological resources, including the Monument and significant rock outcroppings, while encouraging urban development in the Volcano Heights Urban Center to create a vibrant, walkable district with an identity, character, and sense of place inextricably linked to the volcanic landscape.

e) Limit impermeable surfaces and avoid concentrating stormwater, except through the use of naturalized swales.

f) Encourage cluster development to preserve undeveloped areas to be used for recreation and/or open space or to protect sensitive land and significant cultural or natural features.

g) Encourage development that blends with the surrounding landscaping, including building colors in harmony with the desert palette, stucco walls or coyote fencing, and native vegetation wherever landscaping is visible to the public from the public right-of-way.

h) Encourage shared usable open space and park development to be accessible to the public and to connect to adjacent MPOS or the Monument, preserving wildlife corridors and encouraging active living.

i) See **Policy 11.3.1** above for view protection and development that blends with the landscape.

j) See **Policy 11.3.4** above about minimizing physical impacts of development on the Monument.

k) See **Land Use Policies 5.1.1, 5.3.3, and 5.3.4** for desired development patterns that help preserve natural and cultural features.

l) See **Transportation Goal 6.8** for policies on environmental and cultural considerations in roadway planning, design, and construction.

ACTIONS

11.3.6.1 Trade City-owned land for private properties abutting the Monument or bordering MPOS as single-loaded streets are platted. [A]

11.3.6.2 Encourage public access to rock outcroppings via nearby sidewalks and pedestrian walkways, granted in perpetuity through a public access easement that remains with the property. [A]

Goal 11.4 Archaeological & Paleontological Resources

Identify, acquire, and manage significant archaeological and paleontological sites for research, education, tourism, and recreational use.

POLICY 11.4.1

Archaeological Setting: Consider archaeological and historical resources in relationship to their setting and to each other in terms of determining their significance, appropriate treatment and preservation, appropriate management, and appropriate access and educational opportunities. [A]

ACTIONS

11.4.1.1 Allocate adequate funds for management and maintenance to protect archaeological resources in perpetuity and meet our stewardship responsibilities. [A]

11.4.1.2 Determine areas and sites appropriate for encouraging public access and interpretation; prioritize areas within these sites that should be preserved. [A]

11.4.1.3 Identify areas and sites where public access should be discouraged for protection and to minimize negative impact. [A]

POLICY 11.4.2

Proactive Protection: Identify, evaluate, and protect archaeological and paleontological sites and items on a proactive, ongoing basis. [ABC]

a) See **Policy 11.3.4** above related to the Petroglyph National Monument.

b) See **Policy 11.3.6** above for protections within Volcano Mesa.

c) See **Policy 11.4.5** below for protecting archaeological resources on private land.

c) See **Parks & Open Space Goal 10.3** for policies related to Open Space acquisition.

ACTIONS

11.4.2.1 Determine appropriate treatment of significant sites and remedies for those that cannot be preserved on a case-by-case basis. [ABC]

11.4.2.2 Coordinate with the State Historic Preservation Office to obtain clearance and guidance prior to developing any project within an identified archaeological site. [A]

POLICY 11.4.3

Archaeological Education: Promote public understanding of and appreciation for the area's vast archaeological and paleontological resources. [ABC]

ACTIONS

11.4.3.1 Provide interpretive signage and guided tours in appropriate significant sites. [ABC]

11.4.3.2 Provide digital access and interpretive information online for education, tourism, and scientific purposes. [ABC]

POLICY 11.4.4

Archaeological Ordinance: Protect archaeological resources in the City and the County with regulations for both public and private projects without imposing an undue burden on private property rights. [ABC]

ACTIONS

11.4.4.1 Coordinate to adopt a jointly-administered Archaeological Ordinance. [ABC]

11.4.4.2 Develop a process requiring survey and mitigation of damage to archaeological sites before development is initiated. [BC]

11.4.4.3 Create a County landmarks commission to designate and protect historic and prehistoric features. [BC]

11.4.4.4 Consider creating a public-private task force or advisory group to administer the Archaeological Ordinance. [BC]

POLICY 11.4.5

Private Protections: Encourage the private protection of sensitive lands, such as rock outcrops or significant cultural, archaeological, volcanic, or geologic land through private conservation easements, or replatting as private open space. [A]

a) Protect archaeological resources and rock outcroppings on the Northwest Mesa through in-place avoidance, if possible, or mitigation.

b) Prioritize the conservation of rock art on the Northwest Mesa Escarpment and related archaeological sites to allow further research and discoveries of the people who inhabited the Middle Rio Grande Valley.

c) See **Policy 11.3.4** above for policies related to land adjacent to the Petroglyph National Monument.

d) See **Policy 11.3.6** above for land development in Volcano Mesa.

e) See **Land Use Policy 5.7.2** for regulatory frameworks that protect sensitive lands,

ACTIONS

11.4.5.1 Adopt a private open space zone to allow permanent designation of private open space. [A]

11.4.5.2 Support state tax benefits associated with conservation easements and share information about them with property owners. [A]

11.4.5.3 Identify incentives, such as height and/or density bonuses, as well as regulations, such as allowing rock outcroppings to count as double their square footage to satisfy usable or detached open space requirements, to help protect and preserve rock outcroppings and archaeological resources. [A]

11.4.5.4 Work with private owners of properties with archaeological and/or historic resources to obtain access rights or easements to allow for interpretation of those properties. [A]

Goal 11.5 Cultural Traditions & the Arts

Emphasize and support cultural traditions and arts as vital components of the community's identities and well-being.

POLICY 11.5.1

Arts Promotion: Coordinate and promote the arts and the cultural sector as key assets in a vital economy; major contributors to quality of life and healthy communities; and the heart of high-quality, special places that contribute to the identity of distinct communities. [ABC]

a) See **Community Identity Goal 4.3** for arts and culture assets in each Community Planning Area.

b) See **Land Use Policy 5.1.3** for Downtown as an arts destination.

ACTIONS

11.5.1.1 Partner with non-profit organizations and working artists to identify and prioritize strategic initiatives to leverage resources, coordinate activities, and raise the profile of the communities' vast arts assets into the mainstream of community identity and economic development efforts. [ABC]

11.5.1.2 Encourage art and farmers markets and dedicated spaces for local artists to promote their work. [ABC]

11.5.1.3 Maintain a mapped inventory of public art and other cultural assets and work with residents, communities, and non-profit

organizations to develop promotional materials, walking tours, etc. [A]

11.5.1.4 Explore opportunities to protect cultural and historic resources through partnerships with Cultural Services, the City's Historic Preservation planners, and the Metropolitan Redevelopment Agency. [A]

11.5.1.5 Consider a Quality of Life sales tax to provide ongoing, sustainable funding for the arts. [A]

11.5.1.6 Provide incentives and organizational support to create and promote arts districts and live/work areas. [A]

11.5.1.7 Add culturally and historically relevant artwork in and near public facilities, civic spaces, and neighborhoods. [A]

POLICY 11.5.2

Cultural Facilities: Provide and maintain high-quality public, cultural, and arts facilities to best serve the public. [ABC]

a) Locate new public, cultural, and arts facilities in Centers to best provide access to residents.

b) Provide arts and cultural facilities equitably throughout the community.

c) See **Infrastructure, Community Facilities & Services Goal 12.2** for policies on community facilities and services.

ACTIONS

11.5.2.1 Establish level of service standards to ensure an equitable distribution of public arts and cultural facilities throughout the community. [ABC]

11.5.2.2 Promote existing and new arts, entertainment, and cultural facilities in the Downtown Arts and Culture District, including the KiMo Theatre, Kiva Auditorium, Civic Plaza, and Main Library Auditorium. [A]

POLICY 11.5.3

Cultural Programs: Promote programs that encourage greater understanding of area history and cultural traditions. [ABC]

a) See **Goal 11.1** above for policies related to local traditions and heritage.

b) See **Goal 11.2** above for policies about historic assets.

c) See **Policy 11.3.4** above related to programming for Petroglyph National Monument.

ACTIONS

11.5.3.1 Promote museum exhibits in community facilities, such as local community centers and libraries. [ABC]

11.5.3.2 Develop programs and interpretive information in significant historical sites and buildings. [ABC]

11.5.3.3 Coordinate tours in historic and cultural districts. [ABC]

11.5.3.4 Assess the annual calendar of events and programs to help ensure robust representation of cultures and histories. [ABC]

11.5.3.5 Promote cultural events in communities, such as festivals, parades, markets, and traditional community observances, throughout the City and County. [ABC]

11.5.3.6 Work with communities to develop a detailed list of cultural assets and strategies to protect and leverage them for placemaking and appropriate, desirable development. [A]

11.5.3.7 Coordinate with arts and cultural organizations on events that highlight our rich and diverse cultural heritage, including the Indian Pueblo Cultural Center, National Hispanic Cultural Center, Flamenco Institute, Creative Places, International District Healthy Communities Coalition, etc. [A]

11.5.3.8 Determine the needs and criteria for portable, performing arts staging that can be used throughout the community, coordinate with arts organizations to fund the purchase, and provide a rental program. [A]

POLICY 11.5.4

Connecting Cultural Centers: Foster better connections among cultural centers and districts, including the National Hispanic Cultural Center, Indian Pueblo Cultural Center, Downtown, and Old Town. [A]

a) See **Policy 11.1.4** above for local traditions and heritage.

b) See P**olicy 11.2.3** above for elements of the built environment that promote historic assets.

ACTIONS

11.5.4.1 Explore the feasibility of a para-transit-type circulator that would allow tickets to be purchased online and at the Sunport, perhaps as a week-long pass. [A]

11.5.4.2 Coordinate bike share stations with the cultural centers and districts. [A]

11.5.4.3 Coordinate transportation and passes with the New Mexico Rail Runner Express [A]

11.5.4.4 Encourage collaboration among jurisdictions, businesses, and residents along El Camino Real to create a common theme and shared designs for markers, signage, landscaping, and connections between the cultural centers. [A]

Endnotes

1. Bernalillo County Placematters, "Interim Health Impact Assessment Report on the Albuquerque – Bernalillo County Comprehensive Plan Update." Pg. 30.
2. Simmons, Marc. *Albuquerque: A narrative history.* 1982. Albuquerque University of New Mexico Press.


115106
NO SMOKING

PLAN ELEMENT

Chapter 12

INFRASTRUCTURE, COMMUNITY FACILITIES & SERVICES



Image Credit: City of Albuquerque

12.1 Background & Analysis

12.1.1 Introduction

Infrastructure, community facilities, and services provide the basic support systems for residents, businesses, and institutions in our community and, when of sufficient quality, make the area attractive to investors. They convey the necessities of modern life, shape growth patterns, support economic development, and protect residents' health and safety. Community facilities provide important gathering spaces, and their recreational, educational, and cultural programming enhance residents' quality of life.



Image credit: City of Albuquerque

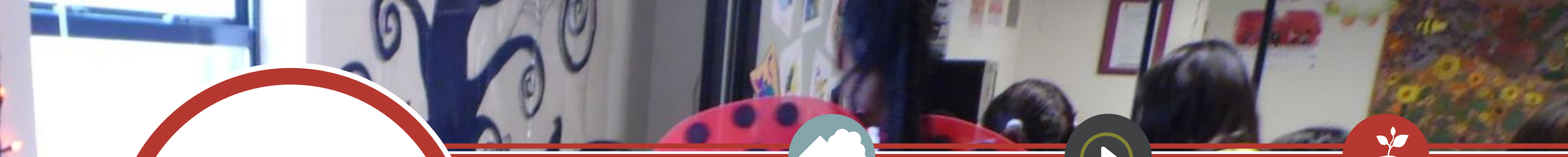
This chapter covers a wide range of topics, from electric power to meals for seniors. Many public services bridge gaps or add value to those provided by other institutions. For example, youth activities in libraries complement our school education, and first responders from the fire department stabilize people's health until they reach the hospital emergency room. The infrastructure, community facilities, and services described here are either provided directly by the City and County, contracted out to the private sector, or provided by other agencies but usually with some level of coordination with the City and County.

Infrastructure systems covered in this chapter:

- Drinking water and wastewater
- Storm drains, arroyos, irrigation ditches
- Energy
- Communications

Community facilities and services covered in this chapter:

- Solid waste management
- Emergency communications
- Fire and rescue
- Police protection, law enforcement
- Courts and corrections
- Community centers
- Libraries
- Educational institutions
- Health and social services



Applying the Guiding Principles

Each element of the Comp Plan uses guiding principles as the basis for its goals, policies, and actions. The six guiding principles and their definitions were developed from input received during the public involvement process, detailed in the Vision chapter.

Here, we apply the guiding principles to **infrastructure, community facilities, and services** goals, policies, and actions.

STRONG NEIGHBORHOODS

- Robust infrastructure helps sustain high quality of life and desirable neighborhoods.
- Focusing growth in areas with infrastructure capacity enhances existing neighborhoods and frees up resources for maintenance and upgrades.
- Community facilities and services are important amenities for neighborhood residents.

MOBILITY

- Carefully planned distribution of health and social services reduces emergency response and medical transport times.
- Emergency planning and management identify evacuation routes during natural disasters and extreme climate scenarios.

ECONOMIC VITALITY

- Modern, high-quality utility and information infrastructure supports existing businesses and attracts new employers.
- Human services, educational programs, and workforce training help residents fulfill their individual potential and contribute to the community's prosperity.

EQUITY

- Good distribution and servicing of infrastructure systems throughout the city and county will serve the population equitably.
- Community facilities and programs respond to the needs of vulnerable populations.
- Community facilities meet the needs of people of all ages and abilities.

SUSTAINABILITY

- Sustainable infrastructure systems are high performing, resource-efficient, and cost-effective over their lifetime.
- Programming at community facilities can promote environmental stewardship, as well as social and economic sustainability.

COMMUNITY HEALTH

- Fire and police protection, health and social care, and education work in different ways to support the physical and mental health of the community.
- Programs in community facilities offer support to diverse groups and opportunities for social interaction.

In the future…

On-going communication between departments and other agencies will coordinate infrastructure and facility planning and construction that keep our neighborhoods vibrant and safe and support growth in Centers and Corridors.

Community facilities will be equitably distributed citywide and countywide to provide access for all generations in all areas.

Community facilities will be well maintained and accessible and will provide programs that meet residents' basic needs, enhance quality of life and promote community involvement.

Local government, communities, nonprofits, public agencies, and private enterprises will work together to address gaps in the health of our communities and the geographic distribution of our public investments and assets.



Image credit: City of Albuquerque

12.1.2 Context & Analysis

12.1.2.1 INFRASTRUCTURE

Long-range regional planning and highly technical expertise are essential to provide appropriate service levels and to prudently manage fiscal resources for major infrastructure systems. While community services such as fire stations and recreation centers are housed in brick-and-mortar facilities, which also require capital investment planning, these facilities are discrete buildings rather than the complex networks needed for water, sanitary sewer, drainage, energy, and communications.

Surface infrastructure, such as drains and ditches, are significant land uses in themselves, creating a web of rights-of-way throughout the plan area. Even Internet communications are dependent on land-based facilities (e.g. cell towers) and transmission lines (e.g. fiber optics). Underground and overhead utility lines often share space with other land uses within strips of encumbered land called easements. The transportation network is a major infrastructure system covered separately in the **Transportation chapter**.

Capital Investment Planning for Infrastructure

A high level of capital investment is necessary to build and maintain major systems. Long-range financial planning for public infrastructure is represented by the City's Decade Plan for Capital Improvements and by the County's Six-Year Capital Improvement Plan. Short-range infrastructure planning, reflected in the City's two-year general obligation bond program and the County's two-year general obligation revenue bond program, more closely reflect their growth strategy, fiscal position, and land use priorities at any given point in time. Service provision timing and costs are determined through these funding programs.

Infrastructure funding comes from a variety of other sources as well, including federal grant programs (which generally require a local match), legislative capital outlay, and local property and gross receipt taxes. Additionally, tax incentives and public private partnerships leverage capital infrastructure funding in metropolitan redevelopment areas (MRAs) located in both the city and county.



To achieve our vision the City and County need to address key **challenges** and **strategies.**

CHALLENGES

- Limited funds for building, operating, and maintaining public infrastructure
- Aging infrastructure in need of rehabilitation.
- Insufficient infrastructure capacity in some areas to support increased development, especially in some Centers and Corridors.
- State and federal mandates that apply to certain systems and services and may override local regulations and policies.
- Interagency coordination, especially as service providers operate in their own regulatory environments with different governing boards, funding, and planning cycles.
- Shifts in demographics and technology that lead to changes in the needs and desires of residents and businesses.
- Concerns about police protection and criminal justice in terms of adequacy of resources and staff training.

STRATEGIES

- Developing clear criteria for prioritizing project funding of infrastructure and community facilities.
- Coordinating long-term investment strategies.
- Improving funding for maintenance and expansion of existing infrastructure.
- Building in redundancy when planning for infrastructure and services to make our community more resilient.
- Strengthening interagency coordination to ensure infrastructure systems keep our homes, schools, and businesses running.
- Monitoring changes in demographics and advances in technology to allow quick adaptation to evolving demands for public services.
- Implementing the Hazard Mitigation Plan.
- Equitably distributing well maintained, accessible, and safe community facilities across the city and county to provide access for all generations to programs that meet residents' needs and enhance quality of life.
- Increasing access to health and social services and implementing the County behavioral health initiative.
- Encouraging co-location and shared spaces, especially in underserved communities or places that are already built out.



Drinking Water & Wastewater

Reliable access to a long-term supply of clean water is the foundation to sustaining a healthy, sound community. In addition to supplying homes and businesses with potable water, the water system is an important element in fire suppression, directly related to public safety. Effective wastewater collection, treatment, and disposal are also essential to the safety and well-being of city and county residents.

The Albuquerque Bernalillo County Water Utility Authority (ABCWUA) provides municipal water and wastewater services to the greater Albuquerque metropolitan area. ABCWUA is responsible for providing services to over 200,000 customers and performing professional water resources planning, utility planning, and engineering services.

ABCWUA became a political subdivision of the state in 2003, when it was assigned the permits and titles to water rights, storage agreements, and the San Juan-Chama contract. ABCWUA is governed by a board consisting of three City Councilors, three County Commissioners, the Mayor of Albuquerque, and a non-voting member from the Village of Los Ranchos. The City and County therefore have a role in policy-making but no executive function.

Outside of the ABCWUA service area, water is supplied by private domestic wells or by smaller scale water utilities such as Entranasa, Sandia Peak Utilities or another of the 48 small scale systems. Wastewater is handled through the use of private septic systems or community on-site disposal systems.

ABCWUA Water System

ABCWUA operates and maintains a water system that includes a diversion facility on the Rio Grande south of Alameda Boulevard, a surface water purification plant, groundwater wells, pump stations and reservoirs, and more than 3,000 miles of water lines.

Until December 2008, ground water from the middle Rio Grande basin aquifer was the only source for the drinking water system. Now, the source is a combination of ground water from the Santa Fe Group Aquifer and surface water diverted from the Colorado River (via the San Juan and Chama Rivers), which ends the area's sole reliance on an overtaxed aquifer. Although Albuquerque has experienced multiple years of drought in the 2010s, aquifer levels in the Middle Rio Grande continue to rise, thereby increasing the water resources available and reversing the trend of drawing down the aquifer.

Through ongoing conservation efforts, Albuquerque has achieved a daily per capita water use below the maximum set through the San Juan Chama Drinking Water Project of 155 gallons per day. However, projected population growth and economic development will increase total water demand in the future.

Private Wells & Small-Scale Water Providers

Outside of the ABCWUA service area, water users with domestic wells and small-scale water providers participate in Bernalillo County's water conservation and groundwater monitoring efforts. The County also engages in the development review process and in state level water rights proceedings through its Natural Resources Program. The program is responsible for the permitting and inspection of private domestic well installations.

ABCWUA Wastewater System

ABCWUA's wastewater system consists of over 2,400 miles of collector and interceptor sewers and sewage lift and vacuum stations that convey wastewater flows to the Southside Water Reclamation Plant (SWRP). The treatment plant provides preliminary treatment, advanced secondary treatment, final clarification, and ultraviolet disinfection prior to discharge to the Rio



Image credit: ABCWUA

Diversion dam on the Rio Grande, which is part of the San Juan-Chama Water Project.

Grande. Other ABCWUA assets related to wastewater include a soil amendment facility at the western edge of the City, odor control facilities, re-use water pump stations, reservoirs, and re-use water lines.

Private Wastewater Systems

Outside of the ABCWUA service area, Bernalillo County permits and inspects the smaller private or community on-site wastewater disposal systems, those with discharge capacities of up to 5,000 gallons per day of low strength waste. Systems dealing with industrial or high strength waste and/or any systems discharging greater than 5,000 gallons per day are regulated by the New Mexico Environment Department. Existing regulations address design and installation requirements as well as setback distances from wells, other wastewater systems, and important geographic features such as arroyos, irrigation canals, and surface water resources.

ABCWUA Recycled & Reuse System

The Southside Municipal Effluent Reuse System recycles treated wastewater from the SWRP to utilize for operations at the plant and to provide non-potable water (or "gray" water) to irrigate 700 acres of turf at schools, parks, and other recreational areas in the southern part of Albuquerque. The North I-25 Reuse System provides about 3,000 acre-feet of reclaimed industrial water and non-potable surface water to irrigate about 900 acres of parks, golf courses, and other turf areas in the northern part of Albuquerque. By avoiding the use of high-quality drinking water on public landscapes, the systems reduce reliance on groundwater and protect the aquifer as a drought reserve.

Drainage & Flood Control

The drainage and flood control system in the metropolitan area is extensive and complex, with a variety of facilities operated by several agencies that ultimately connect to the Rio Grande. In the past, the lower-lying valley has been subject to flooding from two sources: the Rio Grande and stormwater run-off from the higher mesas flanking the valley. The bed of the Rio Grande has risen over many decades. Today, the river bed is higher than much of the adjacent land, including Downtown.

The Rio Grande's last severe flood event occurred in 1940. Since then, the levees containing the river in its banks have been strengthened. The construction of the North and South Diversion Channels, networked with the arroyos, assures that storm runoff from the urbanized east mesa is conveyed to the Rio Grande in an efficient manner. However, best practice has evolved and, in areas developed more recently such as on the West Side, many arroyos are strengthened but left in a more natural state. In older urban areas, storm runoff flows in streets to underground storm drains.

The City, County, Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA), and 16 other area agencies are responsible for improving the effectiveness of the storm drainage system within their jurisdictions and for safeguarding the quality of the storm water runoff discharging into the Rio Grande. As part of the Middle Rio Grande Watershed Based Permit, NMR04A000, with the U.S. Environmental Protection Agency, on-going

storm water quality sampling is coordinated by 12 area agencies, including the City of Albuquerque and Bernalillo County.

Greater Albuquerque Flood Control System

AMAFCA was created in 1963 by the New Mexico Legislature to address flooding problems in greater Albuquerque. AMAFCA's purpose is to prevent injury and loss of life, and to eliminate or minimize property damage. AMAFCA does this by building and maintaining flood control structures throughout the Albuquerque area, including channels (also known as arroyos), detention basins, and small dams.

Valley Flood Protection, Drainage & Irrigation Systems

The Middle Rio Grande Conservancy District (MRGCD) was created in 1923 to provide flood protection from the Rio Grande. MRGCD's jurisdiction extends from Cochiti Reservoir to the northern boundary of the Bosque del Apache National Wildlife Refuge. MRGCD's purpose is to operate and maintain 1,200 miles of irrigation ditches (also known as acequias) and drains, as well as flood control levees on the Rio Grande within its administrative boundaries. MRGCD also owns and manages approximately 30,000 acres of riparian forest (Bosque).

While MRGCD owns many ditches and drains outright, others are easements or community ditches. To be able to maintain and operate ditches and drains while protecting private development, MRGCD requires homes and structures to be adequately set back from those facilities.

MRGCD's lands and facilities provide recreation opportunities and numerous environmental services. (See the **Heritage Conservation chapter** for more about the historical and cultural aspects of agriculture, irrigation, and the acequia system.)

Energy Systems

Every metropolitan area requires an adequate supply of energy to meet a variety of demands, including urban development and economic activity, along with safe, reliable systems to deliver it. The energy supply comes increasingly from different sources, but is mainly transported along electrical grids or gas lines that are part of wider networks extending across the country and into Canada and Mexico.

Electric Power

Public Service Company of New Mexico (PNM) is the electric service provider for the City of Albuquerque and Bernalillo County. PNM's electric generation and transmission



Image credit: City of Albuquerque

Electric power produced at generating plants is transmitted along transmission lines and then distribution lines to the customer. These lines are prominent features in the landscape.

system delivers energy in the amount needed and to the locations needed by present and future area residents, businesses, and industries. The metropolitan area's federal and private sector science and technology-based economy requires sufficient and highly reliable electrical service.

Electric power for PNM's service area comes from several sources including the San Juan Generating Station and the Four Corners Power Plant, Palo Verde Generating Station, Reeves Generating Station in the North I-25 corridor, the Rio Bravo Generating Station in the South Valley and several renewable

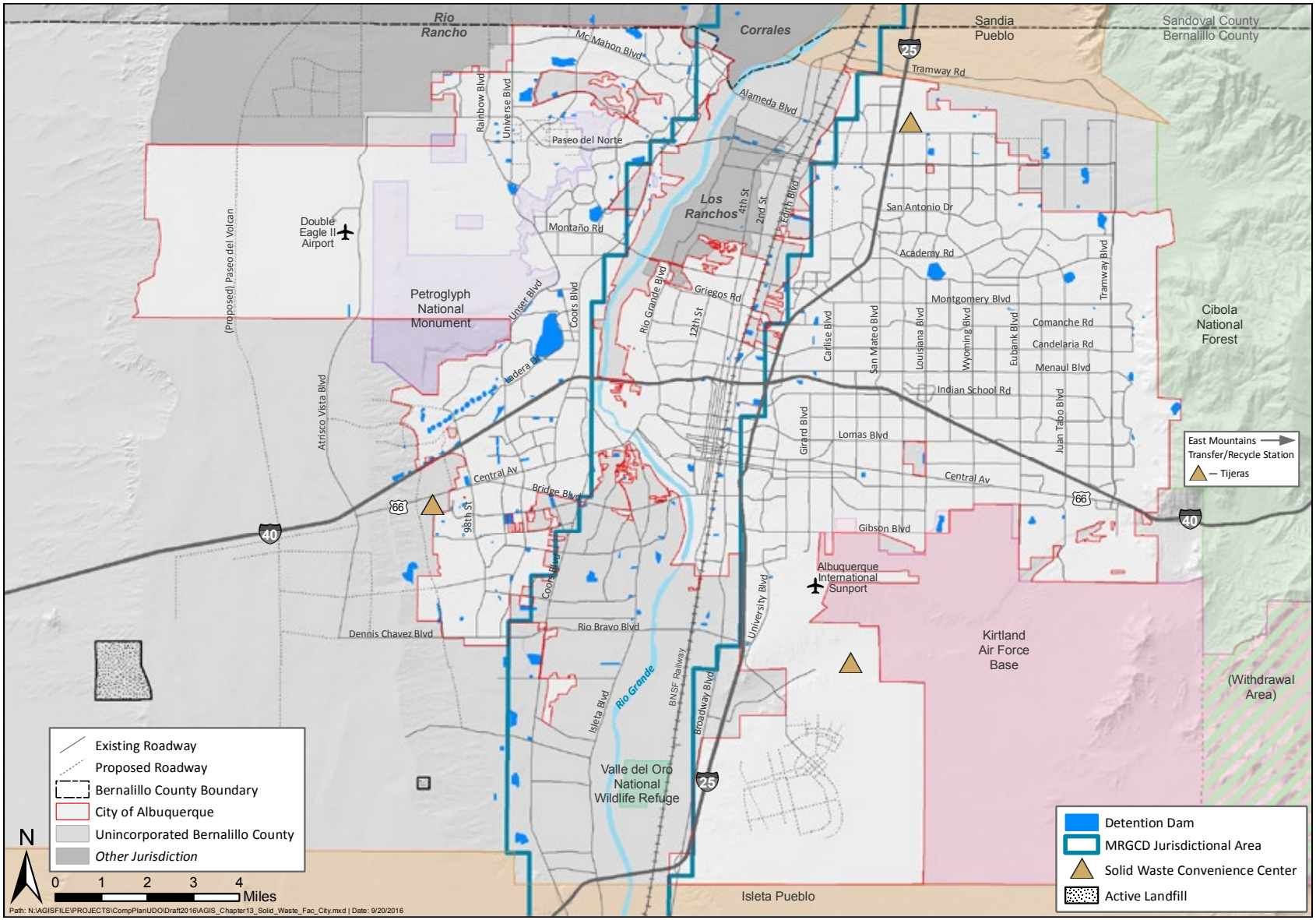


Figure 12-1: Irrigation District Boundary and Flood Control and Solid Waste Facilities, 2016

energy centers throughout the state. Privately-owned solar and other renewable generation installations in Albuquerque and Bernalillo County connect to the electric grid and sell excess power back into the electric system, which supplements large-scale sources. The New Mexico Public Regulation Commission (NMPRC) requires all investor-owned electric utilities to have in their portfolio a diverse mix of renewable energy resources of 20 percent by January 2020. Electric power is transmitted from generating plants along transmission lines and then distribution lines to the customer.

PNM is regulated by the Federal Energy Regulatory Commission (FERC), the North American Electric Reliability Corporation (NERC), and the NMPRC. The Western Electricity Coordinating Council (WECC) is authorized by NERC to create, monitor, and enforce reliability standards for the Western Interconnection Area. Electric transmission and generation within the city and county are addressed by the adopted Electric System Transmission and Generation Facility Plan (2010-2020).

PNM is obligated to meet future customer needs for electrical service, provide system reliability, and operate safe facilities. Actual load growth may vary from projections due to economic cycles, land use zoning changes, or other factors. New system facilities, including transmission lines, switching stations, and substations will need to be constructed to meet future demand for electrical service, replace aged infrastructure or to enhance reliability in the coming years. Improvements to the distribution system also are expected. An emergency curtailment plan is developed by utilities for their use in emergency situations as required by NERC and enforced by WECC.

Natural Gas

Natural gas supplies are gathered and processed in northwestern and southeastern New Mexico and transported by pipeline for distribution across the state, including Bernalillo County and Albuquerque. The majority of natural gas distribution is provided by New Mexico Gas Company (NMGC).

Diversifying supplies and suppliers provides NMGC's customers with a reliable portfolio of natural gas. NMGC is regulated by the Pipeline and Hazardous Materials Safety Administration of the U.S. Department of Transportation, FERC, and the NMPRC. Like PNM, NMGC is obligated to meet future customer demand for natural gas service, operate safe facilities, provide system reliability, and develop an emergency curtailment plan. New system facilities, including transmission pipelines and compressor and regulator stations, will need to be constructed to meet future demand for natural gas utility service, replace aged infrastructure, or enhance reliability in the coming years. Improvements to the natural gas utility distribution system also are expected.

Transportation Fuels

Transportation fuels are primarily supplied by various refineries around the state and transported by truck, pipeline, and rail to distribution terminals. Some terminals are located in the industrial zones in the South Valley. Alternative vehicle fuel options to gasoline include Liquefied Natural Gas and Compressed Natural Gas. Electric vehicle charging stations are also available in a few urban locations.

Information Technology Systems

Access to information and communication technology is integral to citizens' daily lives and essential to the region's economic growth. Computers and mobile devices, and the physical infrastructure that supports them, facilitate social and economic activities by enabling communication, business and financial transactions, and access to information and services. Quality and

affordable communications will expand access to knowledge and ideas that residents and businesses need to be productive and competitive.

Demand for telecommunication services and coverage has grown tremendously, resulting in a surge of telecommunications infrastructure and expansion of service areas. Parallel networks of fiber optic lines, along with cell towers and antenna arrays are located throughout the urban area and can link residents and businesses to the rest of the globe. While the infrastructure and services are provided by the private sector, the lines are typically located in utility easements within public rights-of-way.

Ultimately the City envisions an open access, community broadband network that will provide all its residents and businesses the opportunity to connect to the network. It intends to promote and help shape telecommunications in partnership with private providers to improve citizens' access to high-speed affordable services, build on the City's existing investment in public infrastructure, and attract more economic development to Albuquerque.



Image credit: City of Albuquerque

12.1.2.2 SERVICES

Solid Waste Management

Albuquerque and Bernalillo County's forecast growth is likely to increase the total quantity of both nonhazardous and hazardous solid wastes generated in the area, despite any advances in technology, new legislation and public education programs that help reduce waste at their source. An effective and comprehensive long-range waste management plan for the region ensures that the collection, disposal, storage, and recycling of wastes occur in an environmentally and economically acceptable manner.

Waste Collection

Bernalillo County contracts curbside refuse collection service to a private company, but their Public Works Department is responsible for overall planning and management and operates related services, including a solid waste and recycling facility in the East Mountains.

The City of Albuquerque's Solid Waste Management Department operates a range of services, facilities, and programs. The department collects and disposes of all residential and commercial refuse generated in the City of Albuquerque. Operations for recycling and composting are also maintained directly by the department. In addition, the department is responsible for large item collections, landscaping on public right-of-way, and maintaining medians.

Landfills

Two active public landfills accept solid waste and operate in compliance with State and Federal regulations. Municipal waste is deposited in the County and City's Cerro Colorado landfill in the western part of the unincorporated county that has capacity until 2076. The site is permitted to accept various New Mexico special wastes. A private landfill on the Pajarito Mesa accepts construction debris. Recycling programs are helping to extend the life of these existing landfills.

Some of the former 25 sanitary landfill sites, 11 of which were operated by the City, exhibit some ground subsidence, methane gas discharge, and groundwater contamination from leachate. The City and County ensure that such conditions are corrected before development can proceed on these sites. Convenience centers located throughout the city and county would provide residents the opportunity to dispose of their refuse and recyclables.

Emergency & Non-Emergency Communications

The County's Emergency Communication Department has trained and certified personnel that receive 911 and non-emergency calls for service, and dispatch law enforcement and fire/rescue to citizens twenty-four hours a day, seven days a week. The 311 Citizen Contact Center is a centralized call center for all non-emergency City of Albuquerque inquiries and services.

Public Safety

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

Natural and human-caused disasters are relatively rare, and crime is a more common concern in Albuquerque. While property crimes are down, violent crime rates, such as robberies and aggravated assault, are an increasing concern. Incarceration rates have been high, and the County is working to reduce overcrowding at the County jail. There has been a troubling escalation in the number of shootings by, and of, law enforcement officers in Albuquerque. When civilian victims or perpetrators are individuals with mental and behavioral health issues (or the perpetrators are repeat offenders), the connections between public safety, community health, and criminal law and justice become more apparent.

The U.S. Department of Justice intervened in 2014 in Albuquerque to reform its police department, and the City has committed to implementing measures that will improve the department's recruitment and training, community relations, and operations.

In 2014, voters approved a long-term tax to pay for improvements to the County's behavioral health care system.

It will take time for these systemic changes to take root and show positive outcomes, but there is a growing recognition that public safety is a shared community responsibility.

A variety of public safety services and programs aim to save lives, protect property and the environment, and educate the public about what they can do to prevent crime and fire (see **Table 12-1**). The design of new structures can also take fire safety and crime prevention into account, by incorporating "defensible space" into site and building plans. On the other hand, the City and County Fire, Police, and Sheriff's services are themselves affected by land use and development patterns in terms of their response times and ability to provide services at costs that are manageable for taxpayers.

Fire & Rescue

The Albuquerque Fire Department directs its services and programs from 27 fire stations across the city. In 2013, the department responded to over 91,000 emergency calls, with response times that exceeded national

CITY AND COUNTY FIRE DEPARTMENTS SERVICES	
Fire Suppression & Emergency Medical Services (EMS)	**City:** Provided by 700 uniformed personnel based at 27 fire stations. **County:** Provided by 225 firefighters based in 12 fire districts.
City Task Forces	**Hazardous Materials Task Force** terminates complex incidents such as fires involving hazardous materials, airplane crashes, train derailments, wrecks involving trucks carrying chemicals, and medical incidents involving chemical use. **Heavy Technical Rescue Task Force** rescues individuals from complex incidents like flooding and structural collapses. **Wildland Task Force** is responsible for wildfire protection in areas like the Rio Grande Valley State Park, Petroglyph National Monument, and City and County Open Space.
Fire & Arson Investigations	Result in fire prevention education, or prosecution
City Fire Marshal's Office	**Fire Inspections:** Review of development plans for code compliance and inspection of all new and existing commercial buildings and multi-family dwellings for fire and life safety violations. **Fire Prevention and Safety Education:** Programs for children, seniors, and local businesses.

CITY POLICE AND COUNTY SHERIFF'S SERVICES	
Field Services	**City:** Uniformed patrol from six area commands. **County:** Uniformed patrol from three area commands.
Investigative Services	Investigation of property crimes, violent crimes, narcotics violations, and organized criminal activity to identify, target, and apprehend criminals.
Special Services	**City:** • Tactical operations like SWAT and the bomb squad • Crime Mapping and Stats, a public web-based service **County:** • School Crossing Guards • Metro Air Support • Extradition
Crisis Intervention Program	Working with people in the community who exhibit chronic behavior patterns that may pose risks to themselves or others, to defuse situations in order to avoid the use of force and ensure proper medical attention.
City Crime Prevention Programs	• Neighborhood Watch, improving security in residential neighborhoods • Sexual Assault and Rape Prevention, for personal safety • Operation Identification Program, to discourage theft and help recover stolen property • Fraud and Con Game Prevention • Child Abuse Prevention/Child Safety • Children's Crime Prevention Program • Crime Prevention through Environmental Design (CPTED) • Business Crime Prevention Programs, to address armed robbery, shoplifting, commercial fraud, etc.
Crime Analysis	Reviews and analyzes crime reports, calls for service, arrest reports and identifies crime patterns, hot spots, and trends.

Table 12-1: City and County Fire and Police Services, 2016

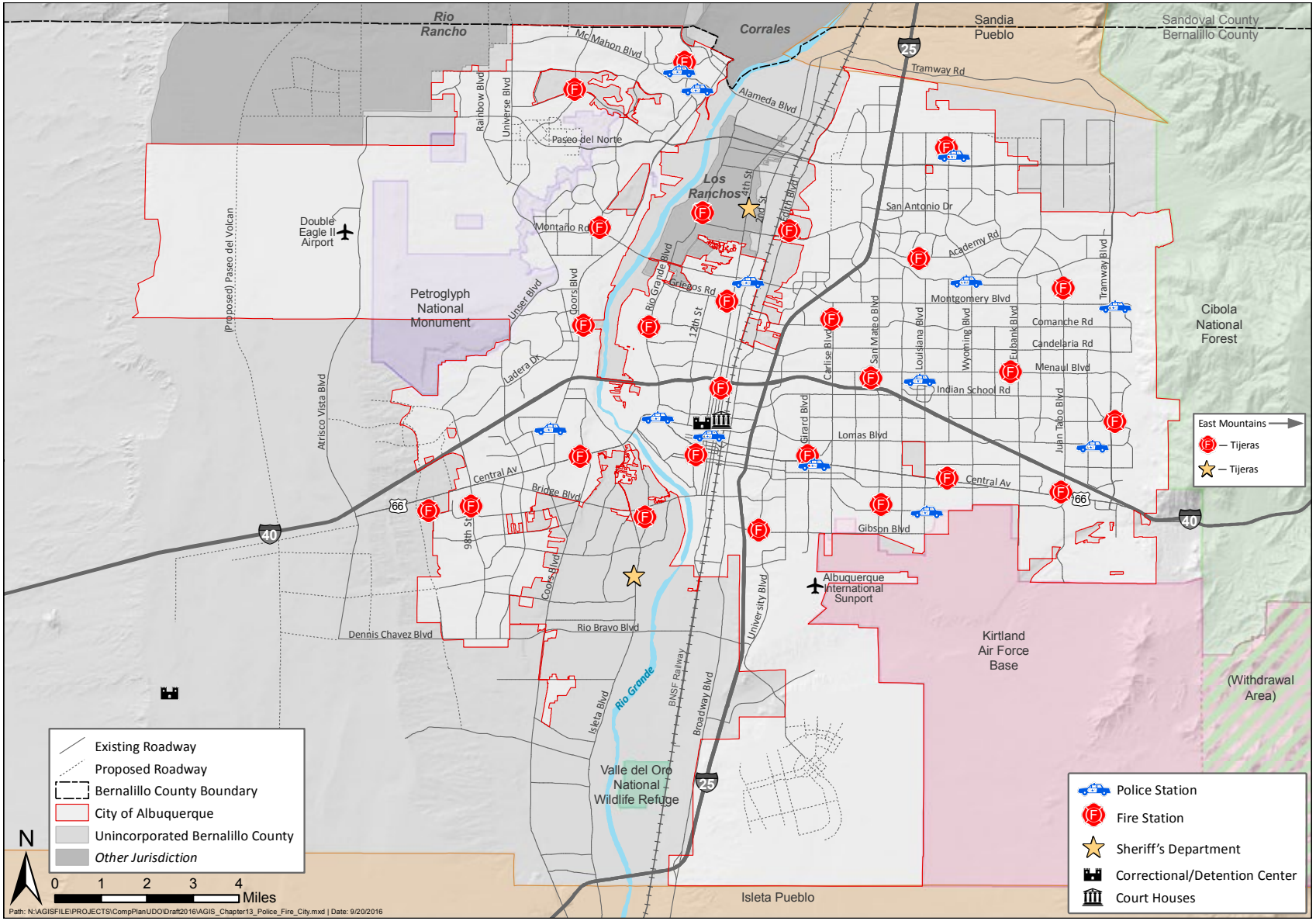


Figure 12-2: City and County Public Safety Service Locations, 2016

accreditation standards. A small percentage of calls actually involve fires. In addition to normal fire suppression, the department has several specialized task forces including the Wildland Task Force, which is responsible for wildfire protection in the City's Open Space Network including the Bosque and Sandia foothills.

As of 2015, Bernalillo County Fire Department has shifted from a majority volunteer staff to a paid staff. The department is made up of 12 fire districts and stations throughout the county, including North Valley, South Valley, North Albuquerque Acres, and East Mountains. Of the 12,018 calls run in 2010, 79 percent were emergency medical services calls, six percent were fire calls, and 15 percent were other calls for assistance. Total calls have been increasing every year by about four percent.

Police Protection

The City of Albuquerque Police Department (APD) and Bernalillo County Sheriff's office (BCSO) operate a range of services and programs to preserve the peace, fight crime, and protect the community.

Criminal Justice & Corrections

The Bernalillo County Metropolitan Court consolidates the historic functions of Albuquerque Municipal Court, Bernalillo County Magistrate Court and Small Claims Court into a single court operation. As a court of limited jurisdiction, it handles petty misdemeanor and misdemeanor crimes, and the Civil Division presides over cases in which the amount in dispute does not exceed $10,000. The court has seven specialty court programs: DWI (Driving While Intoxicated) Court, Competency Court, Courts to School, Domestic Violence / Early Intervention Program, Domestic Violence / Repeat Offender Program, Homeless Court and Mental Health Court. Albuquerque also houses state and federal courts.

Bernalillo County operates the Metropolitan Detention Center (the County jail), which segregates offenders from society while they serve their sentences, and provides comprehensive health care and programmed activities for inmates in an effort to reduce recidivism. The County also operates the Youth Services Center, a secure juvenile detention facility, which includes education, medical and mental health services to promote healthier lifestyles and positive choices for youth and their families.

Emergency Management

Albuquerque is vulnerable to natural hazards such as flash floods, wildfire, and drought as well as human-caused incidents that can result in loss of life and property, economic



Image credit: City of Albuquerque





Image credit: Bernalillo County

The City and County provide public safety services ranging from fire and rescue to detention.

hardship, and threats to public health and safety. Preparing for emergencies involves maintaining emergency operations plans, training government staff and citizens, and coordinating mutual aid resources.

The City's Office of Emergency Management and Bernalillo County's Office of Homeland Security and Emergency Management are on call around the clock to respond to incidents. They work with multiple local, state, and federal entities to identify and reduce risks and develop strategies to respond and recover from major incidents, as set out in the Multi-Jurisdictional Hazard Mitigation Plan. This plan is for the City, County, AMAFCA, and the Villages of Los Ranchos and Tijeras. Strategies include reducing local storage and transit of hazardous materials, periodic mock-disaster exercises to test the City and County's integrated response to an emergency, reducing fuel loads in the Bosque, and promoting citizen preparedness for an emergency.

12.1.2.3 COMMUNITY FACILITIES & SERVICES

Our community centers, senior and multi-generational centers, and libraries are pleasant, safe places where residents can learn, recreate, and socialize with other members of the community. They offer a "third space" to residents besides the home, school, or workplace. The programs offered in these facilities provide a wide range of educational and recreational opportunities, and wellness and fitness activities that benefit individuals of all ages and families, and enhance the quality-of-life in our community (see also the **Heritage Conservation chapter** for information on cultural facilities).

CHILD CARE AND CHILD DEVELOPMENT PROGRAMS	
Childcare Services and Development Centers	Early Head Start is available at 18 child development centers located within the City.
Pre-Kindergarten Programs	Available at 13 Pre-Kindergarten Centers throughout the city.
Before/After and Summer Programs	Available at most City Community Centers, Therapeutic Recreation sites, and various elementary schools.
Public Classes and Education	Access to educational resources, such as computers and courses, are available at the City's Family and Community Services Computer Labs.

Table 12-2: Child Care and Child Development Programs

Community Centers

As of 2015, the City Family and Community Services Department manages 22 community centers located throughout Albuquerque. Besides the traditional recreational programs that take place at the centers, many new and innovative programs are now part of the services offered for children, youth, and adults at these facilities. Family and Community Services uses the City's Financial and Performance Plan to guide their work.

Bernalillo County Parks & Recreation provides recreation, leisure, and community services to promote public well-being, community health, and quality of life for youth, adults, senior citizens, and special populations of Bernalillo County. As of 2015, the County supports eight community centers that provide various programs and activities for youth and adults, and after-school recreation for children. The centers include gymnasiums, meeting rooms, classrooms, and exercise and fitness rooms. County community centers are generally co-located with other community facilities, such as parks and athletic fields, pools, senior centers,

Image credit: City of Albuquerque



Multigenerational, senior, and community centers provide activities, meals, and support services for residents of all ages.

and libraries. Bernalillo County uses its *Parks, Recreation, and Open Space (PROS) Plan* to guide the development of future facilities.

Multigenerational & Senior Centers

The City's Department of Senior Affairs operates two multigenerational and six senior centers that promote active and healthy aging. Albuquerque's 50+ population enjoys sports and recreation activities, the arts, rich learning opportunities, trips and outings, meals, special events, and support groups at any of the centers. Multi-generational centers include everything you can find at a senior center as well as activities for youth ages six and up. Some activities are especially designed for both seniors and youth.

Bernalillo County community centers are used by neighborhood associations, sports leagues, and other community organizations to host a variety of events and meetings. Four of the centers house senior citizen meal-site programs. Senior programs also include classes, hobby groups, fitness activities, field trips, and seasonal parties.

Libraries

The Albuquerque-Bernalillo County Library System is made up of 18 branches throughout the county, including branches in the South Valley, North Valley, and East Mountains of the unincorporated area. In addition to providing a wealth of materials in different media, several libraries have meeting rooms and computer stations, and every location offers free Wi-Fi access during open hours.

Libraries also offer a variety of activities that inform, educate, and enrich the lives of youth, adults, and families, including, book clubs, art exhibits, concerts, and children's story time. The library system also develops special services such as the information center for small business owners, entrepreneurs, inventors, and researchers, and services for the homeless at the Main library downtown. Special collections, including local history, are kept in a renovated historic building on Central Avenue east of downtown.

The Albuquerque-Bernalillo County Library System follows its library facility master plan completed in 2007. Library facilities have specific structural requirements to accommodate the volume and weight of their holdings in addition to space for patrons.

Education Delivery

Providing a range of good educational opportunities contributes greatly to building a thriving community. For individuals, the opportunity to lead a good life depends on access to education from an early age, which in turn lays the foundation for life-long learning. The City and County generally have a supporting role in the area of education – to complement and enrich programs offered by schools and colleges – but they also fill critical gaps in funding and programming, particularly in the area of early childhood education.

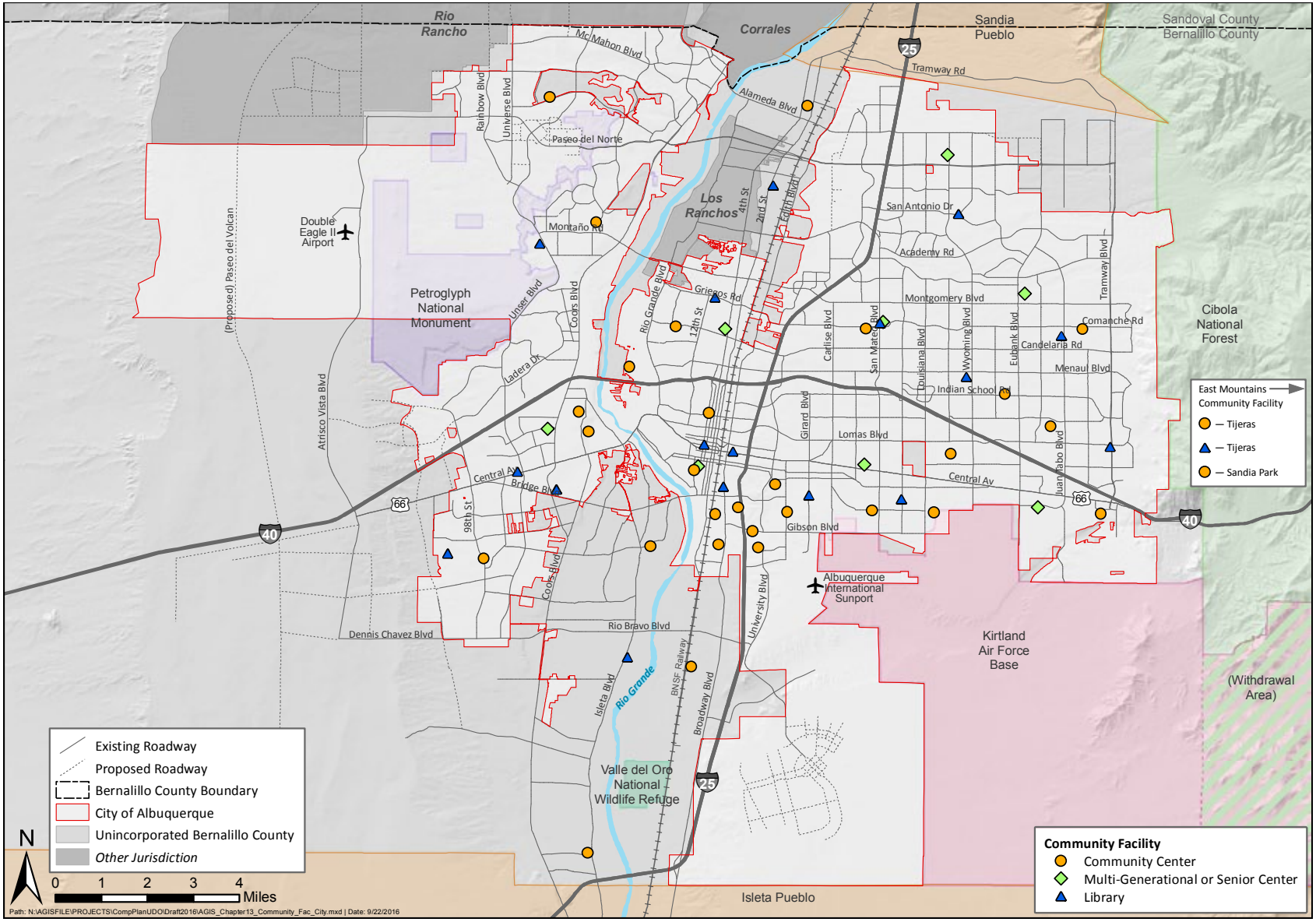


Figure 12-3: Community, Multigenerational, and Senior Centers and Libraries, 2016

Formal educational attainment is a measure of general well-being and an asset for economic development. The percentage of the county and city's total population over 25 years old with a high school education has steadily increased. More importantly, the percentage attaining higher education has risen, with 39 percent of the population over 25 holding a college degree in 2013. Nevertheless, Albuquerque faces continuing challenges to expand children's access to pre-school programs and increase both high school and college graduation rates.

Research at the University of New Mexico (UNM) in many fields helps advance basic knowledge, and spurs new technologies for commercialization and the creation of new companies, These outcomes increase the community's overall prosperity and attract outside investment.

Public Schools

The Albuquerque Public School District (APS) provides educational services to the children of Albuquerque for grades K-12, who represent nearly a third of New Mexico's students. As of 2015, APS is a minority majority district: two-thirds of our students are Hispanic. Two out of ten students are English language learners. Fifteen percent are students with disabilities. APS also serves many students in need: two-thirds of students qualify for the federal school lunch program.

APS functions as its own jurisdiction, planning for facility capacity, location, and distribution and is not subject to City or County policies or regulations. However, the City and County coordinate with APS through the Mid-Region Council of Governments (MRCOG), which provides growth forecasts and models regional land use and transportation every five years as part of its Metropolitan Transportation Plan. The City and County also have agreements with APS for joint-use of their facilities, such as joint-use of sports fields for recreation and/or stormwater management.

APS's planning concept is to organize its 88 elementary, 27 middle, and one Kindergarten through 8th grade schools in clusters around its 13 comprehensive high schools. Thirteen alternative schools and educational programs are also available to students with special needs. Twenty charter schools operate independently from the school district but are held accountable by APS. Education in the arts is highly valued by the city's residents. Increased arts and cultural activities have been integrated through a comprehensive fine arts education program for grades K-12.

Capital investment in educational facilities best occurs when there is sustained consensus between the school district and local governments about the growth and form of the city. Population growth is the source of increased student enrollment. APS aims to site schools where they are needed in terms of student population trends and community need, and considers various factors such as access and surrounding land uses. However, the spatial distribution of the population across the county has exceeded design capacity of schools on the city's edge, while schools are sometimes underutilized in the older parts of the city.

Charter Schools

In addition to APS chartered schools, there are over 30 State chartered schools. Many charter schools are not in permanent public facilities but in locations that are in flux and/or atypical for the use, which may lead to land use conflicts or traffic problems.

Vocational & Post-Secondary Education

Albuquerque is the state center for post-secondary education provided by many private and public vocational institutions, junior colleges, and universities.

The Central New Mexico Community College (CNM), formerly the Technical

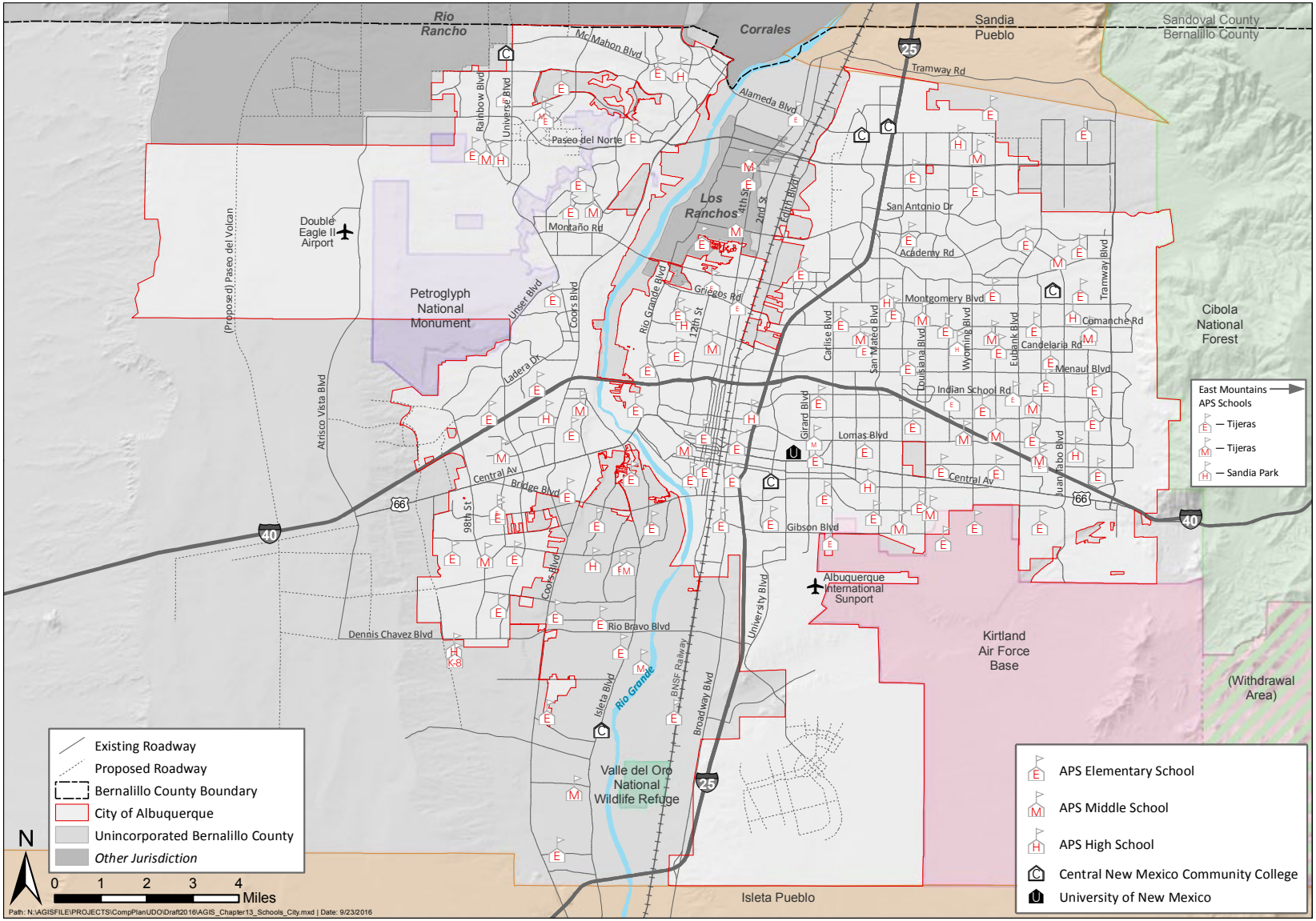


Figure 12-4: Educational Institutions in the City and County, 2016

Note: Charter schools are not shown as very few are located in permanent facilities at this time.

Vocational Institute, was established in 1965 and is the largest undergraduate institution in New Mexico with 27,000 students in 2014. Classes and associate degrees are offered throughout two main campuses, three branch campuses, a workforce training center, and an advanced technology center.

UNM is the state's largest and most diversified university with eight undergraduate schools and colleges, graduate schools in arts, humanities and sciences, and professional schools in medicine, law, business, engineering and planning and architecture. UNM is a major research center and economic driver for Albuquerque.

The University is also an important physical feature within the city, as it extends over almost 800 acres, split into three campuses (central, north, and south) located east of Downtown. UNM has plans for further development of its north medical campus and for improvements to outdated and under-sized facilities in its central campus. As with all major urban universities, there are tremendous opportunities in the "town and gown" relations with local government such as the Innovate ABQ entrepreneurial hub, along with challenges such as traffic impacts of the campuses on surrounding neighborhoods.

City & County Health and Social Services

The City and County promote the overall health of the community by providing residents access to a variety of health and social services. The City operates four health and social service centers where private and non-profit agencies supply services to qualifying residents of all ages, and it acts as liaison with outside organizations. The County operates public health clinics in conjunction with the New Mexico Department of Health and provides sites for nonprofit community-based health centers in the North and South Valley.

The City and County offer a continuum of support to lower income residents and more vulnerable residents, such as individuals and families experiencing homelessness or abuse, which addresses not only their needs, but helps create a stronger and more cohesive community. Through the Behavioral Health Initiative, Bernalillo County, the City of Albuquerque, and the State of New Mexico have committed themselves to improving both residents' lives and the public's safety by strategically evaluating and enhancing resources for mental health and substance abuse treatment.

The City and County periodically assess human service needs. As the population



Image credit: City of Albuquerque



The City and County coordinate with local nonprofit organizations and other institutions to provide health and social services to residents.

CITY HEALTH AND SOCIAL SERVICES	
Health and Social Services for Low and Moderate-Income Residents	• Clothing, food, utility, and rent assistance • Health and dental care • Mental health services and care • Substance abuse services & treatment • Youth food service programs
Services for Homeless Individuals and Families	• Partner in Heading Home Project • Emergency shelters and motel vouchers • Transitional and permanent supportive housing • Child day care • Employment services • Eviction prevention services • Health care • Meals
Services for Seniors	• Care coordination and home services • MyCD (Manage your Chronic Disease) Program • Transportation assistance • Hot Meals Program • Sport and fitness activities • Senior Information Line

COUNTY HEALTH AND SOCIAL SERVICES	
ABC Community Schools program	Aims to make schools the hubs of their communities by providing training, technical assistance, and tools to assist in the coordination and integration of family supports, extended learning, community engagement, and health services at selected school sites within Bernalillo County.
Summer Lunch Program	Provides free and nutritious meals to children during the summer.
Health Promotion	Programs designed to promote healthy behavior and make the healthy choice the easy choice for all communities, including substance abuse prevention, healthy eating, and active living programs.
Health and Quality of Life Initiatives	Social Service Program awards and Community Event Sponsorships that provide health and quality of life initiatives for Bernalillo County residents to improve economic well-being, education, health, and family and community development.

Table 12-3: City and County Health and Social Services

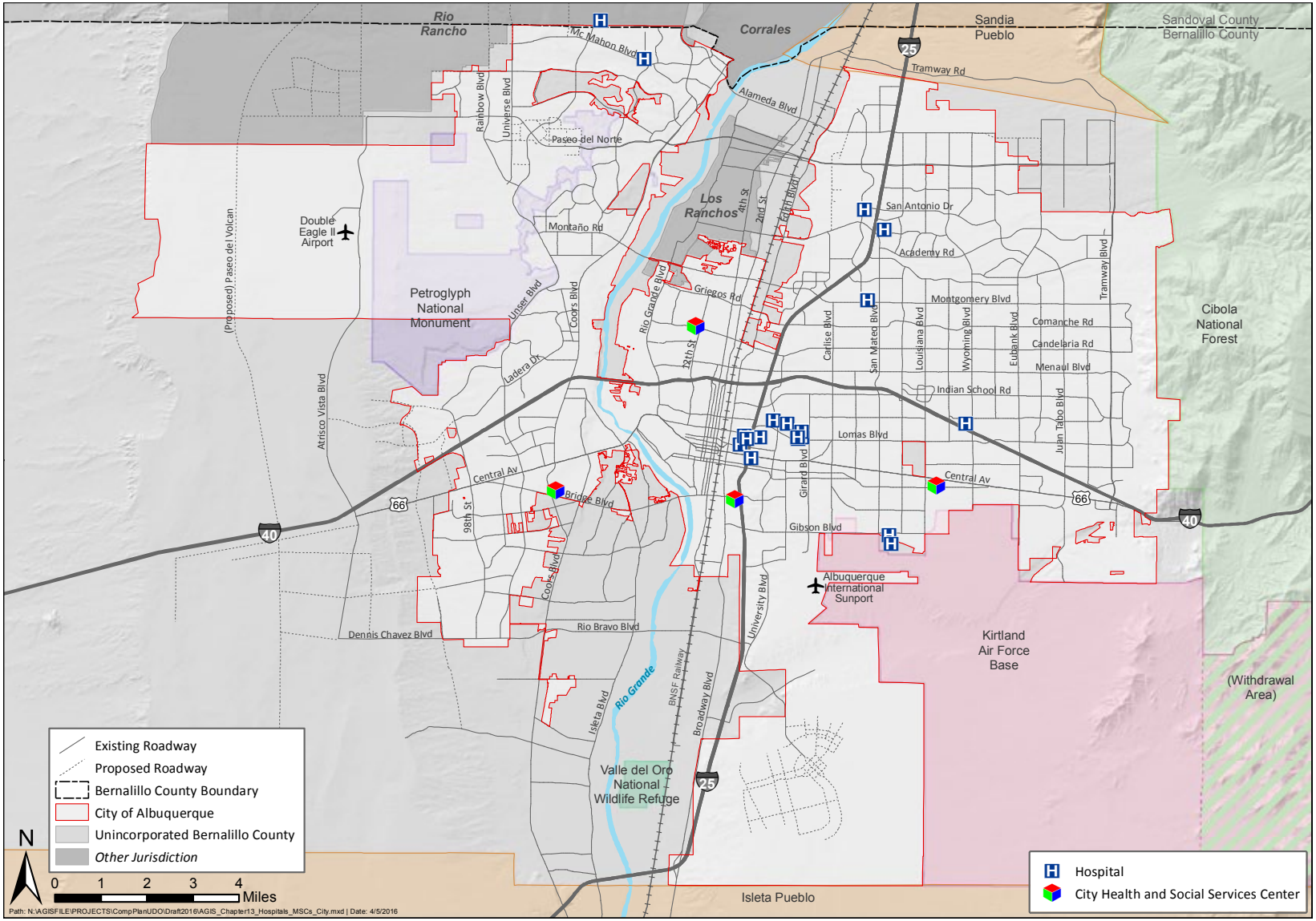


Figure 12-5: Hospitals and City Health & Social Services Centers, 2016

continues to grow and diversify, the City and County will need to adapt their programs and service delivery to demographic changes. All agencies acting in the sphere of health and social services will need to think creatively and coordinate with each other on a regular basis, not only to prevent gaps in the safety net but also costly duplication of services.

Hospitals

Albuquerque is the hub of major health care institutions that serve residents of the metropolitan area and from across the state, including the UNM Health Sciences Center (referred to as University Hospital), Presbyterian Health Care Services, Lovelace Health System, Veterans Administration Hospital, and Albuquerque Indian Health Center among others.

University Hospital provides some specialist services that are unique in the state since its public hospital serves low-income residents, and it operates a Level I trauma center and in-patient psychiatric care unit. Preventive and primary care services are provided across the county by these institutions through their network of family clinics, and by not-for-profit organizations and independent professionals. APS, for example, operates school-based centers that provide physical and mental health care for both students and their families.

Impacting Health Conditions

Albuquerque mirrors New Mexico in facing significant health challenges in terms of chronic physical diseases, substance abuse (especially among youth), and poor mental health, all of which typically have higher rates than the nation as a whole. Some neighborhoods also have higher concentrations of poverty, drug and alcohol abuse, and lower educational attainment, and industries that have a higher risk of emitting pollutants, which together can lead to shorter life expectancies.

In addition to targeting health and social services to those in need, the City and County can have a positive impact in other ways. These range from protecting residential neighborhoods from incompatible land uses and offering recreational programs to encouraging urban design that makes neighborhoods more walkable, all of which promote a healthier environment and healthier lifestyles (see also the **Community Identity, Urban Design, and Housing chapters**).

12.1.2.4 INTERAGENCY COORDINATION

As we continue to grow, the demand for public infrastructure, facilities, and services will increase. Interagency collaboration and public-private partnerships will be ever more critical to stretch scarce public dollars and produce the best outcomes for the people, special places, and economic prosperity of the community.

Key strategies to improve coordination include:

- Make efficient use of taxpayer dollars
- Maintain infrastructure systems
- Identify new facility/service needs
- Secure and pool funding from different sources
- Plan long-range improvements and expansions of infrastructure and services
- Develop infrastructure and service standards
- Prioritize implementation in areas where community consensus exists (e.g. education, behavioral health)

12.1.2.5 RELATED PLANS & RESOURCES

Water/Wastewater:

ABCWUA

- Asset Management Plan, 2011
  http://www.abcwua.org/uploads/filelinks/21f5790aba8b4fd-baaa2e176b3144d27/2011_asset_management_plan.pdf
- Water and Wastewater System Expansion Ordinance
  http://www.abcwua.org/uploads/FileLinks/b30e534f2f52481ca9bf0d3a817995fb/Section_7.pdf
- Water Resources Management Strategy (WRMS), 2007
  This strategy is updated every ten years. An update to the strategy is in progress.
  http://www.abcwua.org/Water_Resources_Management_Strategy.aspx
- 2024 Water Conservation Plan, Goal and Program Update, 2013
  http://www.abcwua.org/uploads/files/2024_Water_Conservation_Plan_Update.pdf

Drainage/Flood Control:

AMAFCA

- Storm Water Management Program
  http://www.amafca.org/programs/programs.html

City of Albuquerque Department of Municipal Development

- Municipal Separate Stormwater System (MS4) Permit
  http://www.cabq.gov/municipaldevelopment/our-department/engineering/storm-water-management/municipal-separate-storm-sewer-system-ms4-permit

Solid Waste:

City of Albuquerque

- Integrated Waste Management Plan, 2010
  https://www.cabq.gov/solidwaste/our-department/albuquerques-integrated-waste-management-plan

Emergency Management:

City of Albuquerque Office of Emergency Management, Bernalillo County Homeland Security and Emergency Management

- Multi-Jurisdictional Hazard Mitigation Plan, 2015
  https://www.cabq.gov/emergency-management-office/hazard-mitigation-plan

Community Facilities & Human Services

City of Albuquerque Family & Community Services

- Five-Year Consolidated Plan, 2013-2017
  http://www.cabq.gov/family

Bernalillo County Behavioral Health Initiative

- http://www.bernco.gov/Public-Safety/behavioral-health.aspx

Schools:

Albuquerque Public Schools

- APS Capital Master Plan, 1990 - current
  http://www.aps.edu/capital-master-plan/school-master-plan-summaries

12.2 Goals, Policies & Actions

for Infrastructure, Community Facilities & Services

Goal 12.1 Infrastructure Systems

Plan, coordinate, and provide for efficient, equitable, and environmentally sound infrastructure to support existing communities and the Comp Plan's vision for future growth.

Goal 12.2 Community Facilities

Provide community facilities that have convenient access and a wide range of programs for residents from all cultural, age, geographical, and educational groups to enhance quality of life and promote community involvement.

Goal 12.3 Public Services

Plan, coordinate, and provide efficient, equitable, and environmentally sound services to best serve residents and protect their health, safety, and well-being.

Goal 12.4 Coordination

Coordinate with other providers to leverage resources, maximize efficiencies, bridge service gaps, and provide added value.

Goal 12.5 Resources

Identify and allocate sufficient resources to support infrastructure, community facility, and public service needs in order to invest public dollars efficiently and effectively and to maintain a sound fiscal position.

Policies are organized to support each Goal. Many Policies have supporting Sub-polices, cross-references to other relevant policies, and implementing Actions to more clearly guide decision-making.

Goal 12.1 Infrastructure

Plan, coordinate, and provide for efficient, equitable, and environmentally sound infrastructure to support existing communities and the Comp Plan's vision for future growth.

POLICY 12.1.1

Infrastructure Design: Encourage design of visible infrastructure (surface and overhead) that respects the character of neighborhoods and communities and protects significant natural and cultural features. [ABC]

a) See **Community Identity Goal 4.3** for character-defining elements of each Community Planning Area.

b) See **Land Use Goal 5.3** for coordination of land use and infrastructure for efficient development patterns.

c) See **Transportation Goal 6.8** for context-sensitive street design.

d) See **Urban Design Goal 7.6** for context-sensitive infrastructure design guidelines.

c) See **Parks & Open Space Goal 10.3** for Open Space policies.

d) See **Heritage Conservation Goal 11.3** for cultural corridors and view protection.

POLICY 12.1.2

Water and Wastewater Utility: Ensure consistency between Comp Plan and ABCWUA policies by coordinating infrastructure planning and programming. [ABC]

a) Follow the east-to-west water zone method of water service delivery on the West Side.

b) Consider exceptions to the east-to-west water zone method of water service delivery only in areas designated specifically for employment growth.

c) See **Resilience & Sustainability Policy 13.2.2** for water conservation.

ACTION

12.1.2.1 Encourage and support development of community water and waste systems consistent with protecting the resource base and water quality. [ABC]

POLICY 12.1.3

Small-scale Water Systems: Protect public health and limit negative environmental impacts. [BC]

a) Regulate private domestic wells, smaller-scale water utilities and private or community on-site wastewater disposal systems to protect public health and prevent contamination of surface and groundwater.

b) Minimize negative impacts on landforms and natural features and encourage low-impact solutions, including constructed wetlands.

ACTION

12.1.3.1 Review and update County standards for wastewater treatment and water supply to take landforms and natural features into consideration and include low-impact solutions, including constructed wetlands. [BC]

POLICY 12.1.4

Drainage and Flood Control: Reduce or eliminate flooding by improving ponding and drainage capacities in an environmentally sensitive manner through the development process and in coordination with flood control agencies. [ABC]

a) Minimize and mitigate stormwater run-off from development by limiting the amount and extent of impervious surfaces and encouraging landscaped medians and parking swales.

b) Preserve natural drainage functions of arroyos to the extent possible and use naturalistic design treatment when structural improvements are required for flood control.

c) Coordinate with the National Park Service and AMAFCA to determine where and how drainage improvements will cross the Petroglyph National Monument.

d) See **Policy 12.4.5** below for Facility Plans.

e) See **Transportation Policy 6.8.1** for roadway location and design that responds to drainage and flood control systems.

f) See **Urban Design Policy 7.6.1** for designing context-sensitive infrastructure.

g) See **Parks & Open Space Policy 10.4.4** for arroyos and drainage facilities as community green space.

h) See **Resilience & Sustainability Goal 13.2** for policies about water conservation and quality.

ACTION

12.1.4.1 Encourage rainwater catchment systems on developed sites to mitigate or minimize any developed flows onto Major Public Open Space or Petroglyph National Monument, and to supplement the water supply for onsite irrigation and, in commercial and industrial buildings, for indoor needs such as toilet flushing. [A]

POLICY 12.1.5

Irrigation System: Coordinate with MRGCD and other stakeholders to protect the irrigation system. [ABC]

a) See **Policy 12.1.4** above for additional policies on drainage systems.

b) See **Land Use Policies 5.5.3 and 5.5.4** for Rural and Semi-Urban Areas in the County.

c) See **Urban Design Policy 7.6.1** for designing context-sensitive infrastructure.

d) See **Parks & Open Space Policy 10.4.4** for arroyos and drainage facilities as community green space.

e) See **Heritage Conservation Policy 11.1.3** for protection of acequias as cultural and agricultural heritage.

POLICY 12.1.6

Energy Systems: Coordinate with energy providers to safeguard essential infrastructure to serve existing development and ensure a safe, adequate, and reliable supply to support growth. [ABC]

a) Maintain an economical and environmentally-sound supply of energy through energy conservation and the use of alternative and renewable energy sources.

b) Communicate with energy service providers about new development proposals and growth trends to optimize the efficiency of the development process and long-term planning for the community's energy needs.

c) Promote the cost savings and environmental benefits of energy conservation measures and renewable energy in City and County operations and buildings and in private development.

d) See **Land Use Policy 5.3.8** for solar access protections.

e) See **Resilience & Sustainability Policy 13.4.3** for energy conservation policies.

f) See also the *Electric System Transmission and Generation Facility Plan* (2010-2020).

POLICY 12.1.7

Communication Systems: Support widespread and affordable access to high-quality communication systems in order to maximize flexibility for prospective customers, businesses, and industries. [ABC]

a) Coordinate with information technology systems providers to achieve an open-access community broadband network that residents and businesses can connect to throughout the city and county.

b) See **Economic Development Policy 8.2.3** for leveraging public funds to encourage private investment.

Goal 12.2 Community Facilities

Provide community facilities that have convenient access and a wide range of programs for residents from all cultural, age, geographical, and educational groups to enhance quality of life and promote community involvement. [ABC]

POLICY 12.2.1

Prioritization Process: Assess the resources and needs for community facilities throughout the city and county. [ABC]

a) Engage the public to determine priorities and ensure equitable public investment in community facilities.

b) Foster better communication and cooperation between the City, County, institutions, and residents to make community programs as widely available as possible.

c) Plan, design, and program community facilities to meet the needs of all age groups.

d) Engage with community and stakeholder groups to identify local and cultural needs and preferences that can be reflected in facility design and programming.

e) See **Policy 12.4.2** below for ADA compliance in all community facilities.

ACTIONS

12.2.1.1 Monitor levels of service for community facilities, including the impact of recent and expected growth. [ABC]

12.2.1.2 Evaluate services on a regular basis and engage residents in needs assessments to meet programing needs. [ABC]

12.2.1.3 Provide activities and opportunities at Senior and Multigenerational Centers to promote active and healthy aging. [ABC]

12.2.1.4 Coordinate between Parks & Recreation Department and Department of Health and Social Services, where appropriate, to increase opportunities for programming and other facility uses at senior meal sites owned by the County. [BC]

POLICY 12.2.2

Existing Facilities: Maintain and improve existing community facilities to better and more equitably serve the community. [ABC]

ACTION

12.2.2.1 Promote and disseminate information about available services. [ABC]

POLICY 12.2.3

New Facilities: Site new facilities in areas with excellent access to provide services to underserved and developing areas. [ABC]

a) Locate community facilities in designated Centers near retail and/or commercial services to make access to both private and community services more convenient for residents of surrounding neighborhoods or communities.

b) Ensure site has access for pedestrians, cyclists, and transit users, as well as for drivers.

c) Pursue opportunities to coordinate, design, and develop new community facilities (including parks) to co-locate or share a site in order to best leverage public investment and maximize accessibility for the public.

d) Coordinate with public and private schools to locate new schools in Centers or co-located with other compatible public facilities and services.

e) Design community facilities to realize opportunities for City/County beautification.

f) See **Policy 12.4.2** below for ADA compliance in all community facilities.

ACTION

12.2.3.1 Jointly develop and implement a process for departments to identify and pursue opportunities for co-location as part of their facility planning. [ABC]

Goal 12.3 Public Services

Plan, coordinate, and provide efficient, equitable, and environmentally sound services to best serve residents and protect their health, safety, and well-being.

POLICY 12.3.1

Access to Public Services: Maximize residents' access to public services and distribute services equitably, whether they are provided by the City or County or in partnership with other agencies. [ABC]

a) Ensure that the location of public safety facilities provides adequate response rates.

b) Encourage libraries, schools, and health and social services to locate in Centers to be accessible to pedestrians, cyclists, transit users, and drivers.

c) Meet the needs of vulnerable and homeless populations with residential care facilities and support services without overburdening individual neighborhoods or communities.

d) See **Goal 12.4** below for policies about co-locating community facilities and public services.

ACTON

12.3.1.1 Coordinate with shelters and service providers, adjacent neighborhood associations, and residents to find ways to mitigate the negative impacts of services on the neighborhood. [A]

POLICY 12.3.2

Solid Waste Management: Maintain a clean and healthy community by providing solid waste services. [ABC]

a) Minimize potential adverse environmental impacts of collection, transfer, and disposal.

b) Manage the energy content and material value of municipal solid waste.

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

d) Improve management of hazardous waste generated by households.

e) Design and operate landfills to prevent pollution and improve the land's potential for open space or reuse.

f) Monitor former landfills to protect the environment and public's health and safety.

g) Collaborate with other agencies to prevent, control, and clean up illegal dumping on public and private property and in waterways.

h) See **Resilience & Sustainability Goal 13.5** for community health policies.

POLICY 12.3.3

Fire and Rescue: Provide comprehensive fire and rescue and emergency medical services to save and protect lives, property, and the environment in cooperation with the public and other agencies. [ABC]

POLICY 12.3.4

Police and Sheriff: Maintain a safe and secure community by providing crime prevention, police protection, law enforcement, and investigative services in cooperation with the public and other agencies. [ABC]

a) Strengthen relationships with residents and businesses through ongoing community policing and crime prevention efforts.

b) Prioritize crime reduction efforts in areas with higher crime rates.

c) See **Urban Design Policy 7.3.2** for Crime Prevention Through Environmental Design (CPTED).

ACTIONS

12.3.4.1 Educate property owners and design professionals on CPTED to identify and improve physical conditions that may contribute to crime. [ABC]

12.3.4.2 Promote participation in Crime Free Multi-Housing program for rental property. [ABC]

12.3.4.3 Promote Neighborhood Crime Watch Program. [ABC]

POLICY 12.3.5

Courts and Corrections: Provide an effective and humane criminal justice system supported by adequate budgets and intergovernmental coordination. [BC]

POLICY 12.3.6

Emergency Management: Improve emergency services delivery and emergency preparedness through coordination between City and County and with other agencies. [ABC]

ACTION

12.3.6.1 Implement the Multi-Jurisdictional Hazard Mitigation Plan. [ABC]

POLICY 12.3.7

Libraries: Expand library services as necessary to make them accessible to people on-line or at the neighborhood and community level and create programs in partnership with other departments and institutions to advance educational levels and professional skills. [ABC]

POLICY 12.3.8

Education: Complement programming provided by educational institutions to expand educational opportunities for residents in all cultural, age, economic, and educational groups. [ABC]

a) Partner with other agencies to provide early childhood education.

b) Provide after-school programs in community facilities and schools, especially for at-risk youth.

c) Increase adult literacy in collaboration with local schools, nonprofits, and other institutions.

d) Cooperate with local organizations and institutions to provide workforce training programs.

POLICY 12.3.9

Behavioral Health Services: Develop a comprehensive behavioral health program that includes substance abuse prevention and a continuum of care for vulnerable populations based on a multi-disciplinary approach and broad inter-agency coordination. [ABC]

a) See **Land Use Policy 5.3.7** for distributing objectionable land uses equitably.

b) See **Housing Goals 9.4 and 9.5** for providing housing and services for homeless and vulnerable populations.

ACTION

12.3.9.1 Develop and implement strategies to reduce gang activity and other social problems in affected areas, in coordination with local non-profits, schools, neighborhood associations, and businesses. [ABC]

Goal 12.4 Coordination

Coordinate with other providers to leverage resources, maximize efficiencies, bridge service gaps, and provide added value.

POLICY 12.4.1

Collaborative Strategies: Develop strategies to meet changing demand over time for public infrastructure, community facilities, and services. [ABC]

a) Monitor and track demographics, user preferences, and development trends.

b) Develop multi-disciplinary approaches to identify and meet community needs.

c) Coordinate infrastructure planning along corridors and across property owners.

d) Prioritize infrastructure projects, capital investment, and services in an equitable way to meet the needs of all communities over time.

e) See **Community Identity Goals 4.2 and 4.3** for community engagement through the CPA assessment process.

ACTION

12.4.1.1 Work with stakeholders to identify infrastructure, community facility, and service needs in each CPA. [ABC]

POLICY 12.4.2

ADA: Work collaboratively across City and County departments to meet or exceed ADA standards in all public facilities to serve residents of all ages and abilities. [ABC]

a) See **Transportation Policy 6.5.2** for ADA considerations specific to transportation infrastructure.

b) See **Parks & Open Space Policy 10.1.2** for ADA considerations specific to parks and Open Space facilities.

ACTIONS

12.4.2.1 Train staff in ADA compliance and ensure that staff has the tools and training necessary to audit and monitor facilities for compliance. [ABC]

12.4.2.2 Coordinate between City and County departments to identify, prioritize, fund, and address deficiencies in ADA compliance. [ABC]

12.4.2.3 Develop and implement an ADA Transition Plan. [ABC]

POLICY 12.4.3

Information Sharing: Coordinate and share information about infrastructure and community facility and service needs across departments, between the City and County, and among public and private agencies. [ABC]

a) Promote ongoing department and agency review of development plan submittals to the City and County.

b) Strengthen communication with area schools and post-secondary institutions to coordinate land use and transportation, plan infrastructure systems, and provide educational and training programs.

ACTIONS

12.4.3.1 Work with APS to address operational issues; align capital investment planning cycles; and develop a strategy for coordinated use or co-location of facilities, cost-sharing, and joint funding requests to the State. [ABC]

12.4.3.2 Work with APS to coordinate improvements to local schools that reflect the character of the surrounding community and optimize opportunities to address programming and facility gaps on school sites. [A]

POLICY 12.4.4

Joint Use: Encourage joint use of public facilities, rights-of-way, and easements where uses are compatible and complementary. [ABC]

a) Plan and develop co-located community facilities where feasible to avoid duplication of services.

b) Share facilities and pool resources with other agencies to improve public access to educational, health, and social services in underserved areas and enrich programming.

c) Where feasible, use easements to provide joint-use corridors to and through communities for power and internet lines, drainage, trails, etc.

d) Coordinate with agencies, including the State and Federal governments, to co-locate facilities whenever possible.

e) See **Parks & Open Space Goal 10.4** for joint use of parks, Open Space, and recreation facilities.

f) See **Transportation Goal 6.7** for joint use of corridors and transportation infrastructure.

ACTIONS

12.4.4.1 Work with post-secondary institutions to maximize joint-use of facilities. [ABC]

12.4.4.2 Formalize agreements with APS about joint-use of school and community facilities through memoranda of understanding, joint-powers agreements, etc. [ABC]

POLICY 12.4.5

Facility Plans: Develop, update, and implement facility plans for infrastructure systems, such as drainage, electric transmission, natural gas, and information technology that benefit from cross-agency and public-private coordination. [ABC]

ACTIONS

12.4.5.1 Regularly update and implement the County's Rank 2 *PROS Plan* and the City's Rank 2 *MPOS Facility Plan* to reflect and address Open Space acquisition and management issues consistent with established procedures. [ABC]

12.4.5.2 Amend the Rank 2 *Facility Plan for Arroyos* to incorporate the recommended character and features of each major arroyo in future design and development projects, including Amole Arroyo, Bear Canyon Arroyo, Boca Negra Arroyo, Calabacillas Arroyo, Piedras Marcadas Arroyo, and Tijeras Arroyo. [ABC]

12.4.5.3 Implement and update the County's *Pedestrian & Bicycle Safety Action Plan*: www.bernco.gov/public-works/pedestrian-bicycle-safety-study-action-plan.aspx. [BC]

12.4.5.4 Implement and update the City's Rank 2 *Bikeways & Trails Facility Plan*: www.cabq.gov/planning/bikeways-trails-facility-plan. [A]

12.4.5.5 Consolidate arroyo policies from Rank 3 Arroyo Corridor Plans into the Rank 2 *Facility Plan for Arroyos* and arroyo regulations into the City's *Integrated Development Ordinance*. [A]

POLICY 12.4.6

Annexation: Rationalize jurisdictional boundaries and streamline the provision of services through annexation when the City and County agree. [ABC]

Goal 12.5 Resources

Identify and allocate sufficient resources to support infrastructure, community facility, and public service needs in order to invest public dollars efficiently and effectively and to maintain a sound fiscal position.

POLICY 12.5.1

Cost-Benefit Analysis: Evaluate the economic, social, and environmental costs and benefits of potential public infrastructure projects, community facilities, and public services. [ABC]

a) Consider impacts on existing users, new service recipients, and the community at large.

b) Consider fiscal impacts on the City and County.

c) Consider the life-cycle costs (e.g. design, construction, operation, and maintenance) of infrastructure and community facility projects.

d) Prioritize public investment for new facilities that co-locate or share a site over stand-alone City and County facilities.

POLICY 12.5.2

Cost Allocation: Allocate the costs of new community and public facilities and infrastructure extensions and upgrades fairly and equitably to support new development. [ABC]

a) Allocate the cost of extending public infrastructure and providing additional public services for new private development to the developer.

b) Ensure that the impact fee schedule and/or other cost allocation mechanisms are consistent with the Comp Plan vision for future growth and adequately fund new infrastructure and services.

c) Encourage coordination among property owners to fund infrastructure needed for new development outside of existing public infrastructure service areas.

POLICY 12.5.3

Funding Strategy: Align public investment and leverage public-private partnerships and bonding capacity in areas consistent with the Comp Plan's vision for future growth. [ABC]

a) Prioritize public investment in existing service areas to expand capacity and rehabilitate public infrastructure systems.

b) Facilitate investment in Centers, Corridors, and Metropolitan Redevelopment Areas.

c) Assess the public and fiscal benefit of funding mechanisms, such as Tax Increment Development Districts, Special Assessment Districts, or Public Improvement Districts for proposed development.

d) See **Policy 12.5.1** above for cost-benefit analyses.

e) See **Land Use Goal 5.1 and Policy 5.2.1** for policies about development in Centers and Corridors.

f) See **Land Use Goal 5.3** for policies that promote efficient development patterns.

g) See **Urban Design Policy 7.3.4** for designing for infill development.

ACTION

12.5.3.1 Coordinate new or upgraded utility facilities to serve and support development in Centers and Corridors. [ABC]

12.5.3.2 Use financial tools available in areas designated as Metropolitan Redevelopment Areas, such as tax increment financing and public-private partnerships to accomplish the goals of the Comp Plan, including public improvements, affordable housing, and commercial revitalization. [A]

POLICY 12.5.4

Cost Efficiencies: Identify, share, and implement a range of tools to achieve cost-efficiencies. [ABC]

a) Reduce the length of sewer and water lines by encouraging development in areas with existing infrastructure and mixed-use and cluster development.

b) Invest in and incorporate the most up-to-date technology for infrastructure and utilities.

POLICY 12.5.5

Staff Capacity: Budget for adequate staff, training, and appropriate technology to plan, deliver, and monitor public services effectively and efficiently. [ABC]

a) Ensure opportunities for staff to stay up to date in professional best practices, skills, and technology related to their field. [ABC]

b) Provide training opportunities in customer service, workplace safety, professional conduct, cultural sensitivity, and racial equity. [A]

c) See **Community Identity Policy 4.2.2** for providing meaningful public engagement processes.

ACTIONS

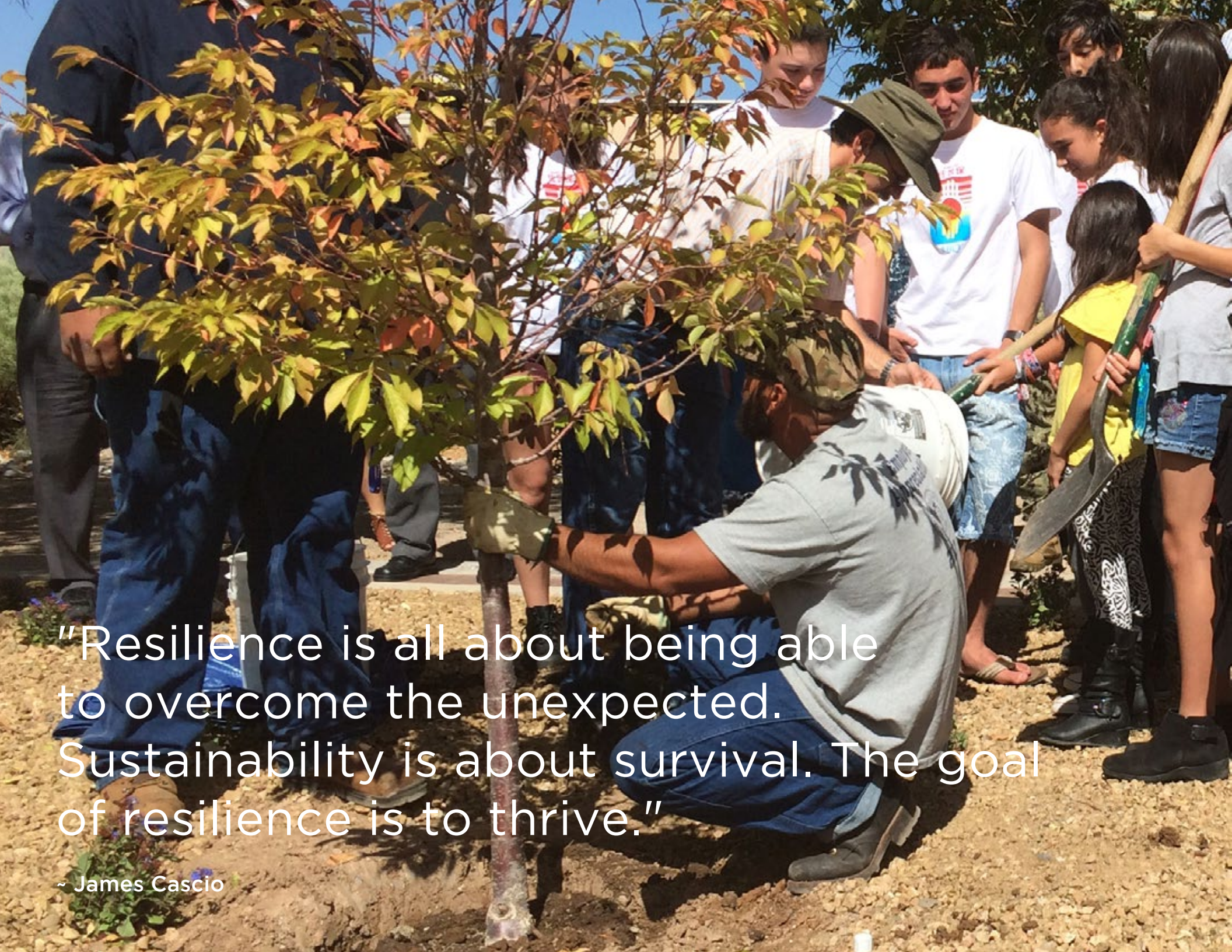
12.5.5.1 Establish a regular cycle of appropriate training for all employees to ensure a quality work environment, good customer service, and cultural sensitivity. [A]

12.5.5.2 Analyze the need for language interpretation and/or translation within departments and divisions. [A]

12.5.5.3 Identify and provide adequate staffing and/or funding to provide language interpretation and translation services. [A]

POLICY 12.5.6

Public Input: Provide information and opportunities for input about capital investment programming, project delivery, and funding priorities. [ABC]


"Resilience is all about being able to overcome the unexpected. Sustainability is about survival. The goal of resilience is to thrive."
~ James Cascio



PLAN ELEMENT

Chapter 13

RESILIENCE & SUSTAINABILITY

Image Credit: Bernalillo County

13.1 Background & Analysis

13.1.2 Introduction

Resilience and sustainability provide a unifying lens for understanding how patterns of growth, development, and daily life in our region interact with the natural environment, and how this affects our overall community health and our long-term ability to adapt to changing environmental conditions. Woven throughout the Comp Plan, the guiding principles of economic vitality, sustainability, and community health describe how these principles relate to the main topics covered in each chapter.



Image credit: City of Albuquerque

This chapter provides a more holistic perspective on our region's critical long-term challenges, thinking about the potential interactions among climate change, water scarcity, natural hazards, natural resources, and community health. It sets out strategies for addressing these issues, but also refers to many goals and policies in other chapters of the Comp Plan that can help achieve resilience and sustainability for our community.

A challenge common to all metropolitan areas is ensuring that water, energy, transportation, and communication systems become more resource-efficient and can better withstand adverse events. Creating resilient systems will help this region respond to climate change.

Water scarcity is the predominant environmental challenge facing our high desert region. To ensure the long-term livability of our community, we must use water wisely and fairly and maintain the water quality of the Rio Grande.

WHAT IS SUSTAINABILITY?[1]

"Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs."

WHAT IS RESILIENCE?[2]

"The capacity of a system to absorb a spectrum of disturbances and reorganize so as to retain essentially the same function, structure, and feedbacks – to have the same identity."

Natural hazards in this region are likely to be periods of drought and extreme heat, along with wildfires and seasonal flooding, which are expected to be more severe in the face of climate change.

Protecting natural resources, such as air quality, energy sources, and water supplies, can help mitigate some of the natural hazards that may occur here and maintain healthy habitat for wildlife.

Challenges to our community health include health disparities among neighborhoods and ensuring access to jobs, housing and services, healthy food, active transportation, and outdoor recreation.

Applying the Guiding Principles

Each element of the Comp Plan uses guiding principles as the basis for its goals, policies, and actions. The six guiding principles and their definitions were developed from input received during the public involvement process, detailed in the Vision chapter.

Here, we apply the guiding principles to **resilience and sustainability** goals, policies, and actions.

STRONG NEIGHBORHOODS

- Green infrastructure and restoration of natural systems make neighborhoods more pleasant and socially cohesive places to live.
- Revitalization efforts focused on eliminating disproportionate exposure to environmental hazards in certain areas improves quality of life and opportunities to thrive in all of the city and county's neighborhoods.

MOBILITY

- Increasing access to public transit and safe options for active transportation help reduce greenhouse gas emissions and air pollution while expanding the number of viable options people have to move throughout their communities.

ECONOMIC VITALITY

- A more diverse and resilient economy is less dependent on non-renewable natural resource industries and less prone to boom-and-bust cycles.
- Clean and renewable energy technology is a growing sector with potential to be a major local economic driver.
- Protecting natural features increases opportunities for responsible ecotourism and outdoor recreation-based business and helps attract a skilled workforce and employers.

EQUITY

- Public investments are measured not only in terms of economic returns, but also for their social and environmental benefits.
- Minimizing pollution, natural hazards, and negative impacts on ecosystems addresses problems that often disproportionately impact vulnerable populations and improves health outcomes in stressed communities.

SUSTAINABILITY

- Framing challenges through a lens of sustainability helps maximize environmental, social, and economic health for today's residents and the ability of future generations to do the same.
- The triple-bottom-line evaluates social and economic benefits of our choices alongside environmental concerns.

COMMUNITY HEALTH

- Balanced approaches to resilience and sustainability improve the overall health of the community.
- Holistic sustainability strategies address community health simultaneously with social, environmental, and economic issues.

In the future…

A sustainable, clean water supply will be carefully protected and managed to support excellent ecological, human, and economic health.

Adaptive land use and infrastructure planning will help increase our resilience to extreme climate events, reducing risk and helping to manage uncertainty.

Compact development, energy-efficient design, and the use of green infrastructure will become commonplace. This will help reduce per capita resource consumption, carbon emissions, and harm to the natural environment.

The built environment will contribute to better community health by providing more equitable access across neighborhoods to opportunities of all kinds, including public services and outdoor activities.

Habitat for flora and fauna will be abundant and thriving, supported by conservation measures, restoration projects, and high-functioning ecosystems.



Image credit: Bernalillo County

13.1.3 Context & Analysis

13.1.3.1 IMPLICATIONS OF CLIMATE CHANGE FOR OUR REGION

Today, greenhouse gas concentrations are higher than they've been in the past 800,000 years, and it is widely accepted that human actions have been the dominating factor of the observed warming since the middle of the 20th century. Forecasts predict that even with extremely aggressive mitigation efforts, global temperatures will increase by the end of the 21st century, with potentially devastating impacts on natural and human systems.

Though the dynamics of climate change often seem abstract, it is important to do our part to minimize human contribution to greenhouse gas emissions and to plan for and adapt to the impacts of climate change on our own region.

The City and County have participated in multi-agency planning to better understand and tackle the expected local effects of climate change, including the Central New Mexico Climate Change Scenario Planning

Project that informed the 2040 Metropolitan Transportation Plan (MTP) and through joint adoption of the *Multi-Jurisdictional Hazard Mitigation Plan*.

For Central New Mexico and the Southwest region in general, the impacts of climate change will likely include:

- More heat waves with more days requiring building cooling
- More frequent and severe droughts
- Greater variability and duration of precipitation events, but generally earlier snowmelts and increased flooding
- Greater frequency of large-scale forest fires
- Declining water quality and availability

The Comp Plan can help address the impacts of climate change, as they relate to land use and development patterns. As new information on climate change becomes available, the Comp Plan can also be amended so that the City and County continue supporting regional and inter-agency initiatives.



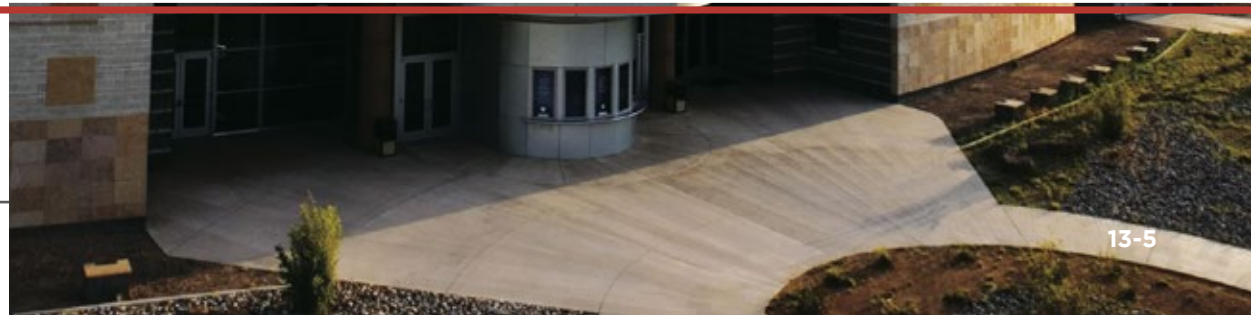
To achieve our vision, the City and County need to address key **challenges** and **strategies** summarized in this chapter:

CHALLENGES

- Understanding and addressing the local impacts of climate change.
- Limited water supply.
- Maintaining the health of our mountain, desert, and river ecosystems including flora and fauna.
- Preparing for recovery from natural and environmental hazards such as drought, wildfire, flood, and chemical accidents.
- Dependence on non-renewable energy sources.
- Centralized and vulnerable infrastructure systems.
- Differences in health and life expectancy among different neighborhoods.

STRATEGIES

- Coordinating land use planning with all water agencies, including those that supply municipal and agricultural users or protect natural resources.
- Developing storm water infrastructure that replicates or restores natural ecological function.
- Encouraging higher-density and lower-impact development to minimize our environmental footprint.
- Establishing development restrictions in hazard-prone areas.
- Implementing networks for active transportation and transit.
- Including health indicators in local land use planning efforts to inform policy and regulations, as well as capital planning.
- Continuing and expanding interdisciplinary and interjurisdictional collaboration.



Strategies to Address Climate Change

- Participate in implementation of the adopted Hazard Mitigation Plan.
- Encourage the use of renewable energy in developments, including community facilities, and for transportation.
- Protect and restore ecological health and functions through low-impact development and green building practices.
- Make needed infrastructure improvements and build redundancy into critical infrastructure systems.
- Prepare for increasing transportation maintenance and operations expenses and consider future conditions when making decisions about transportation system repairs, replacements, or retrofit.
- Discourage or prohibit development in sensitive environmental areas, and when feasible move any existing public facilities away from them.

The Comp Plan incorporates many guiding principles in support of a culturally, economically, and environmentally sustainable community.

13.1.3.2 ENSURING WATER FOR THE FUTURE

Water plays an essential role in maintaining healthy urban, rural, and natural environments. Indeed, achieving our community's vision of a vibrant future hinges on a safe and dependable water supply to serve numerous functions, from providing water for industry, to irrigating agricultural land, keeping the Bosque green and the silvery minnow alive, combating fires, and transporting waste.

Our water supply for the county comes from a combination of surface and groundwater sources. Different types of water users rely on different water sources. **Figure 13-1** illustrates the relative demand that each use in Bernalillo County placed on different water sources and on the overall system in 2010. Irrigated agriculture used almost one-third of the total water supply, with a slightly higher proportion from surface water than groundwater. Note that the commercial use category (approximately 6 percent) only represents those businesses that self-supply water from wells, not for those using the municipal water supply.

Water is an extremely influential and powerful natural resource – too little of it or too much of it at once can be disastrous for communities and surrounding ecosystems. Water is such a priority concern in our region that it is addressed separately from other natural resources covered in this chapter. However, it is important to note that the City and County do not have direct control over the supply of water and have only partial responsibility for flood control. They have representation on the Albuquerque Bernalillo County Water Utility Authority (ABCWUA). Water demand and supply are also subject to state, federal, and international law and the inter-state Rio Grande compact.

Bernalillo County's climate is already dry, averaging only around 12 inches of rain a



HOW RESILIENCE & SUSTAINABILITY RELATE TO OTHER COMP PLAN ELEMENTS

COMMUNITY IDENTITY

- Strong and vibrant neighborhoods foster social connections and encourage resource-sharing.
- Sustainable neighborhood design integrates green infrastructure.

LAND USE

- Focusing more intense uses in Centers preserves open space, agricultural land, and sensitive natural areas.
- Infill and redevelopment require fewer natural resources for new infrastructure than greenfield development.

TRANSPORTATION

- Increased options for non-auto travel and mass transit reduce greenhouse gas emissions and reliance on fossil fuels.

URBAN DESIGN

- Green infrastructure can reduce carbon footprint, minimize harm to natural areas, and provide community benefits.

ECONOMIC DEVELOPMENT

- A more diverse economy is less dependent on federal government funding cycles and less prone to boom-and-bust cycles.
- Encouraging clean and renewable energy industries contributes to local and global sustainability.
- Focusing development in Centers and Corridors promotes infill and preserves open spaces and agricultural land.
- Preserving the Open Space network and agricultural lands reinforces our unique identity and high quality of life, two factors that can attract talented workers and employers.
- Responsible ecotourism and outdoor recreation-based business capitalize on unique natural features and generate funding that can be used for maintaining and expanding public and agricultural lands.

HOUSING

- Adaptive reuse and renovation uses fewer natural resources than new development.
- Concentrating housing near jobs reduces auto travel and decreases our carbon footprint.
- New standards encourage green building and low impact development techniques.

PARKS & OPEN SPACE

- Well-designed and programmed parks and open space promote environmental stewardship.
- Sustainable management maximizes efficient water use, minimizes energy use, and helps protect and restore wildlife habitats and ecosystems.
- A well-connected Open Space Network reduces the need to drive to outdoor recreation and encourages active transportation options.

HERITAGE CONSERVATION

- Protecting historic, archaeological and paleontological, and cultural resources helps sustain our built, natural, and cultural environments.
- Renovating historic structures is more socially and environmentally sustainable than replacing them with new development.

INFRASTRUCTURE, COMMUNITY FACILITIES & SERVICES

- Sustainable infrastructure systems are high performing, resource-efficient, and cost-effective over their lifetime.
- Programming at community facilities can promote environmental stewardship, as well as social and economic sustainability.



Image credit: City of Albuquerque Open Space Division

Water is an important resource, providing for human needs, as well as supporting the flora and fauna of the region.

year. Meeting future water demand from all users will be more daunting in light of climate change, with its implications for higher average temperatures and less overall rainfall. The effects of climate change, while gradual and of uncertain magnitude, will likely be most acutely felt through our relationship to water. This uncertainty indicates the need to prepare for a range of future circumstances in terms of both water supply and demand. Rising temperatures will increase the amount of water needed to irrigate landscaping and agricultural crops and to keep ecosystems from degrading.

Water & Urban Development

Development patterns play a significant role in determining water demand, and they influence the quality and quantity of supply. The impacts of climate change are compounded by the way we have impaired the ability of the landscape to absorb water. Urban development has typically been associated with vast swaths of impervious materials (roads, parking lots, and roofs), with engineered conveyance systems, increased pollutants in stormwater from vehicles and pets, and invasive plant species that have disrupted natural hydrological systems. More sustainable design of development and infrastructure has been introduced in recent decades, and these best practices should be expanded in future.

Land use policies and zoning regulations that govern the location, density, and design of development also influence the water consumed at the scale of each site and the larger regional scale. Multi-family housing generally has lower per capita water consumption than single-family units. Further, a recent analysis of residential water use found a correlation between household water consumption and lot size, likely due to reduced need for landscape irrigation.[3] Zoning that allows smaller lot sizes and a range of multi-family housing options helps with water conservation efforts.

Conservation efforts over the past 20 years have been effective in reducing per capita water use in ABCWUA's service area by over 50 percent. On the supply side, the San Juan-Chama Drinking Water Project (Colorado River water diverted to the Rio Grande) has shifted primary drinking water dependency from groundwater to surface water. The river water, however, will not be immune to extended periods of drought and low flows as the climate in the Southwest gets warmer. Future conservation efforts and careful planning to manage the supply of water from

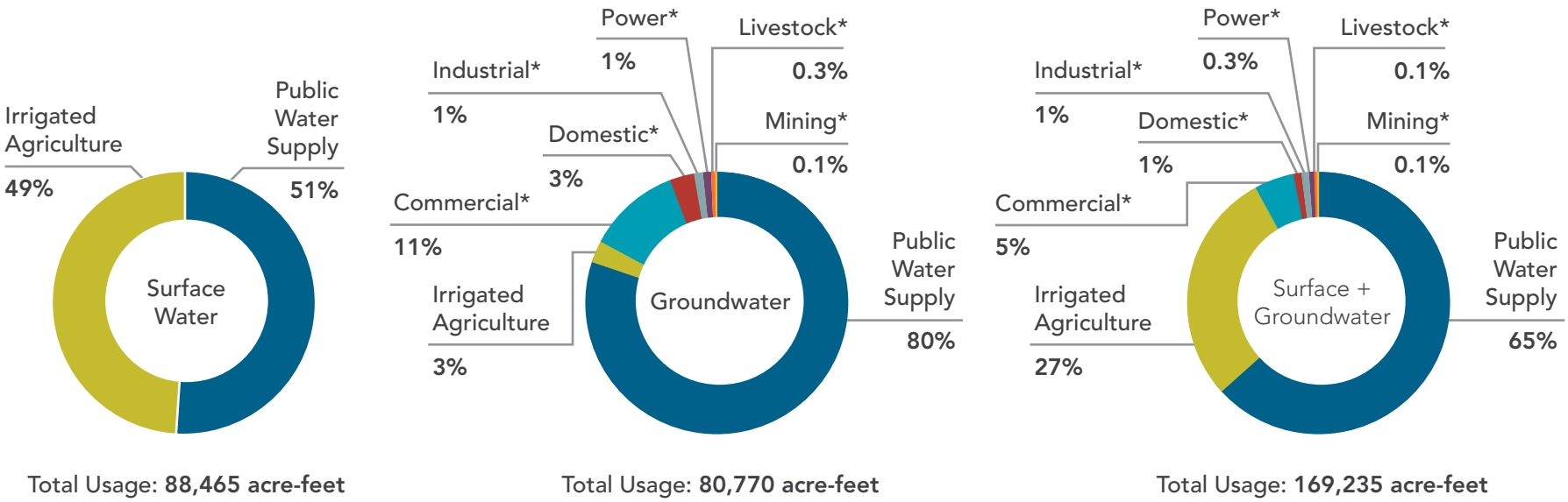


Figure 13-1: Water Demand by Source and Use Type in Bernalillo County (2010)

Note: Totals may be less than 100 percent due to rounding, only Categories with usage of 0.1 percent or more are shown.
Source: New Mexico Office of the State Engineer, Draft Middle Rio Grande Regional Water Plan Update, 2016.

surface and ground sources will continue to be important to ensure sustainable water resources into the future to serve the expected population and economic growth in the Albuquerque area.

Stormwater management practices have also greatly impacted water supply and quality. Historically, stormwater systems were designed to quickly convey rainfall runoff to the river by confining flows to channels, streets, and underground storm drains. More impervious surfaces, compacted soils, and topographic modifications to the landscape over the past 100 years have changed the distribution and flow of water and the speed at which it drains back into remaining arroyos and the river. The cumulative modifications affect groundwater recharge and subsurface flows, and ultimately change the physical character of watersheds.

Water & Agriculture

Irrigation systems for agriculture draw primarily from surface flows of the Rio Grande. The Middle Rio Grande Conservancy District (MRGCD) distributes available water for irrigation within its jurisdiction (see **Figure 11-1** in Heritage Conservation chapter) by gravity flow, in proportion with the amount of land served and accounting for farm crops scheduled for irrigation. Its local operators, known as Ditch Riders, open and close the gates, monitor the distribution, and generally enforce MRGCD rules.

Certain Pueblo lands have prior and paramount rights to irrigation water per federal laws passed in the early 20th century.

While the majority of farms in the Albuquerque area are family owned and under 10 acres in size, there are a number of larger farms, mostly for livestock grazing and alfalfa. Most farmers are in their 50s and 60s or older, but there is a resurgence of farming among people in their 20s. Farming is a small yet growing part of our economy. It is not only appreciated by the community at large for providing fresh, local food and protecting rural landscapes, but the traditions and lifestyle contribute greatly to local cultural diversity. Farmers are switching to less water-intensive crops and using more greenhouses. Increasing urbanization and pressure from developers is making agriculture more vulnerable, with some water rights being sold off and some farmland being leased out for other uses.

Water & Ecosystems

The Middle Rio Grande Basin is the central portion of the vast Rio Grande watershed, which includes the Albuquerque metropolitan area. There are some unquantified categories of water use in the basin, including natural evaporation from soil and vegetation (evapotranspiration) and water needed to maintain surface flow in

Since the mid-1990s, daily water consumption per capita in the area has declined significantly.

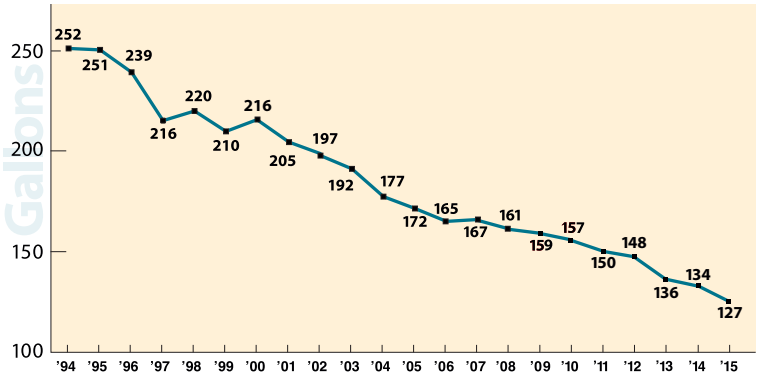


Figure 13-2: Gallons Consumed per Capita per Day (1994-2015)

Source: ABCWUA



Figure 13-3: Major Physiographic and Hydrologic Features of the Middle Rio Grande Basin

Source: United States Geologic Survey

the Rio Grande (instream flows). Instream flows are critical to protect the ecosystem for habitat, to comply with endangered species requirements, and also for tourism.

As of 2016, the New Mexico Water Resources Research Institute is developing estimates of riparian evapotranspiration for the Office of the State Engineer. It is anticipated to consume a relatively large quantity of water statewide, and this may increase in the future due to warming temperatures. In the Middle Rio Grande region, the updated water budget estimated that riparian evapotranspiration in recent years was about 150,000 acre-feet per year. The region may choose to incorporate specific instream flow protections in future planning.

Groundwater

The Santa Fe aquifer system, the source of all the groundwater accessed through private and ABCWUA wells in the city and county, replenishes slowly. Until 2008 and the completion of the San Juan-Chama Drinking Water project, ground water from the aquifer was the only source of drinking water for ABCWUA customers. Since adding surface water as a drinking water source, aquifer levels in the Middle Rio Grande region have been rising and are anticipated to continue to rise at least through 2025.

Nevertheless, drawing water from the aquifer concentrates naturally occurring elements in groundwater. These elements do not cause problems at more diluted levels, but require additional treatment with lower water levels to decrease salinity and remove or dilute unsafe concentrations of arsenic. ABCWUA continues to analyze and monitor the rates of groundwater depletion and recharge.

Water Quality

Generally, the quality of groundwater in the Middle Rio Grande Basin is good, but there are areas with naturally occurring elevated arsenic and uranium and isolated areas that have been contaminated by human sources. One particular concern is the Kirtland Air Force Base jet fuel spill in southeast Albuquerque that has affected the regional aquifer. The U.S. Air Force, under direction from the state, is cleaning up the spill, and a final remediation strategy is being developed as of 2016 under the federal Resource Conservation and Recovery Act (RCRA) with oversight from the state. Other potential threats to groundwater in the region are septic systems, leaking underground storage tanks, and closed landfills.

In addition to non-point pollution from urban and agricultural run-off, chemical spills from industrial and vehicular accidents and water

treatment plant malfunctions are rare but potentially very damaging threats to surface water quality, and therefore to human and ecosystem health.

Responsibility for monitoring and addressing water pollution is borne and coordinated by different local and state agencies depending on the water affected and the source of the pollution.

WRMS FUTURE DEMAND SCENARIOS	ANTICIPATED WATER DEMAND BY 2130 (ACRE/ FEET)
High Demand	275,000
Medium Demand	225,000
Low Demand	180,000

Table 13-1: Future High, Medium, and Low Water Demand Scenarios for ABCWUA Customers by 2130

Source: ABCWUA draft Water Resources Management Strategy (WRMS), 2016

Note: Historical system growth, Bureau of Business and Economic Research projections from 2008 and 2012, and MRCOG's Socioeconomic Forecast for 2040 data were used to develop the demand projections. Data for climate change were derived by the Bureau of Reclamation from base data first developed as part of the West-Wide Climate Risk Assessment. http://www.abcwua.org/Water_Resources_Management_Strategy.aspx

Water Resource Management

Water resources are best managed within a watershed, because all the components of water ecology are interconnected at that level. Water rights in the Middle Rio Grande Basin, for both surface and groundwater, are administered by the New Mexico State Engineer. This state office also leads regional water planning efforts and negotiates and administers inter-state water compacts.

The ABCWUA, responsible for municipal drinking water and wastewater treatment, first adopted a Water Resources Management Strategy (WRMS) in 1997 and updated it in 2007. Progress has been made to implement the strategies aimed to address declining water levels in the aquifer, develop surface water as a drinking water supply, implement water conservation policies, and use reclaimed water to extend the life of the area's water resources.

The next WRMS, due in 2017, will update them to address the most critical long-term challenges: the impacts to the area's water supply due to climate change and population growth. In order to bring long-term climate change into the equation, ABCWUA is extending the planning horizon to 100 years and will analyze multiple supply and demand scenarios to prepare for a range of conditions and potential doubling and tripling of demand in the next century.

Moving forward, the City and County should consider how best to represent the community's interests on metropolitan and regional boards in a balanced, equitable, and forward-thinking way, which is especially critical when water may become even more scarce.

13.1.3.3 NATURAL HAZARDS

Local governments are mandated by the federal government to coordinate preparations for adverse events and natural disasters and develop strategies and actions to recover from them. Flooding, wildfire, drought, and extreme heat are the most common natural hazards in our area. Each has the potential to cause significant damage and destruction to life and property, disrupt economic activity, and pose harm to community health. While these events are called "natural" hazards, they can be significantly influenced, for better or worse, by humans.

Our resilience to natural hazards relies on:

- Minimizing actions that increase the scale or frequency of natural hazards.
- Developing more flexible infrastructure that can better withstand natural hazard events.

- Creating and implementing systems that reduce the amount of time and resources needed to return to full functioning after natural disasters.

Flooding

The Albuquerque area has experienced flooding in the past and will likely continue to experience a combination of flash floods and storm drainage and river flooding in the future. All three types of flooding events may become greater in scale and frequency due to the more intense precipitation events that are expected in the face of climate change.

Flooding can also be exacerbated when the natural path of surface water is altered by urban development from additional impervious surfaces, removal of vegetation, dams and levee systems, and improperly graded development sites. Flooding can have serious effects on water quality, depending on the volume and velocity of water involved. Combined with vegetation loss, erosion, and steep slopes, it contributes to sedimentation of waterways. Flooding can be mitigated through careful land use planning, low-impact design, and stormwater run-off controls.

Wildfire

Given our arid climate, dry winds, and degraded stands of vegetation in some areas, catastrophic wildfire is considered highly likely in Bernalillo County. There are almost 180,000 acres of forest susceptible to damage from wildfires, especially in the East Mountains, the Bosque, and to a lesser extent, grasslands in the western portion of the county. Wildfires can be caused by human activity or ignited by lighting. In the U.S. Forest Service Sandia Ranger District, close to half are caused directly by humans; in the Bosque, nearly 100% of fires are caused by humans. Strategies to reduce human-caused fires would dramatically reduce our wildfire risk.

Our vulnerability to wildfire is the result of other human factors as well, including development next to wildlands. The more development next to forest lands, the more people and property will be subject to the risk of wildfire. Human practices like past fire suppression, logging activity, and cattle grazing have also changed the density and composition of vegetation in ways that increase fire risk.

Wildfire can affect water quality and supply as well. A thick mat of burned material on the ground after a fire can reduce stormwater absorption, for example.

Drought

The length and severity of drought are often defined for a watershed or basin. It is not always apparent when a period of drought begins or ends or what the full severity of it will be until much later. Dry weather conditions must persist for months or even years before a drought can be verified, and it can be difficult in an arid state like New Mexico to determine if an area has actually recovered from drought. Many drought events are followed by years of average or slightly below average rainfall that are not enough to restore surface water and groundwater levels to normal.

Since 1900, New Mexico has suffered devastating periods of drought, and in 2013-2014, most of the state suffered from extreme or even exceptional drought. Cycles of drought are common and naturally occurring in the Southwest, but are expected to worsen due to increasing temperatures and rates of evaporation from climate change. Though changes in precipitation are less predictable than for temperature, the timing and intensity of precipitation events will almost certainly be altered, with more of the precipitation that reaches the ground likely to be rain rather than snow. Average surface flows in the Rio Grande, San Juan,

During years of severe drought, the riparian areas surrounding our region's rivers and streams – and the plants and animals that depend on them – are threatened.

and Chama Rivers are expected to decline in the long term, partly due to declining snowpack that stores water at higher elevations through the winter months.

Extreme Heat

Extreme heat is classified in the Hazard Mitigation Plan as a moderate threat. However, given its negative impact on the health of vulnerable populations, and the likelihood that baseline temperatures will rise due to urban development and climate change, it is worth addressing extreme heat along with other natural hazards that have higher risk scores. Human fatalities from extreme heat are usually caused by lack of adequate air circulation indoors or, particularly for people who work outdoors, heat exhaustion. The most vulnerable populations are the young, the elderly, and the infirm, especially those with low- and fixed- incomes who cannot afford air conditioning.

The urban heat island phenomenon is the cumulative effect of human development in urbanized areas that results in significantly higher temperatures than surrounding less developed or undeveloped areas. The rise in temperature is associated with the expansion of impervious and non-reflective surfaces, loss of vegetation and tree canopy, an increase in waste heat from air conditioning and refrigeration systems, industrial processes and motorized vehicular traffic, and the obstruction of cooler air flows. The effect is more pronounced at night, when core urban temperatures remain higher because buildings and paving radiate heat that they absorbed during the day.

Extreme heat increases risk of wildfires and drought. Heat can cause structural damage to transportation infrastructure. For example, pavement and rail lines have been known to buckle in extreme heat. While extreme heat doesn't pose a major threat for existing buildings, we can expect higher maintenance and operational costs in the future as average temperatures and instances of extreme heat rise.

Hazard Mitigation Plan

The Hazard Mitigation Plan guides how Albuquerque and Bernalillo County coordinate their preparation and response to hazards with other local municipalities (see the **Infrastructure, Community Facilities & Services chapter** for more information). The plan proposes various ways to bolster our resilience against natural hazards, including through land use and capital planning by:

- Preserving open space that contains unstable slopes and soils, protecting vital infrastructure, designing sustainable buildings, and protecting critical facilities.
- Considering hazard mitigation as a criterion for prioritizing capital investments in the construction or renovation of infrastructure and facilities.
- Steering growth and development away from identified hazard locations wherever possible, and when the hazard locations cannot be avoided, using building and zoning codes to minimize the danger.

13.1.3.4 NATURAL RESOURCES

Natural resources are critical to our own livelihood and well-being as well as to that of native plants and animals. By minimizing the impacts, and sometimes the size, of new development, we can help protect and restore key natural resources that will keep our community healthy and functioning far into the future and make it attractive to visitors.

HAZARD RISK	HAZARD TYPE
High	Flood Wildfire Drought
Moderate	Extreme heat Severe winter storms High wind Thunderstorm Earthquake Dam failure
Low	Landslide Land subsidence Tornado

Table 13-2: Hazards by Risk Level

Source: Bernalillo County Hazard Mitigation Plan, 2014



IMPLEMENTING THE HAZARD MITIGATION PLAN

The City and County have already adopted ordinances, land use policies, and building codes that are effective in mitigating natural hazards, such as development restrictions within the 100-year floodplain.

The 2015 Hazard Mitigation Plan recommends further steps that could be taken to bolster our resilience against the relevant hazards:

- Mitigation efforts should address other community goals, such as preserving open space, protecting vital infrastructure, designing sustainable buildings, maintaining environmental health, and protecting critical facilities.
- Hazard mitigation should be considered whenever the County and its municipalities consider investment like construction or renovation of infrastructure and facilities.
- All proposed new development should be evaluated against identified hazard-prone areas. The building permit approval system should include a review of all newly proposed development projects to keep them from being built in known hazard-prone areas, such as floodplains. If a proposed project falls within such an area, the permit may be disapproved or additional construction requirements may be established to eliminate any dangers that could be caused by the existence of the hazard. Projects identified in this manner should be included in the revision and updating of the Bernalillo County Hazard Mitigation Plan.
- All plans developed based on the community's predicted growth patterns should consider both hazard locations and the mitigating action plans to eliminate or reduce them. Melding these two efforts will help steer growth away from identified hazard locations wherever possible and avoid increasing the potential damage risk they represent.



Natural resources are so highly valued by Albuquerque's residents that through the City Charter we are committed to "protect and preserve environmental features such as water, air, and other natural endowments."

Surface Water & Groundwater

Water is such an important natural resource that it is called out as its own section in the climate change discussion (see **section 13.1.3.2** above), in addition to as a utility in the **Infrastructure, Community Facilities & Services chapter**.

Air Quality

Our community's climate and air quality are among its most attractive but least tangible natural assets. Located in a river valley bounded by a high mountain range to the east, Albuquerque's geographic location, mile-high altitude, and meteorological conditions such as canyon winds affect Albuquerque's air quality.

Maintaining air quality within the Albuquerque area is the responsibility of the City's Environmental Health Department, Air Quality Program and Albuquerque/Bernalillo County Air Quality Board. A network of air quality monitors sample the air per federal standards for concentrations of suspended particulate matter, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, and ozone. Although occasional episodes of degraded air quality occur, typically due to winter inversions or dust storms, there have been no violations of federal ambient air quality standards since the early 1990s. More fuel-efficient vehicles, "no burn" days, erosion and dust controls, and permitting of industrial operations are measures that have helped keep our air quality relatively clean for a metropolitan area of our size.

Pollen from native and planted trees trigger allergic reactions among many residents. A City ordinance has been in place since the early 1990s to restrict the planting of high-pollen trees.

A future concern may be ground-level ozone, a pollutant that is not directly emitted but produced by a chemical reaction between volatile organic compounds in the presence of sunlight and heat. In 2015, the U.S. Environmental Protection Agency (EPA) strengthened the standard for ground-level ozone, which may affect our region's attainment status for this pollutant in the future.

Urban form and land use patterns also affect air quality, mainly as a consequence of our continued reliance on the auto to get around. Encouraging more compact places by attracting projected growth in employment, population, and housing to Centers and Corridors would help reduce travel distances, along with improving conditions for bicycling, walking, and transit. The MTP sets regional policy and funding priorities to encourage multiple transportation modes in our region. Impact on air quality is one of the criteria used to evaluate transportation projects for funding.

Energy Sources

Coal and natural gas – non-renewable energy sources – are found and extracted outside of the Albuquerque area and still meet the majority of our energy needs. However, our area is blessed with an average of 310 sunny days per year, and some parts are windy on a fairly regular basis. Solar and wind energy are renewable sources with fewer negative environmental impacts that should be increasingly tapped to generate utility-scale as well site-based energy. Cogeneration is also an option within some industrial and institutional facilities.

There are indications that per capita energy use has declined in certain economic sectors. Energy efficiency not only helps reduce consumption of non-renewable energy

but it also supports economic growth and development by freeing funds for private or public investment. Electricity and natural gas used in buildings will increasingly be conserved by incorporating energy-efficient techniques into design, siting, construction, and operations.

The City has an ongoing program to increase the energy efficiency of its 200+ facilities and regulations that preserve solar access in private development. These types of measures should be expanded to encourage energy efficiency and greater use of renewable sources by both the public and private sectors.

The **Infrastructure, Community Facilities & Services chapter** also discusses energy as a utility.

Unique Landforms & Habitat

Our region's topography is very diverse, from high mountains and a rift valley, to volcanoes, mesas, and canyons. The range in altitude creates a variety of habitats for flora and fauna.

Among the county's wealth of natural resources, one of its most defining features is the Rio Grande valley. It represents the convergence of many prominent environmental features, including the floodplain, Bosque, and part of a watershed that supplies drinking and irrigation water for nearly 50 percent of New Mexico's population.

Unique geological formations and landforms are fragile and valuable environmental resources that are home to plants and wildlife. Disturbances to the natural environment, in particular to the drainage, basaltic caprock, slopes, and vegetation could result in erosion and caving of slopes and boulders and pose a threat to the public safety and welfare by impacting existing and future downstream and down-slope development.

Diverse habitats for native plants and animals, including rare riparian habitat along the Rio Grande, are home to threatened and endangered species of fish and birds. The City and County are committed to protecting the extent and quality of these crucial habitats. Threats to natural ecosystems and wildlife include competing demands on water from urban and agricultural uses, as well as habitat fragmentation from roads and development.

These resources are also addressed in the *Bosque Action Plan*, *Tijeras Arroyo Bio-Zone Plan* and other agencies' plans, including the *Rio Grande Valley State Park Management Plan* and *Cibola National Forest Plan*, which covers the Sandia Ranger District within Bernalillo County.



Image credit: City of Albuquerque

The Rio Grande and surrounding Bosque are an irreplaceable ecosystem at the heart of our community, providing a source for water in the Southwest.

Land for Agriculture

The county contains soils suitable for raising farm animals and growing crops, especially lands in the Rio Grande valley irrigated by MRGCD or community acequia associations. Some of these lands may have greater monetary value for urban development, but their alternative value as a finite natural resource for food production should be recognized in land use planning. Planning efforts should evaluate how much farmland is required to support local food systems goals.

The **Heritage Conservation chapter** discusses the importance of these rural and agricultural lands as part of our region's cultural heritage.

13.1.3.5 COMMUNITY HEALTH

Making the Connection Between Land Use and Our Health

Community health is one of the five guiding principles for the Comp Plan. As a guiding principle, it firmly establishes the community's priority to protect all residents from harm where they live, work, learn, shop, and play and to ensure they have convenient access to basic services, healthy food options, and everyday physical activity. Indeed, there has been a growing recognition in recent years that a community's well-being is closely associated with the quality of the built and natural environment and its transportation networks.

While various chapters in the Comp Plan cover elements that contribute to community health, this section focuses more explicitly on the impacts of land use and development on community health and on strategies for addressing them in the Albuquerque area to improve the overall health and resilience of the community.

These are typical conditions in the built environment that influence health outcomes:

- Lack of safe active transportation (i.e. walking and biking) and for outdoor recreation close to home
- Long distance and/or lack of transportation to access basic health services and job opportunities
- Lack of convenient access to fresh, nutritious, and affordable food
- Few local opportunities for social activities
- Proximity to transportation corridors with sustained heavy and/or high-speed traffic
- Proximity to sites with a higher risk of pollution, such as contamination from operating or former industries

Study after study indicates that these conditions matter a lot. They may contribute to higher rates of respiratory and cardiovascular disease, obesity, vehicle-related fatalities, stress, and/or mental health problems. While the impacts are on individuals' health, it becomes a community planning issue when we see persistent patterns of social, economic, and environmental health risks within a given area along with poor health outcomes. The spatial segregation of neighborhoods by ethnicity, income level, and educational attainment, which does occur in the Albuquerque area, exacerbates the inequitable distribution of health risks related to the built environment. As a result, often those with the fewest health care resources are also faced with the most environmental hazards.

Community health may also be impacted by climate change, from increased risk of heat-related deaths, to flooding, changing patterns of infectious disease, decreased air quality, drought, crop failure, and food insecurity.

Individual City and County departments routinely compile and analyze demographic and public health data to identify the needs of residents in our community and how their services and programs can best meet them. Services are diverse, ranging from supportive housing services and day care for young and old, to recreational and job-training programs. The City Environmental Health Department permits and monitors land uses that have potential environmental impacts and enforces regulations that protect the community from risks. The **Infrastructure, Community Facilities & Services chapter** discusses these services and programs in more detail.

Basic demographic data is key to identifying the social, economic, and health status of residents and households and uncovering



Image credit: CABQ Open Space Division

Access to open space and recreation facilities can improve community health.

patterns of greater need in certain neighborhoods or among certain segments of the population. Some neighborhoods have different or greater needs because they include more children and/or older people, who tend to stay closer to home and for whom resources close at hand are therefore most important. Providing services in or near neighborhoods and expanding both housing and transportation options help create "lifelong communities" – places for residents of every age and ability. Providing access to parks and open space connects people with nature, which can have important mental and physical health benefits.

Research and analysis help departments prioritize their budgets and how funds are allocated and, just as importantly – if not more so – are used to request and leverage state and federal funding. The City and County's Planning Departments can take a leading role in tracking growth and development patterns and monitoring progress in achieving Comp Plan goals. Community health indicators (along with other types of indicators recommended in the **Implementation chapter**) should also be monitored as part of a systematic, evidence-based approach for analyzing and improving land use policies.

Advocacy groups play a critical role in providing channels of communication and engagement with "hard to reach" residents and neighborhoods. They highlight issues that overlap department functions and can help the City and County develop ways to make our practices and services more inclusive. Listening to residents' experiences through the City's Community Planning Area Assessments and the County's Sector Development Planning process, and addressing problems through departmental and agency coordination and partnerships should lead to more effective and fiscally efficient solutions for raising the general state of our community's health and making it more resilient (see also the **Implementation chapter**).

Potential Strategies to Integrate Community Health in Land Use Planning

- Use community health indicators to assess the costs and benefits of development across neighborhoods, inform future changes to land use policy and regulations, and guide capital priorities.
- Improve public engagement in land use issues by coordinating with agencies and advocacy groups to reach areas and groups with lower participation.
- Maintain and strengthen controls on the location, design, and monitoring of land uses that have potential nuisance effects, so no one neighborhood is burdened by proximity to such uses, especially neighborhoods with poor health outcomes.
- Incentivize the location of health care facilities in areas that are currently lacking sufficient services.
- Ensure land use and development regulations encourage community gardens and farmer's markets to facilitate the production of fresh and minimally processed healthy foods and expand community access to the gardens and markets.

Other Comp Plan chapters include strategies that also address community health, such as:

- Ensuring meaningful participation of residents who may be impacted by proposed policies, plans, or projects in the Community Identity chapter.
- Encouraging compact, mixed use development in the **Land Use chapter**.
- Creating a well-connected network of safe active transportation options in the **Transportation chapter**.
- Preserving and promoting local agriculture in the **Heritage Conservation chapter**.
- Siting community facilities to provide equitable access for all residents in the **Infrastructure, Community Facilities & Services chapter**.

Endnotes

1. Benson and Craig, 2014, via Melinda Harm Benson, 16th Water Assembly Conference 2015.
2. Walker and Salt 2012, via Melinda Harm Benson, 16th Water Assembly Conference 2015.
3. MRCOG, Futures 2040 Metropolitan Transportation Plan, 2015.
4. New Mexico Public Health Association (http://www.nmpha.org/page-491264), New Mexico's Indicator-Based Information System (https://ibis.health.state.nm.us/), Centers for Disease Control and Prevention (http://www.cdc.gov/socialdeterminants/)

ENVIRONMENTAL RISK ASSESSMENTS[4]

Where people live in Bernalillo County is a powerful indicator of whether they are healthy, whether they are sick, and how long they live. Communities facing the greatest array of health risks have a larger percentage of low-income, immigrant, and Hispanic families than communities facing the least health risks. Life expectancy, birth weights of infants, and community-level health risks can vary widely across census tracts.

Community-level health risks can be measured by factors such as educational attainment, household income, rental rates, foreclosure rates, unemployment rates, and the percentage of overcrowded households.

While neighborhood conditions may not cause poor health, the clustering of social, economic, and environmental health risks makes it more difficult for people in these areas to live healthy lives.

For this reason, community assessments should analyze these risk factors and recommend land use policies and actions to mitigate negative health impacts and improve health outcomes.

13.2 Goals, Policies & Actions

for Resilience & Sustainability



Goal 13.1 Climate Change

Promote resource-efficient growth and development to help mitigate global climate change and adapt to its local impacts.

Goal 13.2 Water Supply & Quality

Protect and conserve our region's limited water supply to benefit the range of uses that will keep our community and ecosystem healthy.

Goal 13.3 Natural Hazards

Maximize the ability of built and natural environments to withstand natural hazards and recover from adverse events.

Goal 13.4 Natural Resources

Protect, conserve, and enhance natural resources, habitat, and ecosystems.

Goal 13.5 Community Health

Protect and maintain safe and healthy environments where people can thrive.

Policies are organized to support each Goal. Many Policies have supporting Sub-polices, cross-references to other relevant policies, and implementing Actions to more clearly guide decision-making.

[ABC] indicates a policy or action for both the City and County
[BC] indicates a policy or action for Bernalillo County
[A] indicates a policy or action for the City of Albuquerque

Goal 13.1 Climate Change

Promote resource-efficient growth and development to help mitigate global climate change and adapt to its local impacts.

POLICY 13.1.1

Resource-Efficient Development: Promote development in the city and county that works with nature to slow global climate change. [ABC]

a) See **Land Use Policy 5.3.4** for conservation development.

b) See **Urban Design Policies 7.4.2 and 7.4.3** on minimizing the environmental impact of off-street parking.

c) See **Urban Design Goal 7.5 and Policy 7.6.1** for site, landscaping, and infrastructure design tailored to climatic conditions.

d) See **Parks & Open Space Policy 10.4.4** for protecting arroyos and drainage as green space.

POLICY 13.1.2

Greenhouse Gas Mitigation: Mitigate greenhouse gas emissions in developments and streetscapes. [ABC]

a) Expand the tree canopy in developed areas and ensure its long-term health, through landscape regulations for developments and in streetscape improvements.

b) Accommodate the use of motorized vehicles that run on alternative fuels through zoning and development regulations.

c) See **Policy 13.5.3** below for energy conservation and renewable energy resources.

d) See **Urban Design Goal 7.5** for trees and landscaping.

ACTION

13.1.2.1 Prioritize implementation of policies and programs in MRCOG's 2015 Integration Plan (resulting from the Central NM Climate Change Scenario Planning project). [ABC]

POLICY 13.1.3

Public Infrastructure and Facilities: Consider increasing temperatures and other potential impacts of climate change in the design and operation of public infrastructure and community facilities. [ABC]

a) Prepare for increasing transportation maintenance and operations expenses and consider future conditions when making decisions about transportation system repairs, replacements, or retrofit.

b) Locate new community facilities – and move existing assets when feasible – away from vulnerable or sensitive environmental areas.

c) Prioritize energy and water conservation in the design of public facilities.

d) See **Policies 13.5.3 and 13.5.4** below about the impacts of infrastructure and facilities on communities.

e) See **Infrastructure, Community Facilities & Services Goals 12.1 and 12.2** for additional policies on infrastructure and community facilities.

ACTION

13.1.3.1 Embed stress and strain sensors in pavement and bridges and use heat-resilient pavement materials on a project-by-project basis. [ABC]

Goal 13.2 Water Supply & Quality

Protect and conserve our region's limited water supply to benefit the range of uses that will keep our community and ecosystem healthy.

POLICY 13.2.1

Water Supply: Coordinate with ABCWUA, state, and other agencies to plan and maintain an adequate water supply to meet municipal, agricultural, and ecosystem needs that ensure the overall resilience and sustainability of our community. [ABC]

ACTION

13.2.1.1 Represent the interests of city and county water users on local, regional, and state water boards.

POLICY 13.2.2

Water Conservation: Foster the efficient management and use of water in development and infrastructure. [ABC]

a) Collaborate across disciplines and agencies to integrate best practices in water management in land use policies and development standards, increase understanding of water-related impacts of development, and ensure regional coordination.

b) Encourage and support alternative water uses for industrial and commercial sites, including self-sustaining water systems.

c) Discourage wasteful water use, such as extensive landscape water runoff to uncultivated areas.

d) Use water harvesting techniques and water reuse systems when possible for trees and landscaping.

e) Design storm drainage facilities to optimize infiltration and help recharge the aquifer.

f) Design rights-of-way to slow runoff by using permeable materials where possible and keeping lane widths to the minimum required for safe travel appropriate to the road's intended capacity.

g) See **Community Identity Goal 4.2** for processes to engage the community in decision-making.

h) See **Transportation Goal 6.8** for policies on context-sensitive rights-of-way.

i) See **Urban Design Goal 7.5** on encouraging drought-tolerant plants in development.

j) See **Urban Design Policy 7.6.1** on matching stormwater infrastructure to the surrounding context.

k) See **Infrastructure, Community Facilities & Services Policy 12.1.4** for naturalized treatment of arroyos.

ACTIONS

13.2.2.1 Develop and implement innovative demonstration projects and disseminate the results to the development community and the public. [ABC]

13.2.2.2 Develop education and training programs on the water-related impacts of development for the Citizens Academy. [A]

POLICY 13.2.3

Water Quality: Coordinate with the ABCWUA, state, and other agencies to maintain the quality of our groundwater and surface waters. [ABC]

a) Follow a total systems approach to water as a valuable resource.

b) Minimize the potential for contaminants to enter the community's water supply.

c) Clean stormwater flows by natural processes before they enter the storm drain system and treatment throughout the stormwater system prior to discharge to MRGCD drains and the river.

d) Require grading and re-vegetation as appropriate to prevent erosion and sediment deposition during and after construction.

e) See **Urban Design Policy 7.6.1** for stormwater treatment.

f) See **Infrastructure, Community Facilities & Services Policy 12.1.4** for drainage and flood control.

ACTIONS

13.2.3.1 Coordinate with the appropriate governmental agencies to enforce policies adopted in the Water Quality Protection Policy and Action Plan. [ABC]

13.2.3.2 Continue testing and monitoring stormwater for contaminants and implement management programs to reduce pollutants that exceed acceptable levels per state or federal guidelines. [ABC]

Goal 13.3 Natural Hazards

Maximize the ability of built and natural environments to withstand natural hazards and recover from adverse events.

POLICY 13.3.1

Resilient Infrastructure and Structures: Ensure that infrastructure systems and structures are designed, renovated, and maintained to withstand natural hazards. [ABC]

a) Build redundancy into critical infrastructure systems.

b) Coordinate with providers of water, energy, and communication services to minimize service interruptions after adverse events.

c) Partner with service providers, agencies, and scientific research centers to develop, test, and implement new energy systems and technologies, such as micro-grids.

d) Ensure structures are built for resistance to regional hazards, including strong winds, floods, and wildfires.

e) See **Urban Design Goal 7.6** for policies on context-sensitive infrastructure.

f) See **Infrastructure, Community Facilities & Services Goal 12.1** for additional policies on infrastructure.

ACTION

13.3.1.1 Adopt current building codes, as recommended in the 2015 *Multi-Jurisdictional Hazard Mitigation Plan*. [BC]

POLICY 13.3.2

Flood Mitigation: Prevent flood damage and coordinate flood control and response with other agencies. [ABC]

a) Limit development in higher flood risk areas.

b) Limit the volume of water runoff generated from new development to ensure the viability of down-stream stormwater facilities.

c) Coordinate stormwater and flood control management with other municipalities in the county, the Albuquerque Metropolitan Arroyo Flood Control District (AMAFCA), and MRGCD.

d) See **Urban Design Policy 7.4.2** for reducing the amount of impervious parking area in developments.

e) See **Parks & Open Space Policy 10.4.4** regarding arroyos and drains.

f) See **Infrastructure, Community Facilities & Services Policy 12.1.4** on flood control.

ACTION

13.3.2.1 Consider additional floodplain management actions to continually improve the City and County's FEMA Community Rating System (https://www.fema.gov/community-rating-system) scores in order to benefit individual property-owners and the community at large. [ABC]

POLICY 13.3.3

Wildfire Mitigation: Mitigate the risk of wildfire damage to life and property. [ABC]

a) Discourage housing, commercial, and industrial growth adjoining forest and other Open Space by incentivizing development in existing developed areas, including in Centers and along Corridors.

b) Use roads and other rights-of-way as defensive space to separate homes from Open Space.

c) Locate minimum transportation infrastructure needed for mobility and evacuation at the interface between wildland and development.

d) See **Heritage Conservation Policy 11.3.1** on single-loaded streets and transitions between Open Space and private development.

POLICY 13.3.4

Drought Mitigation: Collaborate with the ABCWUA and other water-related agencies to determine best practices for mitigating drought effects and to assist with public education and implementation of water conservation measures. [ABC]

POLICY 13.3.5

Extreme Heat Mitigation: Mitigate the heat island effect of urban development and coordinate emergency response to extreme heat events with other agencies. [ABC]

a) Increase the tree canopy in existing neighborhoods and other developed areas to provide shade for people and mitigate heat radiating from buildings and pavement.

b) Establish climate-controlled emergency facilities for residents susceptible to heat exhaustion, such as children and the elderly.

c) See **Policy 13.4.3** below for energy conservation measures that also lower heat generated by urban development.

d) See **Urban Design Policies 7.4.1 and 7.4.2 and Goal 7.5** for additional policies on providing shade and reducing impervious area in developments.

Goal 13.4 Natural Resources

Protect, conserve, and enhance natural resources, habitat, and ecosystems.

POLICY 13.4.1

Air Quality: Maintain good air quality that complies with federal standards to safeguard public health and enhance quality of life for all residents. [ABC]

a) Continue to enforce air quality regulations to minimize pollution from particulates including fugitive dust, vehicle emissions, wood-burning in homes, and open burning.

b) During temperature inversions, which cause smog, reduce air pollution from local sources through methods such as no-burn days.

c) Protect residents from the risk of toxic air emissions through the permitting process and enforcement.

d) See **Transportation Policy 6.1.3** for reducing auto demand.

e) See **Urban Design Policy 7.5.1** for landscape elements that can help improve air quality.

f) See **Transportation Policy 6.4.2** related to air quality.

ACTIONS

13.4.1.1 Maintain the air quality monitoring network to determine if standards are being attained and provide data to help assess growth impacts on air quality. [ABC]

13.4.1.2 Follow U.S. EPA regulatory requirements for addressing the potential impacts of multiple sources of emissions. [ABC]

POLICY 13.4.2

Surface Water and Groundwater: Protect and conserve our region's limited water supply to benefit the range of uses that will keep our community and ecosystem healthy. [ABC]

a) See **Goal 13.3** above for other water-related policies.

b) See **Infrastructure, Community Facilities & Services Policies 12.1.4 and 12.1.5** for water infrastructure.

POLICY 13.4.3

Energy Resources: Conserve energy and capitalize on renewable energy resources that are plentiful in our region, especially solar and wind energy. [ABC]

a) Encourage renewable energy generation and use in private and public development.

b) Encourage light-colored and heat-reflecting roofing and building materials.

c) Maximize energy efficiency for heating, cooling, and lighting systems in public facilities, transit and government vehicles, and street lights.

d) Incorporate renewable energy technology in city and county facilities, including solar-powered lighting and signage.

e) See **Land Use Policy 5.3.8** for solar rights protections.

f) See **Infrastructure, Community Facilities & Services Policy 12.1.6** related to energy systems.

POLICY 13.4.4

Unique Landforms and Habitats: Protect areas with unique landforms, and crucial habitat for wildlife, through sensitive urban development or acquisition as Open Space. [ABC]

a) Protect crucial habitat on private land, such as next to the Bosque, Far West Mesa and in the East Mountains, by limiting the density and intensity of adjoining development, encouraging wildlife corridors and buffers, and mitigating the impacts of development.

b) Increase the tree canopy in existing neighborhoods and other developed areas to extend and help connect habitat protected within Open Space.

c) Promote the use of local native plants in development and along public rights-of-way to provide the best food and shelter for local wildlife.

d) Where vehicles cross arroyos, provide the shortest possible culvert with a diameter sufficient to allow for the movement of local wildlife.

e) See **Land Use Policy 5.3.4** for conservation development.

f) See **Parks & Open Space Policy 10.3.1** on Open Space acquisition.

g) See **Heritage Conservation Goal 11.3** for policies related to protecting unique landforms including the Rio Grande Bosque, Petroglyph National Monument, Sandia Mountains, and Volcano Mesa.

Goal 13.5 Community Health

Protect and maintain safe and healthy environments where people can thrive.

POLICY 13.5.1

Land Use Impacts: Prevent environmental hazards related to land uses. [ABC]

a) Remediate sites that pose a detriment to public health, safety, and welfare to return them to productive use.

b) Protect public health, safety, and welfare by discouraging incompatible land uses in close proximity, such as housing and industrial activity.

c) Mitigate potential adverse impacts – including noise, emissions, and glare – of new development on surrounding land uses during and after construction through land use regulations, environmental permitting, and enforcement.

d) Buffer residential neighborhoods and agricultural land from heavy industry with less intense, non-residential land uses to protect the health and safety of residents, agricultural products, and groundwater, while promoting diverse economic activity.

e) Encourage environmentally-friendly technologies and processes for industrial activity.

f) See **Policy 13.4.1** above for more general policies on protecting air quality.

g) See **Policies 13.5.3 and 13.5.4** below for potential impacts of existing land uses.

See **Land Use Policy 5.3.7** for objectionable land uses.

h) See **Land Use Policy 5.6.4** for transitions between Areas of Change and Consistency.

ACTION

13.5.1.1 Reduce the risk of disease caused by insects and/or rodents in site design by considering public health factors in land use policies and development regulations, such as those related to green infrastructure for stormwater management. [ABC]

POLICY 13.5.2

Healthful Development: Encourage public investments and private development that enhance community health. [ABC]

a) Promote family gardens, community gardens, farms, and livestock raising to encourage the availability of local food and to increase food security.

b) Ensure access to parks and open space for all residents by walking, biking, and driving to provide opportunities for passive and active recreation in the outdoors and encourage healthful connections to nature.

c) Use landscaping and trees in developments and streetscapes to maintain a healthy environment by providing shade and shelter from winds that carry dust and other particulates.

d) See **Policies 13.1.2 and 13.4.4** above for greenhouse gas mitigation and protecting unique landforms and habitats.

e) See **Land Use Goal 5.3** for efficient development patterns.

f) See **Transportation Goals 6.2 and 6.3** for policies that ensure safe travel conditions for pedestrians, cyclists, transit users, and drivers.

g) See **Urban Design Policy 7.5.1** for context-sensitive landscaping.

h) See **Parks & Open Space Goal 10.1** for policies on the distribution and universal design of parks and Open Space.

ACTION

13.5.2.1 Replace and replant unhealthy and dying trees in public streetscapes.

POLICY 13.5.3

Public Infrastructure Systems and Services: Coordinate with providers to ensure that systems and services do not compromise the health, safety, and welfare of the community. [ABC]

a) Recognize, analyze, and minimize the potential adverse, disproportionate impact on at-risk communities in siting new public infrastructure and services.

b) See **Land Use Policy 5.3.7** for objectionable land uses.

c) See **Infrastructure, Community Facilities & Services Goal 12.1** for infrastructure provision.

d) See **Infrastructure, Community Facilities & Services Policy 12.3.2** for solid waste management.

POLICY 13.5.4

Environmental Justice: Recognize and work to address adverse environmental impacts that are experienced disproportionately by underrepresented and at-risk communities, in order to help improve the health outcomes of their residents over time. [ABC]

a) See **Policies 13.2.3 and 13.4.1** above for water and air quality.

b) See other policies in **Goal 13.5** above to encourage healthful development and minimize community impacts of land uses.

c) See **Community Identity Goal 4.2** for processes for community engagement in the planning process.

d) See **Land Use Policy 5.3.7** on distribution of objectionable land uses.

e) See **Land Use Policy 5.7.5** for community engagement processes in the development review process.

f) See **Infrastructure, Community Facilities & Services Policy 12.4.1** for collaborative strategies to meet community needs.

g) See **Appendix E** for a description and outline of the Community Planning Area assessment process.

ACTIONS

13.5.4.1 Analyze demographics and health statistics for each Community Planning Area. [ABC]

13.5.4.2 Monitor health metrics by Community Planning Area to track changes over time and inform policy and regulatory decision-making. [ABC]

13.5.4.3 Coordinate with State Department of Health, UNM, MRCOG, and medical service providers on public health and environmental justice issues related to land use. [ABC]

13.5.4.4 Gather public health information, perform analysis, and recommend policy and regulatory changes with stakeholders, including UNM students from multiple programs and service providers in neighborhoods. [ABC]

13.5.4.5 Engage communities in health assessments and education about land use processes, conflicts, stakeholder roles and responsibilities, and regulatory powers and constraints. [ABC]





Chapter 14

IMPLEMENTATION PLAN

Image Credit: City of Albuquerque

14.1 Introduction

14.1.1 A Framework for Implementation

Over time, strategic decisions and the cumulative effects of our actions will move us closer to the Comp Plan vision. It will take our collective action over time to encourage development in Centers and along Corridors and enhance our distinct, vibrant neighborhoods, rural areas, and special places. Working together, we can provide more viable options for people in terms of where and how we live and how we get around our community.

14.1.1.1 STRATEGIC ACTIONS

In addition to actions listed in each Comp Plan element to implement specific policies, we also have the opportunity to take a few, focused strategic actions that can kickstart the changes we want to see over time. Strategic actions that focus on land use planning and development can help us to make tangible progress toward achieving the Comp Plan Vision.

Section 14.2 highlights four strategies meant to guide the next steps of the planning process, help garner interest in the Comp Plan, and gain momentum to achieve the goals it sets out. Strategic actions included for each strategy are meant to be high-priority actions that have the potential for the most impact, progress, and leverage.

Many strategic actions involve land use, since the Comp Plan's power is primarily in the realm of land use decisions. Some strategic actions are specific to the City of Albuquerque and Bernalillo County; others will require collaboration and partnerships between public agencies, community groups, nonprofit organizations, and the private sector. Each action is accompanied by a brief description, proposed timing, and the agencies or staff responsible for coordination and implementation.

Strategic implementation actions primarily impact City and County Planning Departments and should be incorporated into the City and County's work programs.

Progress toward completion of each action should be assessed every two years. The Implementation chapter should be updated every five years as part of the ongoing Comp Plan update cycle.



14.1.1.2 PERFORMANCE MEASURES

Performance measures should be set to establish a baseline and a target for improvement that is quantifiable and can be measured and tracked over time.

Section 14.3 sets out metrics for many of the Comp Plan goals.

Data for all Community Planning Areas (CPAs) should be compiled and analyzed as part of the five-year update to the Comp Plan. Changes to the metrics or to benchmarks should be amended in the Comp Plan at that time.

Baselines should be established for each City CPA as part of the first cycle of CPA Assessments and tracked and compared across CPAs as part of the ongoing cycle of assessments.

The County may be able to track progress and changes in CPAs over time as they are linked to Area, Sector Development, or other planning efforts.

Comp Plan performance measures should be coordinated to the extent possible with measures established and tracked regionally through the Mid-Region Council of Government's (MRCOG) Metropolitan Transportation Plan (MTP). The MTP is updated every five years. MRCOG uses a land use model, a transportation model, and a predictive model for scenario planning. Together, these models are able to track changes in performance measures over time.

Comp Plan performance measures should also be coordinated to the extent possible with measures established and tracked by the City as part of its Progress Indicators Report, updated every two years.



14.1.1.3 POLICY IMPLEMENTATION ACTIONS

Specific actions have been identified to support policies within each Comp Plan Element. These actions are included in **Section 14.4** as a matrix that identifies the timeline (e.g. short-term, medium-term, long-term, or ongoing), lead department(s), and coordinating departments/agencies. Many of these actions involve paradigm shifts that may take years to develop, fund, and implement.

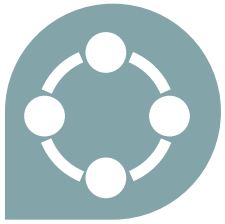
Staff within Council Services will be instrumental in coordinating implementation efforts across multiple departments at the City, as well as with Long-Range staff within the Planning Department, who will be primarily responsible for the CPA assessment process.

Progress in completing these action items can be tracked through the City's CPA assessment process. The City and County can also track progress during the 5-year update of the Comp Plan.

14.2 Strategic Actions

14.2.1 Implementation Strategies

1. BUILD PUBLIC AWARENESS, ENGAGEMENT, CAPACITY, AND LEADERSHIP.



EDUCATE & ENGAGE

The initial steps toward implementation require educating and engaging the residents, decision-makers, land development professionals, and staff who will be responsible for implementing the Plan.

The planning process can be complex and difficult to understand, even for those who work within it on a daily basis.

The Comp Plan update and other actions are intended to simplify and clarify the planning process, but it is still important to orient people to changes in the system so they can understand what their role is and identify the most effective ways for them to be involved in and make changes they desire.

For the City, a Citizens Academy will help build a common understanding of the Vision for future growth and development, and the development regulations, processes, and tools available to move towards the Vision. This ongoing education will empower community members to take on leadership roles at the local level and advocate for changes to benefit their communities.

For the County, area planning and sector planning efforts can highlight opportunities to implement the Comp Plan and further its goals in specific geographic areas.

2. IMPROVE INTER-GOVERNMENTAL COORDINATION.



COORDINATE

Intergovernmental coordination is one of the most important strategies to ensure the long-term success and implementation of the Comp Plan. Coordination can help ensure that growth and development patterns are consistent with City and County goals, including natural resource conservation, and improve the ability of the City and County to spend public money efficiently to implement the Comp Plan Vision. Achieving the Vision will require better coordination between City and County departments and outside agencies and stakeholders.

3. PROMOTE GROWTH, DEVELOPMENT, AND CONSERVATION THAT FURTHER THE COMP PLAN VISION.

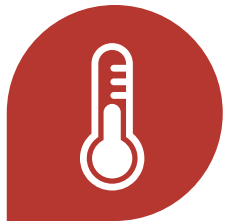


WORK THE PLAN

Regulations and standards need to align with the Comp Plan to help achieve our updated Vision for growth and development. The City should complete the overhaul of its zoning code and modernize its technical standards, and the County should continue amending its code as necessary to further the Vision.

Catalytic development projects are effective to demonstrate what may be possible and build support for desired development (which the market can't always support on its own) by leveraging public-private partnerships. Carefully selected catalytic projects can achieve multiple community goals and create strategic, positive change, spurring additional private-sector investment and development.

4. CREATE AN ONGOING PROCESS FOR MONITORING PROGRESS TOWARD THE COMP PLAN VISION.



MONITOR RESULTS

An important part of effective implementation will be our ability to evaluate our progress and refine our approach going forward. By establishing a set of performance measures, we can examine how well Comp Plan goals are being implemented – in terms of the plan's economic, social, and environmental impacts, as well as through land use, housing targets, public investment, and development trends. In order for the Comp Plan to be effective and truly a "living document," ongoing monitoring and accountability are critical. Monitoring progress allows us to learn what types of policies and investments are effective and how to correct the course when needed.

Strategy 1
Build public awareness, engagement, capacity, and leadership.

Strategic Action 1.1

Initiate area and sector plans in the county and conduct Community Planning Area (CPA) assessments in the city.

Objectives:

- To preserve, enhance, and plan for all neighborhoods.
- To assess the extent of disparities between CPAs in levels of public investment, housing conditions, new development, health outcomes, active transportation, open space, and other measurements related to Comp Plan goals and policies.
- To understand how Comp Plan policies are impacting different geographic areas over time.

Description:

For the County, initiate Area and Sector Development Plan efforts as needed to provide more planning guidance and/or regulatory changes in smaller geographic areas. The County will establish a reasonable time frame for these planning efforts as needs arise.

For the City, prior to each 5-year cycle of CPA assessments and Comp Plan update, the Planning Department will perform an analysis of demographic information, varying levels of policy and regulatory protections for neighborhoods within each CPA, and other factors outlined in **Appendix E** to help identify at-risk and vulnerable communities in need of more immediate planning assistance.

The Planning Department will submit to Council an analysis and a recommended order in which CPA assessments should be done to best address and ameliorate the historic patterns of disinvestment and environmental injustice that disproportionately impact at-risk and vulnerable communities and recommend additional policy or regulatory protections.

The City Council will discuss the order, make adjustments as is prudent, and vote to confirm the order. The Planning Department will then work up a 5-year schedule of assessments and coordinate with the Council Office of Neighborhood Coordination (ONC) to plan the logistics, disseminate information, gather community partners, and perform all 12 City CPA assessments within 4 years. Each assessment report will be presented to the Environmental Planning Commission and the City Council for their discussion and acceptance.

The City's Long Range Planning staff will work as a team and in collaboration with the ONC to perform assessments, create community connections, and build capacity within communities to continue working toward identified priorities. This 5-year cycle of assessments



EDUCATE & ENGAGE

is intended to provide an equitable process for ongoing long-range planning and engagement with all communities in the City.

Timing:
For the City: A five-year cycle of assessments and Comp Plan Updates, as follows:

- Conduct three assessments per year to complete the process for all 12 CPAs within the City in the first four years.
- Compile and analyze information from all CPAs and update the Comp Plan as needed. The fifth year of the Comp Plan update cycle will allow compilation and analysis.

For the County: Initiate and complete updates and/or new planning efforts for Area and/or Sector Development Plans as needed.

Responsibilities:
City and County Planning Departments.

Strategic Action 1.2

Host an annual Citizens Academy

Objective:
To provide a forum for discussion, training, education, and engagement among residents, neighborhood association leaders, decision-makers, land development professionals, and City staff about the City's framework for land use and development and decision-making and processes for providing infrastructure, transportation, community facilities, parks, etc.

Description:
Conduct a Citizen Planning Academy through a set of classes for the community focused on planning topics, such as development processes, land use policy, and regulatory frameworks. It could be a series of six to eight, two- to four-hour classes, at the culmination of which attendees receive a certificate of completion.

Skills training for area leaders and stakeholders should be offered as a component of Citizens Academies to supplement the land use and zoning framework curriculum and help build capacity and knowledge in the community. Local experts will be invited to teach skills related to facilitation, mediation, negotiation, cultural sensitivity, and how to have difficult conversations.

Staff from departments who implement projects (Department of Municipal Development, Parks & Recreation, etc.) will be involved to present updates, recent priorities, and opportunities for engagement.

Facilitated discussion among neighbors, developers, and design professionals will be provided to explore the opportunities and constraints of development and to learn more about best practices for effective collaboration that results in investment in high-quality projects.

Timing:
Short-term (1 year), repeated at least twice annually.

Responsibilities:
City Planning Department, Office of Neighborhood Coordination, and Council Services, with participation by the Office of Diversity and Human Rights and staff from other relevant City Departments.



EDUCATE & ENGAGE

Strategy 2
Improve intergovernmental coordination.

Strategic Action 2.1

Foster coordination between the City and County, across departments, and across agencies.

Objective:
To establish ongoing governmental relationships that improve regional coordination around development, resource conservation, and growth.

Description:
Involve City and County departments in planning efforts, performance tracking, the City's Community Planning Area Assessment process, and the 5-year cycle of Comp Plan Updates.

Use planning resources and expertise of the City's Planning Department staff, particularly Long Range planning for facilitation and land-use assistance, and Albuquerque Geographic Information Systems (AGIS) for mapping and spatial data analysis.

Track the City's ongoing implementation efforts and capital projects and coordinate communication with neighborhood associations and other stakeholders through the Council's Neighborhood Coordination staff. A website that collects, tracks, and disseminates this information on a monthly basis would vastly improve the transparency and celebration of progress toward Comp Plan goals.

To coordinate effectively on regional planning, engage in planning efforts already in place or in process, particularly the following:

- Participate in regional transportation and economic development planning and decision-making through the Mid-Region Council of Governments (MRCOG). Use the Envision Tomorrow tool to supplement land use, transportation, and scenario planning models and coordinate planning and policy changes at the regional and local level.
- Participate in water resource planning in the Albuquerque-Bernalillo County Water Utility Authority's (ABCWUA) 10-year water plan.
- Coordinate with Albuquerque Metropolitan Area Flood Control Authority (AMAFCA) and Middle Rio Grande Conservancy District (MRGCD).
- Coordinate with Albuquerque Public Schools (APS) around school siting, growth trends and school capacity, and joint-use of facilities.
- Coordinate regional housing issues through efforts to update the City's Consolidated Plan for Housing and the County's Affordable Housing Plan.



COORDINATE

- Coordinate regional transit by creating and updating a transit plan with Rio Metro and ABQ RIDE.
- Coordinate progress on City/County goals through the City's Progress Indicators Commission. Convene City departments and agencies every two years to assess the Implementation Plan strategic actions.

Responsibilities:
City and County Planning Departments, Council Services, Family & Community Services, ABQ RIDE, City Department of Municipal Development, and County Public Works.

Strategic Action 2.2

Link the Comp Plan with City and County Capital Implementation/Improvement Program (CIP) processes.

Objective:
To align the CIP with the Comp Plan Vision and Goals to ensure public dollars are spent as efficiently and effectively as possible.

Description:
The CIPs in the City and County prioritize capital projects to be completed in the next five years to improve public facilities and infrastructure assets such as roads, parks, and community facilities. A CIP that is consistent with the Comp Plan's Vision, goals, and policies allows investments to be made where they are needed most, ensuring logical and effective allocation of public funds.

The process for prioritizing and ranking capital projects should include compliance with the Comp Plan as a primary criterion. Project proposals submitted for CIP consideration should demonstrate compliance with the Comp Plan by linking the project to specific goals and/or policies.

The City and County should map and track CIP projects and public investment in Community Planning Areas and in Centers and Corridors.

Timing:
Short-term (1 year), update every two years. CIP planning horizon is six years in the County and ten years in the City.

Responsibilities and Resources:
City and County Planning Departments, County Public Works Department, City Department of Municipal Development, City CIP Selection Advisory Committee, and Council Services.



Strategy 3
Promote growth, development, and conservation that further the Comp Plan Vision.

Strategic Action 3.1

Adopt an Integrated Development Ordinance (IDO) for the City and implement an annual review and update of zoning standards.

Objective:
To align the City's zoning code with the updated Comp Plan.

Description:
Refine and consolidate the City's zoning code, subdivision ordinance, and planning ordinance into an IDO that:

- **Aligns with the Comp Plan goals and policies**;
- Provides a simple, easy-to-use, well-illustrated tool;
- Establishes appropriate density and design standards;
- Encourages desired development in Centers and Corridors;
- Protects established neighborhoods;
- Promotes water-efficient and sustainable patterns of development;
- Streamlines the City's procedures for reviewing and approving new development;
- Implements an annual cycle of updates to the IDO;
- Implements a 5-year Community Assessment process that culminates in a Comp Plan update.

Timing:
Short-term (1 year) - updates are underway as of this Comp Plan update and are scheduled for adoption in 2017.

Responsibilities:
City Planning Department and Council Services.



WORK THE PLAN

Strategic Action 3.2

Revise technical standards for the City and County and update them on an annual basis.

Objective:

To align technical standards for public rights-of-way and infrastructure associated with development with goals and policies in the Comp Plan and zoning standards.

Description:

For the City: Update the City's Development Process Manual (DPM) to incorporate Comp Plan guidance on transportation, urban design, and low-impact development and green infrastructure into the City's technical standards and to implement the City's Complete Streets Ordinance.

Coordinate with MRCOG, ABQ RIDE, and County Public Works on street and infrastructure standards. Coordinate with ABCWUA on standards for water utility infrastructure. Technical subcommittees are to propose updates, and the DPM Executive Committee will recommend adoption to the City's Chief Executive Officer, who has final sign-off authority.

Assess the City's updated DPM on an annual basis and adjust technical standards as necessary to accommodate unique conditions and/or new issues as identified.

For the County: Review the City's updated DPM standards for adoption in the County. Adjust and/or supplement technical standards as necessary to address rural or other conditions not present in the City.

Timing:

Short-term for the City (1-3 years for City DPM updates, which are being drafted concurrent with the IDO standards for adoption in 2017).

Medium-term (3-5 years) for the County. County review can start concurrently with DPM standards as they are developed; updates to be developed and generated thereafter.

Responsibilities:

City Planning Department, City Department of Municipal Development, and County Public Works.



WORK THE PLAN

Strategic Action 3.3

Pursue catalytic demonstration projects in Centers and/or Corridors.

Objective:

To foster coordination across departments and leverage resources and expertise in order to provide an example of high-quality, sustainable development that showcases elements of placemaking recommended by Comp Plan goals and policies and strengthens new and existing community partnerships.

Description:

Develop a strategy to prioritize potential catalytic demonstration projects and identify potential public-private partnerships. Criteria for project selection could include:

- Projects that demonstrate the ability to fulfill multiple community needs (housing, employment, or services) but that the current market doesn't support.
- Projects with the potential to catalyze reinvestment and significant improvements to the built environment.
- Sites already targeted by willing investors.
- Locations where public infrastructure improvements would most cost-effectively achieve the community's vision.

Timing:

Medium-term (3-5 years).

Responsibilities:

City and County Planning Departments, Metropolitan Redevelopment Agency (MRA), City and County Economic Development Staff, City Department of Municipal Development and County Public Works, City Department of Family & Community Services, County Housing Department, ABQ Ride, Rio Metro, Council Services, and City Department of Senior Affairs.



Strategic Action 3.4

Leverage City and County resources and planning efforts to maintain a high-quality parks and Open Space network.

Objective:

To coordinate land acquisition, facility development, and maintenance efforts for parks and Open Space to keep pace with population growth, address service gaps, and provide an excellent county-wide community green space network that offers the full range of recreational experiences at the local and regional scale.

Description:

The desire for new parks and Open Space will almost certainly always be greater than the existing means to acquire, develop, and manage them. City and County departments struggle to balance the maintenance of existing facilities with needs for new facilities to address service gaps. Particularly at the edges of City/County boundaries, there are opportunities to leverage resources (and the opposite dangers that these areas fall into a no-man's land of gaps in service).

The City and County Parks and Recreation Departments have separate processes for prioritizing spending. Formal and informal coordination should be built into these processes to identify areas with service gaps, constraints, and opportunities for addressing them jointly and sharing resources. The County Parks and Recreation Department has established level of service standards, which could be analyzed and adapted as necessary for use by the City and for easier assessment of joint facilities.

For land acquisition, City and County staff should coordinate to develop at least some shared criteria for prioritizing land and recommending updates to the Comp Plan Community Green Space map as part of the 5-year Comp Plan update. The extent to which particular parcels help meet Comp Plan goals should be incorporated into the evaluation framework for prioritizing acquisition and conservation of new parks and Open Space land.

City and County Parks and Recreation staff should also coordinate as necessary with school districts, Middle Rio Grande Conservancy District, National Park Service, and other regional, state, and federal agencies to explore opportunities for leveraging resources and efforts.

Timing:

Medium Term (3-5 years).

Responsibilities:

City and County Planning Departments, City and County Parks and Recreation Departments, City Open Space Division, Open Space Advisory Board, Metropolitan Parks and Recreation Advisory Board, and Council Services.



Strategy 4
Create an ongoing process for monitoring progress toward the Comp Plan Vision.

Strategic Action 4.1

Develop and apply a set of performance measures to monitor implementation of the Comp Plan.

Objective:
To establish specific, objective, and quantifiable performance measures to evaluate our progress toward achieving the community's vision.

Description:
Performance measures will be identified, responsibilities for measurement clarified, and a process developed to compile and share results on a regular basis. Measuring progress should also identify a mechanism for long-term accountability. Performance measures should include at a minimum:

- Development within Centers and Corridors and within Areas of Consistency and Change
- Jobs-housing balance
- New infrastructure investment locations
- Building permits
- Transportation (transit ridership, commute mode shares, travel times/volumes)
- Housing (affordability, mix)
- Community participation in planning efforts
- Business growth
- Sustainability (water and energy sources/usage, solid waste, recycling, impervious surface, GHG emissions from transportation and building sectors, and others)

See **Section 14.3** for a full set of performance measures established by the Comp Plan to track progress toward implementation.

The City and County can also research best practices of other jurisdictions to establish and track performance measures over time, including the STAR Community Rating System.

Timing:
Medium-term (3-5 years).

Responsibilities:
City and County Planning Departments, Council Services, and other departments as relevant.



MONITOR RESULTS

Strategic Action 4.2

Evaluate growth and development in Centers and Corridors.

Objective:

Assess Centers and Corridors every five years by tracking new growth and development as part of each Comp Plan update.

Description:

To understand whether policies to implement the Vision are effective, the type and proportion of new development that is occurring within Centers and Corridors relative to other areas should be calculated on a regular basis. Measurements include the type and number of new housing units and jobs, transit ridership, square feet of new retail space, and new community facilities and services added each year. If policies are successful, the proportion should be much greater within Centers and Corridors than in other areas of the City and County.

Work with City and County Geographic Information System (GIS) staff to map and analyze spatial information.

Work with the Mid-Region Council of Governments to analyze and compare data in centers identified in the Metropolitan Transportation Plan to those identified in the ABC Comp Plan, particularly as it relates to transportation mode share on river crossings and the jobs/housing balance on the West Side.

Timing:

Medium-term (5 years).

Responsibilities:

City and County Planning Departments, Albuquerque GIS department (AGIS), County GIS staff.

Strategic Action 4.3

Evaluate growth and development in Community Planning Areas (CPAs).

Objective:

Assess CPAs every five years by tracking new growth and development, capital spending, and health risks.

Description:

To understand whether policies to implement the Vision are effective, the type and proportion of new development that is occurring within CPAs relative to each other, as well as county-wide should be assessed on a regular basis. Measurements include the type and number of new housing units and jobs, transit ridership, square feet of new retail space, and new community facilities and services added each year. If policies are successful, the proportion should be equitable within City areas and within County areas.

Timing:

Medium-term (5 years).

Responsibilities:

City and County Planning Departments, Albuquerque GIS department (AGIS), County GIS staff, and MRCOG.



MONITOR RESULTS

14.3 Performance Measures

14.3.1 Tracking Progress Over Time

As outlined in Strategy 4 above, there are several ongoing opportunities to establish, track, and analyze performance measures over time:

- The City's CPA assessment process,
- The five-year Comp Plan update cycle,
- MRCOG's four-year cycle to update the regional MTP, and
- The City's 2-year cycle to create a Progress Indicators Report.

Performance measures are quantitative metrics (data that can be counted, measured, or calculated) that indicate a community's progress toward a qualitative goal. Outcomes are often reported as trend lines, targets, or thresholds.

There are several national organizations that offer performance measure software, best practices resources, and tracking tools, including ICMA Insights and STAR Community Rating System.

These national rating systems were designed with cities and counties to be effective tools to help local jurisdictions assess sustainability and community health and to become more healthy, inclusive, and prosperous over time. These systems compare planning efforts and progress to other jurisdictions.

Examples of topic areas for assessment used by these national systems include:

- Built environment
- Climate & energy
- Education, arts & community
- Equity & empowerment
- Health & safety

14.3.2 Comp Plan Metrics

These established tools were used to inform the metrics developed to track the progress of the City and County toward the Comp Plan vision over time. Input from City and County departments, as well as other agencies, was used to refine the proposed metrics and ensure that they are useful and measurable over time.

Table 14-1 contains the proposed metrics, organized by the most relevant Comp Plan Element. A goal, geography, availability, time frame, and information about what departments or agencies will track and analyze data is provided for each metric.

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 14-1: Comp Plan Metrics

CHAPTER	SECONDARY CHAPTER	METRIC	GOAL	GEOGRAPHY	AVAILABLE?	TIME FRAME	TRACKED BY	ANALYSIS BY
Ch. 4 Community Identity		% of Comp Plan updates completed within 5-year cycle	100%	City / County	N	Annual (show 5 years)	Planning [A]	Planning [A]
Ch. 4 Community Identity		% of CPA Assessments complete within 5 years	100%	City	N	Annual (show 5 years)	Planning [A]	Planning [A]
Ch. 5 Land Use	Ch. 8 Economic Development	% of building permit applications approved	Increase	City / County	Y	Annual (show 5 years)	Planning [ABC]	Planning [A]
Ch. 5 Land Use	Ch. 9 Housing	Housing density within Centers & Corridors	Increase	Centers / Corridors	Y	Snapshot	Census	MRMPO
Ch. 5 Land Use		Ratio of building permits in Areas of Change vs. Consistency	Increase	CPA / City	Y	Annual (show 5 years)	AGIS	AGIS
Ch. 5 Land Use		% of building permits in Centers and Corridors that are single-family residential (includes detached, duplex, and townhomes)	Decrease	Centers / Corridors	Y	Snapshot	AGIS	Planning [A]
Ch. 5 Land Use		% of City and County capital projects within a Center or Corridor	Increase	Centers / Corridors	N	Per funding cycle	CIP [ABC]	AGIS
Ch. 5 Land Use		% of City and County CIP dollars located within a Center and Corridor	Increase	Centers / Corridors	N	Per funding cycle	CIP [ABC]	AGIS
Ch. 5 Land Use		# of days required for building permit approval by project type	Decrease	City / County	Y	Annual (show 5 years)	Planning [A]	Planning [A]
Ch. 5 Land Use		# of days required for building permit approval by zone category	Decrease	City / County	Y	Annual (show 5 years)	Planning [A]	AGIS
Ch. 5 Land Use		# of residents engaged in Citizens Academy	Increase	CPA / City	Y	Annual (show 5 years)	Planning [A]	Planning [A]
Ch. 5 Land Use		% of annual updates to the City zoning code completed on time	100%	City	N	Annual (show 5 years)	Planning [A]	Planning [A]
Ch. 5 Land Use		% of Neighborhood Association leadership that attended a Citizens Academy within 5-year cycle	100%	City	N	Annual (show 5 years)	Planning [A]	Planning [A]
Ch. 5 Land Use		Number of variances / Zone Change requests	Decrease	CPA / City / County	Y	Annual (show 5 years)	AGIS	Planning [A]
Ch. 5 Land Use		Building permits issued in Centers and Corridors by project type	Increase	CPA / City / County	Y	Annual (show 5 years)	Planning [ABC]	AGIS
Ch. 5 Land Use		% of building permits within Metropolitan Redevelopment Areas	Increase	MRA	Y	Annual (show 5 years)	AGIS	Planning [A]

Table continues

CHAPTER	SECONDARY CHAPTER	METRIC	GOAL	GEOGRAPHY	AVAILABLE?	TIME FRAME	TRACKED BY	ANALYSIS BY
Ch. 6 Transportation	Ch. 10 Parks & Open Space	# of bikeway miles added / # of miles of trails developed or renovated / # of miles of trails maintained	Increase	Centers / CPA / City / County / ABQ Area	Y	Snapshot	DMD/ Public Works	Planning [A]
Ch. 6 Transportation	Ch. 12 ICFS	Crash data - bikes, peds, autos, alcohol-involved	Reduce	Corridors / Centers / CPA / City / County	Y	Point in time capture / aggregate for year	UNM/ NMDOT	MRMPO
Ch. 6 Transportation	Ch. 5 Land Use	Households within 1/4 mile of transit station	Increase	CPA / City / County	Y	Snapshot	ABQ RIDE/ MRMPO	MRMPO
Ch. 6 Transportation	Ch. 5 Land Use	Households within 1/4 mile of transit stop	Increase	CPA / City / County	Y	Snapshot	ABQ RIDE/ MRMPO	MRMPO
Ch. 6 Transportation	Ch. 5 Land Use	Jobs within 1/4 mile of transit station	Increase	CPA / City / County	Y	Snapshot	ABQ RIDE/ MRMPO	MRMPO
Ch. 6 Transportation	Ch. 5 Land Use	Jobs within 1/4 mile of transit stop	Increase	CPA / City / County	Y	Snapshot	ABQ RIDE/ MRMPO	MRMPO
Ch. 6 Transportation	Ch. 7 Urban Design	Average commute time by travel mode	Decrease	CPA / City / County	Y	ACS - 5 year	Census	MRMPO
Ch. 6 Transportation	Ch. 7 Urban Design	Connectivity index	Increase	Centers	Y	Snapshot	MRMPO	MRMPO
Ch. 6 Transportation	Ch. 7 Urban Design	Number of proposed links in LRTS/ Bikeways & Pedestrian plans completed	Increase	CPA / City / County	Y	Snapshot	DMD / Public Works	Planning [A]
Ch. 6 Transportation	Ch. 7 Urban Design	Walk score	Increase	Centers / CPA	Y	Snapshot	Walkscore. com	Planning [A]
Ch. 6 Transportation		Transit ridership in Centers	Increase	Centers	Y	Annual - Jan-Dec	ABQ RIDE	MRMPO
Ch. 6 Transportation		Transit ridership	Increase	Corridors / ABQ Area	Y	Annual - Jan-Dec	ABQ RIDE / Rio Metro	MRMPO
Ch. 6 Transportation		Auto vs. Transit Mode Share by Corridor	Increase transit on Transit Corridors & Multi-modal	Corridors	Y	Snapshot	MRMPO	MRMPO
Ch. 6 Transportation		River crossing trips	Reduce rate of increase W to E peak hour / rate of change over time	River crossings in Comp Plan boundary / by Corridor	Y	Snapshot	MRMPO	MRMPO

Table continues

CHAPTER	SECONDARY CHAPTER	METRIC	GOAL	GEOGRAPHY	AVAILABLE?	TIME FRAME	TRACKED BY	ANALYSIS BY
Ch. 6 Transportation		VMT per capita	Reduce	ABQ Area	Y	Annual (show 5 years)	MRMPO	MRMPO
Ch. 6 Transportation		Commute to Work by mode (bike, SOV, carpool, transit, walking, work at home, other)	Increase non-SOV	CPA / City / County	Y	ACS - 5 year	Census	Planning [A]
Ch. 6 Transportation		Pedestrian facilities (sidewalks)	Reduce gaps / ADA Compliance	Centers / CPA / City / County / ABQ Area	Y [BC] / In progress [A]	Snapshot	DMD/ Public Works	Planning [A]
Ch. 8 Economic Development		Jobs to housing ratio	Approaching 1	CPA / East & West of River	Y	Snapshot	MRMPO	MRMPO
Ch. 8 Economic Development		Business registrations	Increase	CPA / City / County	Y	Annual (show 5 years)	Planning [ABC]	AGIS
Ch. 8 Economic Development		Private vs. Government Employment Change Year over Year	Increase	City	Y	Annual (show 5 years)	U.S. Bureau of Labor Statistics	City DTI / Planning [A]
Ch. 9 Housing	Ch. 5 Land Use	Housing mix vs. demand	Increase variety	CPA / City / County	Y	Snapshot	MRMPO	Planning [A]
Ch. 9 Housing	Ch. 5 Land Use	Low- to moderate-income housing units completed with MFA funds	Increase	CPA / City / County	Y	Annual (show 5 years)	MFA	Planning [A]
Ch. 9 Housing	Ch. 5 Land Use	Mixed-income or affordable housing projects with MFA funds	Increase	CPA / City / County	Y	Annual (show 5 years)	MFA	Planning [A]
Ch. 9 Housing	Ch. 5 Land Use	Ratio of mixed-income or affordable housing projects with MFA funds in vs. out of Areas of Change	Increase	Areas of Change / Consistency	Y	Annual (show 5 years)	MFA	Planning [A]
Ch. 9 Housing		Percentage of households paying >30% of income for housing (owner & renter)	Decrease	CPA / City / County	Y	ACS - 5 year	Census	Planning [A]
Ch. 10 Parks & Open Space		Percent of households within 10 minute walk of park	Increase	CPA / City / County	Y	Annual (show 5 years)	P&R [ABC] / AGIS	MRMPO
Ch. 10 Parks & Open Space		Open Space acreage per capita	Increase	City / County	Y	Annual (show 5 years)	P&R (Open Space) [ABC]	AGIS
Ch. 10 Parks & Open Space		Percent of total area that is park land	Increase	CPA	Y	Annual (show 5 years)	P&R [A]	AGIS
Ch. 10 Parks & Open Space		Park land acreage per capita	Increase	CPA / City / County	Y	Annual (show 5 years)	P&R [ABC]	AGIS

Table continues

CHAPTER	SECONDARY CHAPTER	METRIC	GOAL	GEOGRAPHY	AVAILABLE?	TIME FRAME	TRACKED BY	ANALYSIS BY
Ch. 10 Parks & Open Space		Percent of parks that are ADA-compliant	100%	City / County	Y [BC] / In Progress [A]	Annual (show 5 years)	P&R [ABC]	AGIS
Ch. 11 Heritage Conservation	Ch. 8 Economic Development	Acres of agricultural land	Maintain	City / County	N	Annual (show 5 years)	AGIS	MRMPO
Ch. 11 Heritage Conservation		Attendance at arts & culture event per 1000 population	Increase	City	Y	Annual (show 5 years)	CABQ Cultural Services	Planning [A]
Ch. 12 ICFS	Ch. 13 Resilience & Sustainability	Percent of dwelling units within 30 minute transit trip to health facilities	Increase	CPA / City / County	In progress	Snapshot	MRMPO	MRMPO
Ch. 12 ICFS	Ch. 6 Transportation	Pedestrian & Bike projects and $ in TIP within City and County boundaries	Increase	City / County	Y	Annual (show 5 years)	MRMPO	MRMPO
Ch. 12 ICFS		Percent of dwelling units within 10 minute walk of a public school	Increase	CPA / City / County	Y	Snapshot	AGIS	MRMPO
Ch. 12 ICFS		Percent of dwelling units within 10 minute walk of community facility	Increase	CPA / City / County	Y	Snapshot	AGIS	MRMPO
Ch. 12 ICFS		Ratio of people to community facilities	Improve LOS	City / County	Y	Snapshot	AGIS	Planning [A]
Ch. 12 ICFS		Percentage of roads with sidewalks on at least one side	Increase	Centers / Corridors / CPA / City / County	N	Annual (show 5 years)	DMD / Public Works	AGIS
Ch. 13 Resilience & Sustainability		Percent of dwelling units within 10 minute walk of full-service grocery	Increase	CPA / City / County	N	Snapshot	MRMPO	MRMPO
Ch. 13 Resilience & Sustainability		Rate of cancer	Decrease	CPA / City / County	Y	Annual (show 5 years)	NM DOH	AGIS
Ch. 13 Resilience & Sustainability		Rate of obesity	Decrease	CPA / City / County	Y	Annual (show 5 years)	NM DOH	AGIS
Ch. 13 Resilience & Sustainability		Rate of respiratory disease	Decrease	CPA / City / County	Y	Annual (show 5 years)	NM DOH	AGIS
Ch. 13 Resilience & Sustainability		EPA-regulated contaminated sites	Decrease	CPA / City / County	Y	Snapshot	U.S. EPA	Planning [A]

14.4 Policy Implementation Action Matrix



The Policy Implementation Action Matrix (**Table 14-3**) is a summary table of the Actions identified in each chapter of the Comp Plan. **Table 14-2** can be used to identify acronyms for departments or agencies used in the **Table 14-3**.

By consolidating the Actions in one location, they will be more easily tracked and monitored. By identifying the lead department responsible for each Action, departments are held accountable for implementing the policies of the Comp Plan.

The rationale for each Action is developed within each chapter in the narrative and policy sections. To understand what each Action intends to achieve, refer to the Action number. The first digit of the Action indicates the relevant chapter. The first two digits refer to the relevant Goal, and the first three digits refer to the most relevant Policy related to each Action.

Each action is assigned a timeframe for completion of short-, medium-, long-term, ongoing, or as needed.

- Short-term – 1-3 years
- Medium-term – 3-5 years
- Long-term – 5+ years

For Actions that apply to both the City and the County, the time frame may be different for each jurisdiction. In this case, there will be two time frames in the table, separated by a "/" with the time frame for the City first.

Some Actions are ongoing or represent a process that happens on an as-needed or case-by-case basis. For these Actions, the time frame column in the matrix will indicate this and whether the Action has been initiated or not.

Progress on these items should be assessed every five years. An associated report should evaluate the effectiveness of implementation efforts. The report should include the following elements:

- Updates to the progress column on the policy implementation action matrix.
- A summary of obstacles or problems in plan implementation.
- Recommendations for new or modified goals, policies, or actions.

Table 14-2: Acronyms Used in Policy Implementation Action Matrix

ACRONYM	DEPARTMENT OR AGENCY
CITY DEPARTMENTS	
ABQ RIDE	City Transit Department
Admin [A]	City Mayor's Office & Administration
APD	Albuquerque Police Department
Aviation [A]	City Aviation Department
CIP [A]	City Capital Implementation Program, within the Department of Municipal Development
Council Services [A]	City Council Services
Cultural Services [A]	City Cultural Services Department
DFAS [A]	City Department of Finance & Administrative Services
DMD [A]	City Department of Municipal Development
Econ Dev [A]	City Economic Development Department
Enviro Health [A]	City Environmental Health Department
F&CS [A]	City Department of Family & Community Services
HR [A]	City Human Resources Department
MRA [A]	City Metropolitan Redevelopment Agency, section within the Planning Department
ODHR [A]	City Office of Diversity & Human Rights
OEM [A]	City Office of Emergency Management
ONC [A]	City Office of Neighborhood Coordination, an office within Council Services
OSD [A]	City Open Space, a division of the Parks & Recreation Department
P&R [A]	City Parks & Recreation Department
Planning [A]	City of Albuquerque Planning Department
Risk [A]	City Risk Management, a division of the Department of Finance & Administrative Services
Senior Affairs [A]	City Department of Senior Affairs
Solid Waste [A]	City Solid Waste Management Department
COUNTY DEPARTMENTS	
Admin [BC]	County Administration
BCSO	Bernalillo County Sheriff's Office
CIP [BC]	County Capital Improvement Program
Community Services [BC]	County Community Services Division
County Assessor	County Assessor's Office
County Commission	County Commission
Cultural Services [BC]	County Cultural Services Department, within the Community Services Division
Econ Dev [BC]	County Economic Development Department
Health [BC]	County Health & Social Services, within the Cultural Services Division
Housing [BC]	County Housing Department, within the Community Services Division
HR [BC]	County Human Resources Department
P&R [BC]	County Parks & Recreation Department, within the Community Services Division
Planning [BC]	County Planning & Development Services Department, within the Community Services Division
Public Safety [BC]	County Public Safety Department
Public Works [BC]	County Public Works Department Division
OTHER AGENCIES	
ABCWUA	Albuquerque Bernalillo County Water Utility Authority
ACE	Army Corps of Engineers
AFRL	Air Force Research Laboratories
AHA	Albuquerque Housing Authority
AMAFCA	Albuquerque Metropolitan Arroyo Flood Control Authority
APS	Albuquerque Public Schools
CNM	Central New Mexico Community College
County Extension	Bernalillo County Cooperative Extension Office (New Mexico State University)
Downtown MainStreet	DowntownABQ MainStreet Initiative
HUD	U.S. Department of Housing and Urban Development
IPCC	Indian Pueblo Cultural Center
MFA	New Mexico Mortgage Finance Authority
MRGCD	Middle Rio Grande Conservancy District
MRMPO	Mid-Region Metropolitan Planning Organization
NHCC	National Hispanic Cultural Center
NMDOH	New Mexico Department of Health
NMDOT	New Mexico Department of Transportation
NMED	New Mexico Environment Department
NMEDD	New Mexico Economic Development Department
NPS	U.S. National Park Service
PNM	Public Service Company of New Mexico (electric utility)
Reclamation	U.S. Bureau of Reclamation
Rio Metro	Rio Metro Regional Transit District
Sandia	Sandia National Laboratories
SHPO	State Historic Preservation Office
UNM	University of New Mexico
USFS	U.S. Forest Services
WCCNM	Workforce Connection of Central New Mexico
Workforce Solutions	State Department of Workforce Solutions

Table continues

Timeframe Key

S	Short-term (1-3 years)
M	Medium-term (3-5 years)
L	Long-term (5+ years)
O	Ongoing
N	As Needed

Progress Key

				Not started
X				Initiated
X	X			Moderate progress
X	X	X		Significant progress
X	X	X	X	Complete
O				Initiated & Ongoing

Table 14-3: Policy Implementation Action Matrix

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
CHAPTER 4 - COMMUNITY IDENTITY						
4.1.2.1	Identity and Design	Continue use of Area and Sector Development Plans as a planning tool within unincorporated Bernalillo County. [BC]	Planning [BC]		O	O
4.1.2.2	Identity and Design	Define existing and desired character of areas within each CPA and recommend policy and regulatory changes, capital projects, or partnerships to protect or enhance character as part of the ongoing cycle of assessments. [A]	Planning [A]	Admin [A] / Council Services [A]	M	
4.1.3.1	Placemaking	Provide opportunities for residents, businesses, and other stakeholders to come together to identify special places, catalytic actions, and creative solutions to area issues and prioritize capital projects and beautification opportunities. [ABC]	Planning [ABC]	County Commission / Council Services [A] / DMD [A]	O	
4.1.3.2	Placemaking	Partner with non-profits, neighborhood associations, merchants associations, businesses, and other stakeholders to plan and program special events. [ABC]	Cultural Services [ABC]		O	O
4.1.3.3	Placemaking	Encourage neighborhood clean-up initiatives and ensure that weed, litter, and building safety codes are enforced to maintain property appearance, occupant safety, and property values. [ABC]	Planning [ABC]	Solid Waste [A] / Council Services [A]	O	O
4.1.3.4	Placemaking	Work with communities and key stakeholders to establish recommended plant lists for landscaping in each CPA. [A]	Planning [A]	P&R [A] / ABCWUA	M	
4.1.4.1	Neighborhoods	Provide programs and partner with non-profits to help residents in distressed neighborhoods improve and stabilize their neighborhood. [ABC]	Housing [BC] / F&CS [A]	County Commission / Council Services [A]	O	O
4.1.4.2	Neighborhoods	Work with residents to identify sub-standard houses or nuisances that should trigger assistance. [ABC]	Planning [ABC]	F&CS [A] / Housing [BC]	O	

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
4.1.4.3	Neighborhoods	Identify infrastructure needs, such as sidewalk, curb, and gutter improvements, and coordinate implementation with relevant departments and stakeholders. [ABC]	Planning [ABC]		O	
4.2.1.1	Community Planning Areas	Adjust CPA Boundaries to the extent possible to be congruent with New Mexico Department of Health Small Area boundaries to best coordinate health data and reporting. [ABC]	Planning [ABC]		S	
4.2.1.2	Community Planning Areas	Provide a demographic analysis of race/ethnicity and income for each Community Planning Area as part of the five-year Comp Plan update. [A]	Planning [A]	MRCOG	O	
4.2.1.3	Community Planning Areas	Reflect the CPA process and geographies in a revised Planning Ordinance as part of the City's Integrated Development Ordinance. [A]	Planning [A]	Council Services [A]	S	X X
4.2.2.1	Community Engagement	Engage neighborhoods and area stakeholders in the county through planning efforts to create Area Plans and/or Sector Development Plans to identify appropriate protections for character, guide future development, and plan needed capital projects. [BC]	Planning [BC]		N	O
4.2.2.2	Community Engagement	Engage neighborhoods and area stakeholders in the city through a CPA assessment process to identify contributing elements to distinctive character and identity and recommend needed changes to Comp Plan policies or City zoning standards. [A]	Planning [A]	Council Services [A]	M	
4.2.2.3	Community Engagement	Educate residents, businesses, and community-based organizations about the land use and zoning framework, as well as the planning and development process, through a Citizens Academy training program. [A]	Planning [A]	Council Services [A]	S	
4.2.2.4	Community Engagement	Coordinate between the Planning Department and Council Services staff throughout the CPA assessment process to plan and host the Citizens Academy and to track implementation efforts by various departments over time. [A]	Planning [A]	Council Services [A]	O	
4.2.2.5	Community Engagement	Create an advisory board to develop best practices, training components, and recommendations for administrative procedures for more meaningful and accessible community engagement. [A]	Council Services [A]	ONC [A] / ODHR [A] / Planning [A]	M	

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
4.3.1.1	CPA Assessments	Update the Comp Plan to include policies that protect and enhance the character of each CPA and of the neighborhoods within each CPA. [A]	Planning [A]	Council Services [A]	S	
4.3.1.2	CPA Assessments	Evaluate adopted SDPs to update and incorporate narratives, implementation actions, and recommendations into each CPA assessment report. [A]	Planning [A]	Admin [A]	S	
4.3.1.3	CPA Assessments	Develop a list of priority capital projects with the community and key stakeholders as part of each CPA assessment report. [A]	Planning [A]	Admin [A]	S	
4.3.1.4	CPA Assessments	Develop a list of priority programs and events with the community and key stakeholders as part of each CPA assessment report. [A]	Planning [A]	Admin [A]	S	
CHAPTER 5 - LAND USE						
5.1.1.1	Desired Growth	Adjust development standards and ordinances to remove obstacles to achieving the pedestrian- and transit-orientation necessary in appropriate Centers and Corridors. [ABC]	Planning [ABC]	Econ Dev [A]	L/S	X X
5.1.1.2	Desired Growth	Explore direct (e.g. public investment or partnerships) and indirect (e.g. zoning regulations or incentives such as density bonuses) approaches to promote higher density and infill development in Centers and along Corridors. [ABC]	Planning [ABC]	Econ Dev [ABC]	L/S	X X
5.1.1.3	Desired Growth	Evaluate existing land uses and development trends to identify opportunities for increased land use intensity to support transit-oriented development within 660 ft. of transit stations along Premium or Major Transit Corridors. [ABC]	ABQ RIDE	Planning [A] / Econ Dev [A]	S	X
5.1.1.4	Desired Growth	Promote ongoing public-private cooperation necessary to create private market conditions that support intensified development of jobs and housing in Transit Corridors. [ABC]	Econ Dev [A]	Planning [A] / ABQ RIDE	O	O
5.1.1.5	Desired Growth	Identify obstacles to infill development, including infrastructure capacity and public investment priorities. [ABC]	Planning [A] / Public Works [BC]	DMD [A]/ Planning [BC] / PNM / ABCWUA / Econ Dev [ABC] / ABQ RIDE	M	X

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
5.1.1.6	Desired Growth	Work with utilities and transportation representatives to identify infrastructure capacity and possible expansion requirements to adequately serve infill and redevelopment. [ABC]	Planning [A] / Public Works [BC]	DMD [A]/ Planning [BC] / PNM / ABCWUA	N	O
5.1.1.7	Desired Growth	Consider differential taxation of land and improvements to incentivize infill development. [BC]	Planning [BC]	County Assessor	L	
5.1.1.8	Desired Growth	Reassess zoning capacity every five years for at least 20 years of growth within Centers, Corridors, and City Areas of Change. [A]	Planning [A]	MRMPO	M	X X X
5.1.1.9	Desired Growth	Update zoning codes to allow the highest-density development in Downtown and Urban Centers. [A]	Planning [A]		S	X X X
5.1.1.10	Desired Growth	Structure capital investment and land use regulations in support of creating additional housing and jobs within Transit Corridors. [A]	Planning [A]	Admin [A]	S	X X
5.1.1.11	Desired Growth	Adopt zoning and design standards requiring appropriate transitions between development and single-family residential neighborhoods, such as step-backs, setbacks, landscape buffers, etc. [A]	Planning [A]		S	X X X
5.1.1.12	Desired Growth	Provide an expedited review and approval process for projects in Centers and Corridors. [A]	Planning [A]		M	X X X
5.1.1.13	Desired Growth	Partner with the private sector and neighborhood organizations to redevelop vacant and under-utilized properties and incentivize adaptive reuse of distressed structures. [A]	Planning [A]	F&CS [A] / Econ Dev [A]	O	O
5.1.1.14	Desired Growth	Incentivize a wide range of housing types and affordability levels in Downtown and Urban Centers. [A]	Planning [A]	F&CS [A]	M	X X
5.1.1.15	Desired Growth	Monitor building permits and zone change requests by CPA and by Center and prepare an annual review of development trends. [A]	Planning [A]		S	
5.1.3.1	Downtown	Promote Downtown as a center for arts, cultural, and public facilities/activities while recognizing its importance as the historic center of the City. [A]	Cultural Services [A]	Planning [A]	O	O
5.1.3.2	Downtown	Develop, maintain, and market Downtown as though it were a single mixed-use project. [A]	Econ Dev [A]	Planning [A]	O	O
5.1.3.3	Downtown	Support efforts to upgrade neighborhoods surrounding Downtown and create links between residential areas and cultural, arts, and entertainment facilities Downtown. [A]	Planning [A]	Econ Dev [A] / Cultural Services [A]	O	O

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
5.1.3.4	Downtown	Promote the redevelopment of existing commercial parking lots and restrict all new commercial parking lots in surrounding neighborhoods. [A]	Planning [A]		S	X X
5.1.3.5	Downtown	Work with residents and stakeholders through the CPA assessment process to analyze and recommend adjustments to policy and/or regulatory protections for existing single- and two-family homes within the Downtown Center. [A]	Planning [A]		S	
5.1.3.6	Downtown	Work with residents, stakeholders, and property owners to analyze the boundary for the Downtown Center and modify it as necessary to best match existing and desired future development, promote access and connectivity, ensure appropriate transitions to surrounding neighborhoods, and support economic development efforts. [A]	Planning [A]		M	
5.2.2.1	Planned Communities	Negotiate phasing schedules with Planned Community developers within each master plan for infrastructure costs. [ABC]	Planning [ABC]	DMD [A] / Public Works [BC] / ABCWUA	N	O
5.2.2.2	Planned Communities	Ensure that master plans establish land use mix, quantity, and location of each Planned Community. [ABC]	Planning [ABC]		N	O
5.2.2.3	Planned Communities	Develop mechanisms to ensure that Planned Communities will complement infill in urban areas. [ABC]	Planning [ABC]		N	O
5.2.2.4	Planned Communities	Require environmental, fiscal, and economic analyses that demonstrate development feasibility and plan phasing and plan submittals that establish boundaries for each Planned Community project. [ABC]	Planning [ABC]		N	O
5.2.2.5	Planned Communities	Include performance clauses or conditions of approval within approved Planned Community Master Plans that invalidate Master Plans if construction has not begun within a specified period of time. [ABC]	Planning [ABC]		N	O
5.2.2.6	Planned Communities	Coordinate the phasing of Planned Communities with the County's Capital Improvements Program, Utility Extension policy, and regional economic justification and impacts. [BC]	Planning [BC]		N	O
5.2.2.7	Planned Communities	Coordinate Master Plans in Rural and Reserve Areas for Planned Communities with landowners and implement them through zoning and other local land use regulations and utility policies. [BC]	Planning [BC]		N	O

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
5.3.4.1	Conservation Development	Provide incentives for cluster housing development that is sensitive to natural constraints and adjacent development and includes open space in perpetuity. [ABC]	Planning [ABC]		M/S	X
5.3.4.2	Conservation Development	Consider adopting standards for homeowner associations, including provisions that would enable the City or County to bill the association for maintenance costs associated with common open space and/or private parks. [ABC]	Planning [BC] / P&R [A]		M	X
5.3.6.1	Reassembly and Replatting	Provide public reassembly assistance, including bringing landholders and private developers together to re-plan and resubdivide problem areas (e.g. title problems, obsolete platting). [ABC]	Planning [ABC]		N	O
5.3.7.1	Locally Unwanted Land Uses	Identify and map objectionable land uses and concentrations of such uses as they are identified through the CPA assessment process. [A]	Planning [A]		S	
5.3.7.2	Locally Unwanted Land Uses	Analyze existing policies, regulations, and processes that address objectionable land uses and recommend changes to mitigate negative impacts on the immediately surrounding area. [A]	Planning [A]		S	X X
5.3.7.3	Locally Unwanted Land Uses	Coordinate with New Mexico Regulation and Licensing Department to include public health criteria in the alcohol licensing process. [A]	Council Services [A]	Planning [A]	M	
5.3.8.1	Solar Protections	Establish stepbacks and/or setbacks between structures to protect solar access. [ABC]	Planning [ABC]		S/M	X X
5.4.1.1	Housing near Jobs	Coordinate with MRMPO to monitor the balance of jobs and housing east and west of the Rio Grande based on population and employment projections and development trends. [ABC]	Planning [ABC]	MRMPO	M	X X
5.4.1.2	Housing near Jobs	Develop adjustments to land use policies, regulations, and incentives to improve the jobs-housing balance. [ABC]	Planning [ABC]	Council Services [A] / Econ Dev [A]	L	X X
5.5.1.1	Community Green Space	Develop setback standards for and encourage clustering of open space along the irrigation system. [BC]	Planning [BC]	MRGCD / P&R [BC]	L	
5.5.2.1	Reserve Areas	Develop and evaluate additional mechanisms that ensure that the Reserve Area policies are achieved. [BC]	Planning [BC]		L	X
5.5.2.2	Reserve Areas	Zone County Reserve Area land that is not expected to develop from one to twenty acres per dwelling unit based on environmental characteristics. [BC]	Planning [BC]		L	

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
5.5.2.3	Reserve Areas	Zone County Reserve Area land within approved Master Planned Communities with PC (Planned Community Zoning) as specified in the Bernalillo County Zoning Ordinance. [BC]	Planning [BC]		L	
5.5.2.4	Reserve Areas	Continue to coordinate with APS regarding identification of school needs, pertaining to capital investment, within new and proposed Master Planned Communities in accordance with current policies and procedures required for approval of such large-scale development proposals within Bernalillo County. [BC]	Planning [BC]	APS	N	O
5.5.2.5	Reserve Areas	Prepare environmental, fiscal and economic analyses that demonstrate development feasibility and plan phasing. Prepare cost of service studies for water supply and infrastructure service requirements. Establish boundaries by submitting a plan for each planned community project. [BC]	Planning [BC]	ABCWUA	N	O
5.5.2.6	Reserve Areas	Negotiate schedules with Planned Community developers within each master plan for infrastructure costs. [BC]	Planning [BC]		N	O
5.5.3.1	Rural Areas	Develop and adopt County zones that limit development densities to between 1 to 20 acres per dwelling unit based on land carrying capacity. [BC]	Planning [BC]		L	
5.5.3.2	Rural Areas	Amend the County Zoning Ordinance to add cluster principles and to include Cluster Housing as a permissive or conditional use. [BC]	Planning [BC]		L	
5.5.3.3	Rural Areas	Map low density zoning districts in environmentally sensitive areas. [BC]	Planning [BC]		L	
5.5.3.4	Rural Areas	Map agricultural zone districts on land qualifying for greenbelt tax status. [BC]	Planning [BC]		L	
5.5.3.5	Rural Areas	Monitor development and use of agricultural lands through a comprehensive data base and mapping system. [BC]	Planning [BC]	P&R [BC]	L	
5.5.3.6	Rural Areas	Develop mechanisms for agricultural and greenbelt easements, land banks, land trusts, and voluntary agricultural districts. [BC]	Planning [BC]	P&R [BC]	L	
5.5.3.7	Rural Areas	Consider amending the County Zoning Ordinances to require buffering of residences and other sensitive uses in Rural Areas from environmental impacts of commercial and industrial activities. [BC]	Planning [BC]		L	

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
5.6.1.1	Community Green Space	Develop setback standards for and encourage clustering of open space along the irrigation system. [A]	Planning [A]	MRGCD / P&R [A]	L	
5.6.2.1	Areas of Change	Provide financial and process incentives for infill and desired growth in Areas of Change. [A]	Planning [A]	Econ Dev [A]	O	
5.6.2.2	Areas of Change	Prioritize Areas of Change for public investment and infrastructure improvements to catalyze desired growth and development. [A]	Planning [A]	DMD [A] / Econ Dev [A]	M	
5.6.2.3	Areas of Change	Update the Change and Consistency Map every five years to reflect development trends and future growth projections. [A]	Planning [A]	MRMPO	M	
5.6.2.4	Areas of Change	Coordinate with utilities to upgrade infrastructure as needed to accommodate and serve additional development. [A]	Planning [A]	DMD [A] / PNM / ABCWUA	N	O
5.6.3.1	Areas of Consistency	Update the City's Zone Map Amendment policies/ criteria to reflect special considerations for zone map amendment requests in Areas of Consistency. [A]	Planning [A]		S	X X X
5.6.4.1	Appropriate Transitions	Create design and/or use standards for properties in Areas of Change that provide transitions to Areas of Consistency. [A]	Planning [A]		S	X X X
5.7.1.1	Coordinated Public Investment	Align capital investment to implement the Comp Plan Vision and land use policies. [ABC]	Council Services [A] / County Commission	CIP [ABC] / Planning [ABC]	S	
5.7.1.2	Coordinated Public Investment	Use special assessment districts, issuance of public revenue bonds, tax increment financing, and/or tax incentives for improvements to ensure high-quality development, protect natural resources, and provide amenities. [ABC]	Council Services [A] / County Commission	Econ Dev [ABC] / Planning [ABC]	N	O
5.7.2.1	Regulatory Alignment	Review and revise zoning codes to achieve a mix of land uses and housing options within market constraints. [ABC]	Planning [ABC]		S/L	X X
5.7.2.2	Regulatory Alignment	Create mixed use zones that allow desired building types to be developed by right in appropriate Centers and Corridors with adequate buffers and transitions to single-family neighborhoods and Open Space areas. [ABC]	Planning [ABC]		S/L	X X
5.7.2.3	Regulatory Alignment	Adopt a Transfer of Development Rights Ordinance to help protect sensitive areas and Open Space and encourage higher-density and higher-intensity development in appropriate areas. [ABC]	Planning [ABC]	Council Services [A] / County Commission	M/L	

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
5.7.2.4	Regulatory Alignment	Update the County Comprehensive Zoning Ordinance and Subdivision Ordinance to guide the location of development, control the intensity of uses, and incorporate detailed performance standards. [BC]	Planning [BC]		L	
5.7.2.5	Regulatory Alignment	Minimize the use of Planned Developments and Special Use Permits by establishing by-right zoning for uses that implement the Centers and Corridors vision, with clear design standards for high-quality development and adequate transitions and buffers between uses of different intensity and scale. [BC]	Planning [BC]		L	
5.7.2.6	Regulatory Alignment	Develop and adopt area and sector development plans to guide development, including the location of non-residential uses, in order to protect local resources and community values. [BC]	Planning [BC]		N	O
5.7.2.7	Regulatory Alignment	Include language in the Subdivision Ordinance and in sector development plans for the identification and preservation of traditional irrigation systems. [BC]	Planning [BC]	P&R [BC] / MRGCD	S	
5.7.2.8	Regulatory Alignment	Consider a zoning ordinance amendment to specify that carrying capacity studies should accompany development applications in environmentally sensitive areas of County Development Areas. [BC]	Planning [BC]	P&R [BC]	L	
5.7.2.9	Regulatory Alignment	Track acres of agricultural and vacant land that is developed over time. [BC]	Planning [BC]	P&R [BC] / MRGCD	O	
5.7.2.10	Regulatory Alignment	Retain existing County A-1 zoning as the only Rural Agricultural zone intended to provide for agricultural activities and spacious development especially in Semi-Urban and Rural areas where such land is adjacent to irrigation ditches. [BC]	Planning [BC]	MRGCD	O	
5.7.2.11	Regulatory Alignment	Calculate potential number of dwelling units per area based on vacant land and absorption rates, zoning, and applicable Comp Plan policies. [BC]	Planning [BC]		O	
5.7.2.12	Regulatory Alignment	Develop strategies to coordinate compliance between the County Zoning Ordinance and environmental health regulations. [BC]	Planning [BC]		L	
5.7.2.13	Regulatory Alignment	Adopt an Integrated Development Ordinance that updates and consolidates the City's zoning code, subdivision ordinance, and planning ordinance. [A]	Planning [A]	Council Services [A]	S	X X X
5.7.2.14	Regulatory Alignment	Simplify the zoning code and review process. [A]	Planning [A]		S	X

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
5.7.2.15	Regulatory Alignment	Work to remove obstacles to private investment (e.g. obsolete platting, deteriorating building conditions, vacancies, obsolete land uses, and high crime areas) through changes in regulations and/or partnerships. [A]	Planning [A]	Council Services [A] / APD	N	O
5.7.2.16	Regulatory Alignment	Work with property owners to identify mismatches between existing land uses, zoning, and the Comp Plan vision and recommend City-sponsored zone changes for the future. [A]	Planning [A]		M	
5.7.2.17	Regulatory Alignment	Minimize the use of Planned Development zones by encouraging an appropriate mix of permissive land uses in residential, mixed use, and non-residential zones. [A]	Planning [A]	Council Services [A]	S	X X X
5.7.2.18	Regulatory Alignment	Limit the list of uses allowed in the SU-1 zone to those that are unique, infrequently occurring, and not adequately addressed by other zones. [A]	Planning [A]	Council Services [A]	S	X X X
5.7.4.1	Streamlined Development	Analyze the approval timeframes for different development projects, zones, and locations and adjust processes as necessary to ensure timely approvals for projects that meet the intent of the Comp Plan. [ABC]	Planning [ABC]		S/L	X X
5.7.5.1	Public Engagement	Develop and offer a Citizens Academy to explain the City's land use and transportation regulatory framework and the development process. [A]	Planning [A]	Council Services [A]	S	
5.7.5.2	Public Engagement	Engage communities through the CPA assessment process to assess zoning regulations and adopted policies and recommend updates to the IDO or Comp Plan. [A]	Planning [A]	Council Services [A]	S	
5.7.6.1	Development Services	Improve One Stop Shop to provide premium customer service and transparency. [A]	Planning [A]		O	O
5.7.6.2	Development Services	Organize information about development projects, properties, and land use entitlements in an accessible, convenient, and understandable manner. [A]	Planning [A]		O	O
CHAPTER 6 - TRANSPORTATION						
6.1.1.1	Matching Land Use	Update street design standards in the City and County to better integrate with desired land use context, such as through Complete Streets and context-sensitive design solutions. [ABC]	Public Works [BC] / Planning [A]	DMD [A] / ABQ RIDE / MRCOG	S	X X

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
6.1.1.2	Matching Land Use	Design and retrofit residential streets, as well as collectors and arterials where they serve and pass through residential areas, for multiple modes of travel to reduce speed, volume, and auto through-traffic while maintaining safety and enhancing neighborhood character. [ABC]	Public Works [BC] / DMD - Traffic [A]		N	O
6.1.3.1	Auto Demand	Engage stakeholders through the Community Planning Area Assessment process to evaluate the transportation network, the needs for and impacts of developments within the area, and TDM opportunities, such as ridesharing. [A]	Planning [A]	ABQ RIDE / Rio Metro / MRCOG	O	O
6.1.3.2	Auto Demand	Encourage TDM programs that establish rewards or incentives for reducing peak-hour congestion. [A]	ABQ RIDE / DMD [A]	ABQ RIDE / Rio Metro / MRCOG / Econ Dev [A]	O	O
6.2.1.1	Complete Networks	Evaluate demand and capacity of bike, pedestrian, and transit service on a project-by-project basis for roads that experience or are designed to encourage a range of transportation modes. [ABC]	DMD [A] / Public Works [BC]	MRMPO / Planning [A]	O	O
6.2.1.2	Complete Networks	Follow FHWA guidance to identify, analyze, and prioritize opportunities for road diets, lane configuration changes, or other traffic calming projects. [ABC]	DMD [A] / Public Works [BC]	MRMPO	N	O
6.2.1.3	Complete Networks	Revise subdivision standards to encourage and reinforce the complete transportation network and street grid for all travel modes. [A]	Planning [A]		S	X X X
6.2.1.4	Complete Networks	Promote dedicated lanes for buses to reduce travel times. [A]	ABQ RIDE	MRCOG / Rio Metro	L	X
6.2.2.1	Complete Streets	Incorporate pedestrian and bicycle amenities and improvements, transit accommodations, and landscaping when designing and retrofitting arterials. [ABC]	Public Works [BC] / DMD [A]	CIP [ABC] / Solid Waste [A] / P&R [BC]	N	O
6.2.2.2	Complete Streets	Update the DPM to reference current best practice and design guidance to achieve Complete Streets principles. [A]	Planning [A]	DMD [A]	S	X X X
6.2.3.1	Pedestrian and Bicycle Connectivity	As development occurs along Commuter Corridors, consider grade-separated crossings, special signalization, and/or other alternatives that improve access for pedestrians and cyclists and improve safety for all modes of transportation. [ABC]	Public Works [BC] / DMD [A]	Planning [ABC] / P&R [A]	N	O

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
6.2.3.2	Pedestrian and Bicycle Connectivity	Analyze gaps in connectivity, prioritize improvement projects, and assess progress over time. [ABC]	DMD [A] / P&R [ABC] / Public Works [BC]	Planning [ABC]	O	O
6.2.4.1	Pedestrian Network	Develop and implement sidewalk and street design standards that define pedestrian level of service and improve pedestrian comfort and safety. [ABC]	Public Works [BC] and DMD [A]	DFAS [A] / Planning [A]	L	
6.2.5.1	Bicycle Network	Update design standards to reflect best practices and most recent City, County, and regional bicycle planning efforts. [ABC]	Public Works [BC] / Planning [A]	DMD [A]	N	O
6.2.5.2	Bicycle Network	Add on-street bicycle facilities when existing arterials and collectors are reconstructed, resurfaced, or the median is rebuilt and sufficient right-of-way exists. [ABC]	Public Works [BC] / DMD [A]	P&R [ABC] / MRMPO	O	O
6.2.5.3	Bicycle Network	Support and promote bike share programs in Centers and near transit stations. [A]	DMD [A]	ABQ RIDE	M	X
6.2.7.1	Transit Network	Participate in regional efforts to coordinate transit planning and implementation among agencies and area jurisdictions, including identification of corridors for the MTP's Priority Transit Network. [ABC]	ABQ RIDE / DMD [A] / Public Works [BC]	Rio Metro / MRMPO	M	X X
6.2.7.2	Transit Network	Prioritize investment to achieve regional mode share goals and to enhance service between Comp Plan and MTP Centers. [ABC]	Planning [A]	ABQ RIDE / Rio Metro / DMD [A]		
6.2.7.3	Transit Network	Develop standards for transit-supportive mitigation measures for Transit Corridors as part of a Traffic Impact Study. [A]	Planning [A]	ABQ RIDE / Rio Metro / DMD [A]	S	X X
6.2.7.4	Transit Network	Explore and invest in strategies to add capacity through additional transit service, dedicated lanes, and/or peak-hour directional lane changes. [A]	ABQ RIDE / DMD [A]	Rio Metro / MRMPO	N	O
6.2.10.1	Aviation	Study and plan the future of Double Eagle Airport II, including roadway alignments, interface with the Petroglyph National Monument, economic development impacts, environmental impacts, and selection for other reliever airport sites on a regional basis. [ABC]	Aviation [A]	Admin [A] / Econ Dev [A]	S	X X
6.2.10.2	Aviation	Study and plan the future of the Albuquerque Sunport, including roadway alignments, interface with the Kirtland Air Force Base, economic development impacts, environmental impacts, and selection for other reliever airport sites on a regional basis. [A]	Aviation [A]	Admin [A] / Econ Dev [A]	S	X X

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
6.3.1.1	All Users	Improve roadway and trail safety by reviewing and updating signage and striping. [ABC]	Public Works [BC] / DMD [A]	P&R [ABC]	O	O
6.3.1.2	All Users	Coordinate with APD and/or BCSO on enforcement activities and programs. [ABC]	P&R [A] / DMD [A] / Public Works [BC]	APD / BCSO	O	O
6.3.1.3	All Users	Support and expand bike education programs that encourage safety such as Bike to Work Day or community bicycle education centers. [ABC]	P&R [A] / DMD [A] / Public Works [BC]		O	O
6.3.1.4	All Users	Perform before and after studies for projects involving complete streets improvements, lane reduction, restriping, signalization changes, or safety improvements. [ABC]	DMD [A] / Public Works [BC]	MRMPO	N	O
6.3.1.5	All Users	Maintain an all-weather roadway system, with improvements prioritized to achieve year-round access to existing and planned development in rural areas. [BC]	Public Works [BC]		O	O
6.3.2.1	Pedestrians	Implement FHWA proven safety countermeasures, such as medians and pedestrian crossing islands, at intersections with high auto and pedestrian traffic levels and sufficient right-of-way. [ABC]	DMD [A] / Public Works [BC]	MRMPO	O	O
6.3.2.2	Pedestrians	Coordinate with FHWA and MRMPO on pedestrian road safety assessments and implement recommended improvements at priority intersections. [A]	Planning [A]	MRMPO / DMD [A]	N	O
6.4.1.1	Active Transportation	Continue and expand city and county programs and events that encourage and educate on the use of active transportation and pedestrian and bike safety. [ABC]	Public Works [BC] / P&R [A] / DMD [A]	ABQ RIDE	O	O
6.4.2.1	Air Quality	Incorporate technologies to lower fleet vehicle emissions. [A]	All Depts.	Rio Metro	M	
6.4.2.2	Air Quality	Provide parking incentives for alternative fuel vehicles. [A]	DMD - Parking and Security [A]		S	
6.4.3.1	Noise	Require applicants to analyze noise impact of roadways on proposed noise-sensitive uses (e.g. hospitals, daycares, schools, and residences) adjacent to existing arterial streets. [ABC]	Planning [ABC]		M	
6.4.3.2	Noise	Analyze and mitigate projected traffic and noise impacts of proposed street widening and similar projects upon adjacent neighborhoods and uses. [ABC]	DMD [A] / Public Works [BC]	NMDOT	N	O
6.5.1.1	Equitable Transportation Systems	Assess transportation infrastructure and service within Community Planning Areas and engage communities to identify priorities. [A]	Planning [A]	DMD [A] / ABQ RIDE / P&R [A]	M	

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
6.5.1.2	Equitable Transportation Systems	Track transportation investments in Community Planning Areas to ensure equitable public investment. [A]	Planning [A]		M	
6.6.3.1	Freight Movement	Coordinate with other jurisdictions through MRMPO to explore solutions to improve freight access to Activity and Employment Centers on the West Side. [ABC]	Public Works [BC] / DMD [A]	Planning [ABC] / MRCOG	M	
6.6.3.2	Freight Movement	Coordinate public and private efforts to develop regional capabilities to support cargo-oriented and logistics development. [A]	Econ Dev [A]	MRCOG / Aviation [A] / Planning [A] / NMEDD	O	
6.6.3.3	Freight Movement	Work with constituent jurisdictions and the Mid-Region Council of Governments to assess whether there is adequate truck access to serve employment and commercial activities in the Volcano Heights Urban Center. Any proposed changes to truck restrictions should be considered with input from local stakeholders to ensure that such access does not impact adjacent neighborhoods or roadway design regulations. [A]	DMD [A]	Planning [A] / MRCOG / NMDOT	L	
6.7.2.1	Regional Systems	Coordinate with MRMPO and Rio Metro to assess costs and benefits of regional transportation projects and assign cost sharing among affected jurisdictions. [ABC]	Admin [ABC]	MRMPO	M	
6.7.2.2	Regional Systems	Coordinate with MRMPO to forecast travel demand and analyze transportation system capacity for Community Planning Areas to guide future transportation options and investments. [ABC]	Planning [A]	MRMPO	L	
6.7.2.3	Regional Systems	Coordinate with MRMPO to implement the Preferred Scenario through recommended transportation strategies and action items in the MTP. [ABC]	DMD [A] / Public Works [BC]	MRMPO / Planning [ABC]	M	X
6.7.2.4	Regional Systems	Coordinate with MRMPO to assess needs for and alignments of additional major streets for undeveloped and underserved areas. [ABC]	Public Works [BC] / DMD [A]	MRMPO / Planning [ABC]	M	
6.7.2.5	Regional Systems	Coordinate with Rio Metro to develop a region-wide, long-range transit plan. [A]	ABQ RIDE	Rio Metro / MRMPO	M	
CHAPTER 7 - URBAN DESIGN						
7.1.2.1	Development Form	Update development standards to reflect development form priorities in Centers and at transit stations and major transit stops. [A]	Planning [A]	DMD [A] / ABQ RIDE / Rio Metro	S	X X X

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
7.1.3.1	Priority Street Elements	Ensure appropriate development standards to reflect and implement the priority elements for development form in Centers and Corridors. [ABC]	Planning [ABC]		S/L	X
7.1.3.2	Priority Street Elements	Ensure appropriate technical standards to reflect and implement the priority elements for street design. [ABC]	Planning [ABC]	Public Works [BC] / DMD [A] / ABQ RIDE / Rio Metro	S	X X
7.1.3.3	Priority Street Elements	Develop operating rules/methodology for prioritizing appropriate street elements when right-of-way is insufficient or topography or other constraints make it impossible or infeasible to accommodate all priorities. [ABC]	Planning [A] / Public Works [BC]	Planning [BC] /DMD [A] / ABQ RIDE / Rio Metro	S/M	X X
7.2.1.1	Walkability	Develop sidewalk and street design standards that improve pedestrian comfort and safety while maintaining neighborhood character in historic and rural neighborhoods. [ABC]	Planning [A] / Public Works [BC]	Planning [BC] / DMD [A]	S/M	X X
7.2.1.2	Walkability	Identify and prioritize trailhead improvements, trail amenities, and landscaping or trees along existing or proposed trails. [ABC]	P&R [ABC]	Planning [A]	L	
7.2.1.3	Walkability	Align subdivision regulations and site development standards to create high-quality pedestrian environments and development patterns. [ABC]	Planning [ABC]	Public Works [BC] / DMD [A]	S/L	X X
7.3.2.1	Community Character	Develop design standards for lighting, utility enclosures, walls, and landscape design that create a high-quality built environment with lasting character that draws on regional styles and traditions. [A]	Planning [A]		S	X
7.3.2.2	Community Character	Create development guidelines to enhance positive aspects of community character, including distinctive architecture and landscape design. [A]	Planning [A]		S	X
7.3.2.3	Community Character	Establish regulatory protections for single-family residential neighborhoods and historic areas to ensure compatible new development. [A]	Planning [A]		S	X X
7.3.2.4	Community Character	Develop incentives or development bonuses to encourage developers to design, develop, and maintain attractive streetscapes. [A]	Planning [A]		M	X
7.3.3.1	Placemaking	Encourage Business Improvement Districts and member organizations to design, install, and maintain street furniture, bike racks or corrals, parquitos/ parklets, and pedestrian amenities such as benches and trash receptacles. [ABC]	Council Services [A] / Community Services [BC]	Planning [A] / Econ Dev [A]	O	O

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
7.4.1.1	Parking Strategies	Use residential permits or zone parking permits to prevent the intrusion of outside parking within neighborhoods. [A]	DMD [A]	Planning [A]	N	O
7.4.1.2	Parking Strategies	Support Parking Improvement Districts in pedestrian-oriented Centers and Corridors to encourage shared parking opportunities and high-quality streetscapes with pedestrian amenities. [A]	DMD [A]	Planning [A]	N	O
7.4.2.1	Parking Requirements	Develop a system of parking credits, "in-lieu of" programs, and parking improvement districts. [A]	Planning [A]	DMD [A]	S	X
7.4.2.2	Parking Requirements	Update parking design standards based on best practices. [A]	Planning [A]		S	X X X
7.5.1.1	Landscape Design	Coordinate with implementing departments to establish appropriate plant lists, street tree palette, and maintenance programs for vegetation in the public right-of-way based on native and climate-appropriate species with adequate height, shade, hardiness, and water needs adjusted for different contexts (Centers, Corridors, other arterials, and neighborhoods). [ABC]	Planning [ABC]	P&R [ABC] / Public Works [BC] / DMD [A] / Solid Waste [A]	S	X X X
7.5.1.2	Landscape Design	Develop requirements and technical standards that enhance the ability of street trees and vegetation to contribute to air purification, oxygen regeneration, ground water recharge, stormwater runoff retention, erosion and dust control, and mitigation of urban heat island effects while helping abate air pollution, dust, noise, heat, and glare. [ABC]	Planning [ABC]	P&R [ABC] / Public Works [BC] / DMD [A] / Solid Waste [A]	S	X X X
7.6.1.1	Stormwater Treatments	Develop technical standards that follow best practices for stormwater design and management in each development context. [ABC]	Planning [A] / Public Works [BC]	DMD [A]	S/M	X X
7.6.1.2	Stormwater Treatments	Facilitate coordination with area agencies to develop standards for naturalistic design of drainage improvements, including use of earth tone colors, natural building materials, and vegetative slope coverings. [ABC]	Planning [A] / Public Works [BC]	AMAFCA	M	X
7.6.1.3	Stormwater Treatments	Facilitate coordination with area agencies to secure sufficient funds to implement and maintain naturalistic designs for arroyos and channels. [ABC]	Planning [A] / Public Works [BC]	AMAFCA	M	X

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
7.6.2.1	Transportation Infrastructure	Amend zoning ordinances to improve lot configuration requirements for sites adjacent to arterial streets to prevent conflicts between private driveways and arterial traffic. [ABC]	Planning [ABC]	Public Works [BC] DMD [A]	S/M	X
7.6.3.1	Utility Infrastructure	Prioritize projects to relocate overhead utilities underground in order to protect scenic views from the public-right-of-way on key corridors with view protection requirements. [ABC]	Planning [ABC]	Public Works [BC] / DMD [A] / CIP [ABC] / PNM / Telecom carriers	L	
7.6.3.2	Utility Infrastructure	Examine the mechanisms available to fund underground installations consistent with the requirements of applicable rules of the electric utility on file with the New Mexico Public Regulation Commission (NMPRC) or successor agency if underground transmission or distribution lines are desired for a particular project or area. [ABC]	Planning [ABC]	Public Works [BC] / DMD [A] / CIP [ABC] / PNM / Telecom carriers	L	
7.6.3.3	Utility Infrastructure	Coordinate with New Mexico Department of Transportation (NMDOT) to encourage the incorporation of attractive and appropriate bridge structures and landscape design for interstate highways and State-controlled corridors. [ABC]	Public Works [BC] / DMD [A]	NMDOT	N	O
CHAPTER 8 - ECONOMIC DEVELOPMENT						
8.1.1.1	Diverse Places	Track rates of investment and population in Centers and Corridors over time. [A]	Planning [A]	Econ Dev [A]	O	O
8.1.1.2	Diverse Places	Work with nonprofits and businesses to market Downtown to attract and maintain a variety of retail and service-related businesses. [A]	Econ Dev [A]	MRCOG / Downtown MainStreet	O	O
8.1.1.3	Diverse Places	Work with State and Federal users to encourage governmental offices downtown. [A]	Econ Dev [A]	MRCOG / Downtown MainStreet	O	O
8.1.3.1	Economic Base	Continue to implement public and private efforts to increase the commercialization of technology from the universities and National Laboratories into businesses in New Mexico. [A]	Econ Dev [A]	UNM / Sandia / AFRL	O	O
8.1.4.1	Leverage Assets	Participate in developing MRCOG's area-wide economic development strategy. [ABC]	Econ Dev [ABC]	MRCOG	O	O
8.1.4.2	Leverage Assets	Develop and target incentive programs to promote beneficial economic development throughout the community. [ABC]	Econ Dev [ABC]	NMEDD	O	O

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
8.1.4.3	Leverage Assets	Use forums, events, and printed materials to share success stories of local businesses and public projects and partnerships. [ABC]	Econ Dev [ABC]	Admin [A] / MRCOG	O	O
8.1.4.4	Leverage Assets	Identify special and vibrant places through the CPA assessment process to highlight through interactive maps and walking tours. [A]	Planning [A]	Cultural Services [A] / Community Services [BC] / P&R [ABC]	O	O
8.1.4.5	Leverage Assets	Develop and support convention-related facilities. [A]	Econ Dev [A]		O	O
8.1.5.1	Available Land	Certify and market available industrial and business park locations throughout the city and county. [ABC]	Econ Dev [ABC]	Planning [A] / DMD [A] / Aviation [A] / MRCOG	M	X
8.2.1.1	Local Business	Foster relationships and partnerships with nonprofits, private developers, and lending institutions to implement priority economic development strategies, mixed-use development, and catalytic projects. [ABC]	Econ Dev [ABC]	MRA [A] / MRCOG	O	O
8.2.1.2	Local Business	Partner with tourism organizations to promote entrepreneurship and existing businesses. [ABC]	Econ Dev [ABC]		O	O
8.2.1.3	Local Business	Offer incentives to local employers to expand and diversify the employment base. [ABC]	Econ Dev [ABC]	MRA [A]	O	O
8.2.2.1	Diverse Talent	Utilize resources such as Navigators and the Molino Project to reach further into the community. [ABC]	Econ Dev [ABC]		O	O
8.2.4.1	Public Funds	Provide incentives to prospective employers through municipal industrial revenue bonds, planning activities, tax abatement and credits, and recruitment and training services. [ABC]	Econ Dev [ABC]	NMEDD	O	O
8.2.4.2	Public Funds	Develop programs and spaces designed to support entrepreneurs from a variety of industry backgrounds, including creative, hi-tech, software, hardware, and biology. [ABC]	Econ Dev [ABC]	NMEDD / UNM / CNM	O	O
8.2.5.1	Creative Economy	Promote and participate in recreational, athletic, arts, and cultural programs and events. [ABC]	Cultural Services [ABC] / P&R [ABC]		O	O
8.2.6.1	Job Training	Partner with educational institutions, non-profit organizations, and potential employers to offer adult education, training, and workforce development programs. [ABC]	Econ Dev [ABC]	F&CS [A] / Workforce Solutions / WCCNM / NMEDD / UNM / CNM	O	O
8.2.6.2	Job Training	Leverage programs at libraries and community centers to cultivate skills and train future workers. [ABC]	Cultural Services [ABC]	Workforce Solutions	O	O

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
CHAPTER 9 - HOUSING						
9.1.1.1	Housing Options	Maintain a resource list of existing programs and sources of funds for rehabilitation of owner-occupied units and training programs for rental management. [ABC]	F&CS [A] / Housing [BC]	MFA	O	O
9.1.1.2	Housing Options	Work to assemble building sites of adequate size for market rate, affordable, and mixed-income urban housing. [A]	F&CS [A] / Housing [BC]	MRA [A]	N	O
9.1.1.3	Housing Options	Improve the quality of rental property through code enforcement and partnerships with property owners. [A]	Planning [A]		O	O
9.1.1.4	Housing Options	Coordinate with agencies with access to funding sources to provide affordable housing in priority areas and to address housing gaps in affordability at different income levels. [A]	F&CS [A] / Housing [BC]	MFA / HUD	O	O
9.1.2.1	Affordability	Promote rehabilitation projects for lower-income households in neighborhoods with existing moderately-priced homes and areas vulnerable to speculation, redevelopment, and displacement of lower-income residents. [ABC]	F&CS [A] / Housing [BC]	MFA / HUD / AHA	O	O
9.1.2.2	Affordability	Study the benefits, implications, and impacts of accessory dwelling units in some residential areas. [ABC]	Planning [A]		N	O
9.1.2.3	Affordability	Amend zoning codes to ensure single-family zones with smaller minimum lot sizes and multi-family zones that allow higher densities and development by right to improve opportunities for affordability. [ABC]	Planning [ABC]		S/M	X X
9.1.2.4	Affordability	Develop a module on affordable and mixed income housing as part of the City's Citizens Academy. [A]	Planning [A]	F&CS [A] / MFA	S	
9.1.3.1	Fair Housing	Initiate and participate in regional discussions to identify goals and actions to promote fair housing, and to address critical affordable housing and tenant needs. [ABC]	F&CS [A] / Housing [BC]	AHA	O	O
9.1.3.2	Fair Housing	Work with residents and stakeholders, including landlords, neighborhood associations, and relevant trade associations, to help them understand the rights protected by federal, state, and local fair housing laws. [ABC]	F&CS [A] / Housing [BC]	AHA	O	O

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS	
9.1.3.3	Fair Housing	Identify and remove barriers (such as real estate marketing, finance, or insurance practices) that restrict housing choices and opportunities for protected classes and for low- and moderate-income people, older adults, people who are homeless, and people with behavioral, physical, cognitive, and developmental disabilities. [ABC]	F&CS [A] / Housing [BC]	AHA	M		
9.1.3.4	Fair Housing	Identify strategies to mitigate the anticipated impacts and create permanently affordable housing in areas where market pressures will lead to displacement. [ABC]	F&CS [A] / Housing [BC]	Planning [ABC] / AHA	M		
9.1.3.5	Fair Housing	Institutionalize methods for the incorporation of fair housing goals and strategies into local planning processes and across local agencies, informed by the Assessment of Fair Housing and other relevant data and reporting. [ABC]	Housing [BC] / Planning [ABC]	F&CS [A] / AHA	M	X	
9.2.3.1	Cluster Housing	Research and implement best practices for innovative housing options, such as clustered housing and tiny house villages. [ABC]	Planning [ABC]	F&CS [A] / Housing [BC]	M	X	
9.3.1.1	Centers & Corridors	Perform assessments at least every five years to ensure adequate infrastructure for densities allowed by zone and encouraged by the Comp Plan. [ABC]	Planning [ABC]	MRCOG	O		
9.4.1.1	Best Practices	Explore best practices in other communities, including the Housing First and the Harm Reduction models. [ABC]	F&CS [A] / Housing [BC]	Council Services [A] / County Commission	M	X	
9.4.2.1	Services	Coordinate with local, regional, and national efforts to provide human services and ensure that local programs complement those at the state and federal level. [ABC]	F&CS [A] / Housing [BC]	Council Services [A] / County Commission	O		O
9.4.2.2	Services	Build public awareness and engage the community in an informed and collective response by assessing and planning to address human service needs. [ABC]	F&CS [A] / Housing [BC]	Council Services [A] / County Commission	O		O
9.4.3.1	Equitable Distribution	Work with stakeholders to evaluate the distribution of services within the city and county, including connections to transit, number of service providers within a half-mile of each other, and potential impacts on nearby neighborhoods and businesses. [ABC]	F&CS [A] / Housing [BC]	Planning [ABC] / ABQ RIDE / Council Services [A] / County Commission	M		
9.5.1.1	Quality Housing	Compile data on housing and transportation cost burdens for households with the lowest incomes. [ABC]	F&CS [A] / Housing [BC]	Planning [ABC] / MRCOG / MFA	O		O
9.5.2.1	Transitional Services	Coordinate with all jurisdictions in Bernalillo County on the Behavioral Health Initiative. [ABC]	Public Safety [BC]	F&CS [A]	S	X	

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
9.5.2.2	Transitional Services	Partner with public and private institutions, schools, human service providers, and other stakeholders to address the needs of children and families. [ABC]	F&CS [A] / Housing [BC]	APS	O	O
9.6.2.1	Incentives	Adjust zoning regulations for appropriate zones and locations to allow more dwellings per acre through smaller lots, higher building heights, and smaller setbacks in areas appropriate for higher-density development. [ABC]	Planning [ABC]		S	X X X
9.6.2.2	Incentives	Establish appropriate flexibility and decision criteria for staff-approved deviations to standards for streets, sidewalks, shared parking, or setbacks, when standards prevent projects that meet the intent of the Comp Plan. [ABC]	Planning [ABC]		S	X X X
9.6.2.3	Incentives	Allow rebates or waivers of impact fees, permitting and inspection fees, or other charges for affordable housing projects. [ABC]	Planning [ABC]	F&CS [A] / Housing [BC] / Council Services [A]	O	O
9.6.2.4	Incentives	Train staff on available incentives to help guide developers and businesses working on infill, redevelopment, public-private partnerships, and/or mixed income and affordable housing projects. [ABC]	Planning [ABC]	F&CS [A] / Econ Dev [A] / Housing [BC] / MFA	S	
9.7.2.1	Metropolitan Redevelopment	Use financial tools enabled by the Metropolitan Redevelopment Agency, such as tax increment financing and public/private partnerships, to make public improvements and incentivize commercial revitalization and mixed income housing. [ABC]	Planning [ABC]	F&CS [A] / Econ Dev [A] / Housing [BC]	O	O
9.7.2.2	Metropolitan Redevelopment	Structure capital expenditures and land use regulations in support of creating additional housing and jobs in distressed neighborhoods. [ABC]	CIP [ABC] / Planning [ABC]	Council Services [A] / County Commission / F&CS [A] / MRA [A]	O	O
CHAPTER 10 - PARKS & OPEN SPACE						
10.1.1.1	Distribution	Monitor levels of service for parks and recreation facilities, including the impact of recent and expected growth. [ABC]	P&R [ABC] / OSD [A]	Planning [ABC] / MRCOG	O	O
10.1.1.2	Distribution	Evaluate costs, benefits, and impacts of new facilities. [ABC]	P&R [ABC] / OSD [A]	Planning [ABC]	N	O
10.1.1.3	Distribution	Work with the private sector to establish motorized recreational vehicle areas separate from the pedestrian, equestrian, and bicycle-oriented trail corridors and MPOS network. [A]	P&R [A] / OSD [A]		N	

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
10.1.2.1	Universal Design	Identify and prioritize projects to address existing ADA deficiencies through coordination among the Bernalillo County Parks & Recreation and Public Works Departments and City of Albuquerque Parks & Recreation and Municipal Development Departments. [ABC]	P&R [ABC]	DMD [A] / Public Works [BC]	M	X X
10.1.2.2	Universal Design	Bring existing facilities into compliance based on the Bernalillo County 2014 Parks and Recreation Access Audit and Transition Plan or the City's parks and trails ADA audit and Transition Plan. [ABC]	P&R [ABC]	DMD [A] / Public Works [BC]	L	X
10.1.2.3	Universal Design	Provide information to the public about parks, Open Space facilities, and trails that are ADA accessible and current efforts to improve accessibility within the system. [ABC]	P&R [ABC]		S	X X
10.1.4.1	Water Conservation	Review and update technical standards that balance water resource management with ecological preservation and recreational purposes. [ABC]	P&R [ABC]	ABCWUA / Planning [ABC]	N	
10.1.4.2	Water Conservation	Improve facilities and neighborhood parks using sustainable and green development practices. [ABC]	P&R [ABC]	ABCWUA / Planning [ABC]	M	X
10.1.4.3	Water Conservation	Coordinate with MRGCD to develop best management practices and to accommodate facilities, such as trails, where appropriate and feasible, within parks and Open Space that do not compromise the function of the irrigation system for its designed purposes and are consistent with the Rio Grande Compact requirements. [ABC]	P&R [ABC]	MRGCD	O	O
10.2.1.1	Park Types	Use CIP, impact fees, and general fund allocations for park acquisition and development and examine alternative methods of financing such as public-private partnerships for parks and park maintenance. [ABC]	P&R [ABC]	CIP [ABC]	O	X X
10.2.1.2	Park Types	Work toward addressing gaps in service. [ABC]	P&R [ABC]	Planning [ABC]	O	O
10.2.3.1	Multi-use Trails	Amend the subdivision ordinance to require dedication of designated trail corridors. [BC]	Planning [BC]	P&R [BC]	M	X X
10.3.1.1	Open Space Acquisition	Prioritize and fund property acquisition consistent with the policies of the Comp Plan. [ABC]	P&R [ABC] / CIP [ABC]	Council Services [A] / County Commission	O	O

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
10.3.1.2	Open Space Acquisition	Work with landowners to define how, when, and what amount of proposed open space lands will be transferred into public ownership through coordination with the City of Albuquerque Open Space Division, Open Space Advisory Board, and Bernalillo County Parks and Recreation Department. [ABC]	P&R [ABC] / OSD [A]	Planning - Real Property [A]	O	O
10.3.1.3	Open Space Acquisition	Explore land use tools such as density transfers, cluster development, incentives for providing on-site open space, land trading, optioning land early, and long-term purchase of Open Space. [ABC]	P&R [ABC] / OSD [A]	Planning [ABC]	N	O
10.3.1.4	Open Space Acquisition	Explore funding sources for Open Space acquisition, including local tax initiatives and state and federal appropriations. [ABC]	Council Services [A] / County Commission	P&R [ABC]	N	
10.3.2.1	Preservation	Conduct slope, soil condition, and/or other appropriate surveys to determine Open Space property lines and identify sensitive lands. [ABC]	P&R [ABC] / OSD [A]		N	O
10.3.2.2	Preservation	Develop and implement site management strategies and preservation techniques for protected areas. [ABC]	P&R [ABC]		N	O
10.3.3.1	Use	Analyze resource and use limitations for the Open Space network to identify which parts of the system should be protected and which parts are more suited for public access and passive recreation. [ABC]	P&R [ABC]		O	O
10.3.3.2	Use	Develop standards to minimize impacts and environmental damage on areas suited for public access. [ABC]	P&R [ABC]		M	X X X
10.3.4.1	Bosque and Rio Grande	Update the Bosque Action Plan to reflect documented changes including climate, wildlife, vegetation, recreation use and infrastructure, access, and restored areas. [ABC]	P&R [ABC]	MRGCD / ACE / Bureau of Reclamation	S	
10.3.4.2	Bosque and Rio Grande	Acquire adjacent lands suitable for recreation uses that provide links to the river and Bosque through dedication, easements, leases, or fee simple purchases. [ABC]	P&R [ABC]	MRGCD / Planing - Real Property [A] / Planning [BC] / NM Parks / NM Fish & Wildlife	O	O
10.3.4.3	Bosque and Rio Grande	Evaluate the feasibility of a multi-use trail along the west side of the Rio Grande to enhance public access while protecting habitat and the ecological functions of the Bosque. [ABC]	P&R [ABC]	MRGCD / ACE	M	
10.3.6.1	Escarpments	Preserve the ceja from Central Avenue south to the Bernalillo County limits as Open Space. [ABC]	P&R [ABC]	Planning [ABC]	L	

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
10.4.2.1	System Planning	Identify, prioritize, and address gaps in service in City and County facilities through coordination among the City and County Parks & Recreation Departments, County Public Works, and the City Department of Municipal Development. [ABC]	P&R [ABC]	DMD [A] / Public Works [BC]	O	X
10.4.2.2	System Planning	Partner with non-profit recreation providers, volunteer groups, schools, and parent organizations to enhance access to recreational and environmental programs across the city and county. [ABC]	P&R [ABC]	APS / NPS	O	O
10.4.2.3	System Planning	Coordinate with the U.S. Forest Service in their updates to the Cibola National Forest and Cibola Wilderness Forest Plans. [ABC]	P&R [ABC]	USFS	S	X X
10.4.2.4	System Planning	Prepare a strategy to address funding gaps for needed parks, MPOS, and recreational facilities. [A]	P&R [A]	CIP [A]	S	X X
10.4.3.1	Co-located Facilities	Coordinate siting of new public, joint-use facilities with other agencies, such as AMAFCA and APS. [ABC]	P&R [ABC]	AMAFCA / APS	N	O
10.4.3.2	Co-located Facilities	Explore the feasibility of co-location early in the project development phase by evaluating potential site or project constraints. [ABC]	P&R [ABC]	AMAFCA / APS	N	O
10.4.4.1	Arroyos and Drainage	Ensure adequate right-of-way for multiple-use of designated arroyos and coordinate design between the public and private sectors through subdivision and site planning. [ABC]	Planning [ABC]	P&R [ABC] / AMAFCA	N	O
10.4.4.2	Arroyos and Drainage	Coordinate multi-use trail planning with property owners adjacent to the irrigation ditch system and MRGCD facilities. [ABC]	P&R [ABC]	MRGCD / Planning [ABC]	M	X
10.4.4.3	Arroyos and Drainage	Plan and construct pedestrian, equestrian, and bicycle crossings where designated arroyos and ditches intersect major streets and highways as a component of transportation projects. [ABC]	DMD [A] / Public Works [BC]	Planning [ABC] / P&R [ABC] / MRGCD / MRCOG / NMDOT / AMAFCA	N	O
10.4.4.4	Arroyos and Drainage	Work with MRCOG, all public agencies, and the New Mexico State Legislature to ensure that vacated irrigation ditch rights-of-way or easements are retained as part of the Open Space network, where appropriate and supported by the community. [BC]	P&R [BC]	MRGCD / Village of Los Ranchos	N	O

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
CHAPTER 11 - HERITAGE CONSERVATION						
11.1.1.1	Agricultural Preservation	Promote incentives to preserve farmland and open space and to maintain ditches and acequias for agricultural and low-impact recreational purposes. [ABC]	P&R [ABC]	Planning [ABC] / MRGCD	O	O
11.1.1.2	Agricultural Preservation	Create incentives and promote community and family gardens, farms, locally grown produce, and continued livestock raising. [ABC]	P&R [ABC]	Planning [ABC] / Econ Dev [BC] / MRCOG / County Extension	S	X
11.1.1.3	Agricultural Preservation	Support farmers markets for local growers. [ABC]	P&R [ABC]	Cultural Services [ABC] / MRCOG	O	O
11.1.1.4	Agricultural Preservation	Foster educational and recreational programs and signs highlighting rural and agricultural heritage. [ABC]	Cultural Services [BC] / OSD [A]	P&R [BC]	L	X
11.2.2.1	Historic Registration	Research, evaluate, and protect historical and cultural properties. [ABC]	Planning [ABC]		O	O
11.2.2.2	Historic Registration	Promote incentives for the protection of significant districts and buildings. [ABC]	Planning [ABC]	SHPO	O	O
11.2.2.3	Historic Registration	Increase public and inter-agency awareness of historic resources and preservation concerns. [ABC]	Planning [ABC]		O	O
11.2.2.4	Historic Registration	Support property owners in pursuing designation for buildings with potential for historic registration. [A]	Planning [A]	SHPO	O	O
11.2.2.5	Historic Registration	Support the efforts of residents to pursue historic district designations for areas with potential for historic registration. [A]	Planning [A]		O	O
11.2.3.1	Distinct Built Environments	Identify areas having a distinctive historic character for potential historic district designation. [ABC]	Planning [ABC]		O	O
11.2.3.2	Distinct Built Environments	Encourage collaboration among jurisdictions, businesses, and residents along El Camino Real to provide neighborhood gateways, interpretive signage, public art, and educational opportunities for residents and visitors. [ABC]	Cultural Services [ABC]	Planning [ABC] / Council Services [A] / DMD [A] / Public Works [BC]	L	
11.2.3.3	Distinct Built Environments	Investigate methods of funding revitalization of rural settlements. [BC]	Planning [BC]		M	
11.2.3.3	Distinct Built Environments	Encourage programs to develop building skills and use local materials as part of economic revitalization of historic villages in mountain and valley areas. [BC]	Planning [BC]		M	

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
11.3.1.1	Natural and Cultural Features	Adopt site development standards and/or view protection overlays for orientation of new streets, building and wall height and placement, massing, frontage, color, signs, utilities, and/or tree preservation as needed to protect cultural landscapes and significant views from the public right-of-way along key corridors. [ABC]	Planning [ABC]	P&R [A]	N	O
11.3.1.2	Natural and Cultural Features	Create standardized signage in the unincorporated areas of Bernalillo County to identify cultural assets, including historic buildings and properties, cultural and historic corridors, and historic infrastructure such as acequias and bridges. [BC]	Community Services [BC]		S	
11.3.1.3	Natural and Cultural Features	Adopt design guidelines with color and reflectivity restrictions to minimize the visual impact of development on the West Mesa. [A]	Planning [A]		S	X X
11.3.1.4	Natural and Cultural Features	Establish regulations for sensitive edge treatment and transition from development to Major Public Open Space and Petroglyph National Monument to address shared usable open space, scenic corridors, single-loaded streets, and rainwater mitigation. [A]	Planning [A]	OSD [A]	S	X
11.3.3.1	Bosque	Encourage dedication or secure easements or leases to ensure public access on private lands adjacent to the Bosque. [ABC]	Planning [ABC]	OSD [A] / P&R [BC] / MRGCD	O	O
11.3.3.2	Bosque	Develop and implement design standards for edge treatments to ensure contextual development adjacent to the Rio Grande Valley State Park. [ABC]	Planning [ABC]	OSD [A] / P&R [BC] / MRGCD	S	X X
11.3.4.1	Petroglyph National Monument	Confirm that all property identified for acquisition abutting the Monument or Escarpment has been purchased by City Open Space or protect the remainder through development standards. [A]	Planning [A]	OSD [A] / NPS	S	X X
11.3.4.2	Petroglyph National Monument	Work with NPS to provide educational, research, and recreational opportunities that leverage the physical and historical connection from the mesa to the valley through the Major Public Open Space network. [A]	OSD [A]	NPS	O	O

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
11.3.4.3	Petroglyph National Monument	Create a procedure and submittal requirements for development projects within a quarter mile of the Monument, abutting archaeological sites, or adjacent to Major Public Open Space to ensure that project applicants provide information to demonstrate compliance with design regulations and enable effective monitoring, implementation, and oversight of construction activities. [A]	Planning [A]	OSD [A]	S	X
11.3.4.4	Petroglyph National Monument	Establish permit parking systems for neighborhoods adjacent to the Monument as necessary to control non-resident parking. [A]	DMD [A]	OSD [A] / Planning [A] / NPS	N	
11.3.4.5	Petroglyph National Monument	Work with AMAFCA and NPS to develop standards to mitigate the impact of stormwater run-off onto the Monument and limit and control flows from development onto the Monument. [A]	Planning [A]	DMD [A] / AMAFCA / NPS	M	X
11.3.5.1	Sandia Mountains	Develop standards to protect views from strategic locations used by the public, such as open space, parks, and City facilities. [A]	Planning [A]	P&R [A]	N	
11.3.6.1	Volcano Mesa	Trade City-owned land for private properties abutting the Monument or bordering Major Public Open Space as single-loaded streets are platted. [A]	Planning - Real Property [A]	OSD [A]	N	
11.3.6.1	Volcano Mesa	Encourage public access to rock outcroppings via nearby sidewalks and pedestrian walkways, granted in perpetuity through a public access easement that remains with the property. [A]	Planning [A]	OSD [A]	O	O
11.4.1.1	Archaeological Setting	Allocate adequate funds for management and maintenance to protect archaeological resources in perpetuity and meet our stewardship responsibilities. [A]	Council Services [A]	OSD [A]	O	
11.4.1.2	Archaeological Setting	Determine areas and sites appropriate for encouraging public access and interpretation; prioritize areas within these sites that should be preserved. [A]	OSD [A]		M	X X
11.4.1.3	Archaeological Setting	Identify areas and sites where public access should be discouraged for protection and to minimize negative impact. [A]	OSD [A]		M	X X
11.4.2.1	Proactive Protection	Determine appropriate treatment of significant sites and remedies for those that cannot be preserved on a case-by-case basis. [ABC]	OSD [A]	Planning [A] / DMD [A]	N	O

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
11.4.2.2	Proactive Protection	Coordinate with the State Historic Preservation Office to obtain clearance and guidance prior to developing any project within an identified archeological site. [A]	OSD [A]	SHPO	N	O
11.4.3.1	Archaeological Education	Provide interpretive signage and guided tours in appropriate significant sites. [ABC]	OSD [A]	NPS	O	O
11.4.3.2	Archaeological Education	Provide digital access and interpretive information online for education, tourism, and scientific purposes. [ABC]	OSD [A]	NPS	O	O
11.4.4.1	Archaeological Ordinance	Coordinate to adopt a jointly-administered Archaeological Ordinance. [ABC]	P&R [ABC]	Council Services [A] / County Commission	L	
11.4.4.2	Archaeological Ordinance	Develop a process requiring survey and mitigation of damage to archaeological sites before development is initiated. [BC]	Planning [BC]	P&R [BC]	L	
11.4.4.3	Archaeological Ordinance	Create a County landmarks commission to designate and protect historic and prehistoric features. [BC]	Planning [BC]	P&R [BC] / County Commission	M	
11.4.4.4	Archaeological Ordinance	Consider creating a public-private task force or advisory group to administer the Archaeological Ordinance. [BC]	Planning [BC]	P&R [BC]	L	
11.4.5.1	Private Protections	Adopt a private open space zone to allow permanent designation of private open space. [A]	Planning [A]	P&R [A]	S	X X
11.4.5.2	Private Protections	Support state tax benefits associated with conservation easements and share information about them with property owners. [A]	Planning [A]	P&R [A]	N	O
11.4.5.3	Private Protections	Identify incentives, such as height and/or density bonuses, as well as regulations, such as allowing rock outcroppings to count as double their square footage to satisfy usable or detached open space requirements, to help protect and preserve rock outcroppings and archaeological resources. [A]	Planning [A]	P&R [A]	S	X X
11.4.5.4	Private Protections	Work with private owners of properties with archaeological and/or historic resources to obtain access rights or easements to allow for interpretation of those properties. [A]	Planning [A]	P&R [A]	N	O
11.5.1.1	Arts Promotion	Partner with non-profit organizations and working artists to identify and prioritize strategic initiatives to leverage resources, coordinate activities, and raise the profile of the communities' vast arts assets into the mainstream of community identity and economic development efforts. [ABC]	Cultural Services [ABC]	Econ Dev [ABC]	O	O

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
11.5.1.2	Arts Promotion	Encourage art and farmers markets and dedicated spaces for local artists to promote their work. [ABC]	Cultural Services [ABC]		O	O
11.5.1.3	Arts Promotion	Maintain a mapped inventory of public art and other cultural assets and work with residents, communities, and non-profit organizations to develop promotional materials, walking tours, etc. [A]	Cultural Services [A]	Planning [A]	O	O
11.5.1.4	Arts Promotion	Explore opportunities to protect cultural and historic resources through partnerships with Cultural Services, the City's Historic Preservation planners, and the Metropolitan Redevelopment Agency. [A]	Planning [A]	Cultural Services [A]	N	O
11.5.1.5	Arts Promotion	Consider a Quality of Life sales tax to provide ongoing, sustainable funding for the arts. [A]	Cultural Services [A]	Council Services [A]	M	X
11.5.1.6	Arts Promotion	Provide incentives and organizational support to create and promote arts districts and live/work areas. [A]	Cultural Services [A]	Planning [A] / Econ Dev [A] / MainStreet Organizations	M	X
11.5.1.7	Arts Promotion	Add culturally and historically relevant artwork in and near public facilities, civic spaces, and neighborhoods. [A]	Cultural Services [A]	Relevant Departments	N	O
11.5.2.1	Cultural Facilities	Establish level of service standards to ensure an equitable distribution of public arts and cultural facilities throughout the community. [ABC]	Cultural Services [ABC]	Planning [ABC]	M	
11.5.2.2	Cultural Facilities	Promote existing and new arts, entertainment, and cultural facilities in the Downtown Arts and Culture District, including the KiMo Theatre, Kiva Auditorium, Civic Plaza, and Main Library Auditorium. [A]	Cultural Services [A]	Downtown MainStreet	O	O
11.5.3.1	Cultural Programs	Promote museum exhibits in community facilities, such as local community centers and libraries. [ABC]	Cultural Services [ABC]	F&CS [A] / P&R [BC]	O	O
11.5.3.2	Cultural Programs	Develop programs and interpretive information in significant historical sites and buildings. [ABC]	Cultural Services [ABC]	Planning [ABC]	N	O
11.5.3.3	Cultural Programs	Coordinate tours in historic and cultural districts. [ABC]	Cultural Services [ABC]	Planning [ABC]	N	O
11.5.3.4	Cultural Programs	Assess the annual calendar of events and programs to help ensure robust representation of cultures and histories. [ABC]	Cultural Services [ABC]		O	
11.5.3.5	Cultural Programs	Promote cultural events in communities, such as festivals, parades, markets, and traditional community observances, throughout the City and County. [ABC]	Cultural Services [ABC]		O	O

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
11.5.3.6	Cultural Programs	Work with communities to develop a detailed list of cultural assets and strategies to protect and leverage them for placemaking and appropriate, desirable development. [A]	Planning [A]	Cultural Services [A]	O	
11.5.3.7	Cultural Programs	Coordinate with arts and cultural organizations on events that highlight our rich and diverse cultural heritage, including the Indian Pueblo Cultural Center, National Hispanic Cultural Center, Flamenco Institute, Creative Places, International District Healthy Communities Coalition, etc. [A]	Cultural Services [A]	IPCC / NHCC	O	O
11.5.3.8	Cultural Programs	Determine the needs and criteria for portable, performing arts staging that can be used throughout the community, coordinate with arts organizations to fund the purchase, and provide a rental program. [A]	Cultural Services [A]		M	X
11.5.4.1	Connecting Cultural Centers	Explore the feasibility of a para-transit-type circulator that would allow tickets to be purchased online and at the Sunport, perhaps as a week-long pass. [A]	Cultural Services [A]	ABQ RIDE	M	X
11.5.4.2	Connecting Cultural Centers	Coordinate bike share stations with the cultural centers and districts. [A]	Cultural Services [A]	MRMPO	S	
11.5.4.3	Connecting Cultural Centers	Coordinate transportation and passes with the New Mexico Rail Runner Express. [A]	Cultural Services [A]	RioMetro / ABQ RIDE	M	
11.5.4.4	Connecting Cultural Centers	Encourage collaboration among jurisdictions, businesses, and residents along El Camino Real to create a common theme and shared designs for markers, signage, landscaping, and connections between the cultural centers. [A]	Cultural Services [A]	Planning [A] / Econ Dev [ABC] / DMD [A] / Public Works [BC] / IPCC / NHCC / Downtown MainStreet	L	
CHAPTER 12 - INFRASTRUCTURE. COMMUNITY FACILITIES & SERVICES						
12.1.2.1	Water and Wastewater Utility	Encourage and support development of community water and waste systems consistent with protecting the resource base and water quality. [ABC]	DMD [A] / Public Works [BC]	ABCWUA / MRGCD	O	O
12.1.3.1	Small-scale Water Systems	Review and update County standards for wastewater treatment and water supply to take landforms and natural features into consideration and include low-impact solutions, including constructed wetlands. [BC]	Public Works [BC]	Planning [BC]	M	

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
12.1.4.1	Drainage and Flood Control	Encourage rainwater catchment systems on developed sites to mitigate or minimize any developed flows onto Major Public Open Space or Petroglyph National Monument, and to supplement the water supply for onsite irrigation and, in commercial and industrial buildings, for indoor needs such as toilet flushing. [A]	Planning [A]	P&R [A] / ABCWUA / AMAFCA	O	O
12.2.1.1	Prioritization Process	Monitor levels of service for community facilities, including the impact of recent and expected growth. [ABC]	Planning [ABC]	F&CS [A] / Senior Affairs [A] / P&R [ABC]	O	O
12.2.1.2	Prioritization Process	Evaluate services on a regular basis and engage residents in needs assessments to meet programing needs. [ABC]	F&CS [A], Senior Affairs [A] / P&R [ABC] / Cultural Services [A] / Community Services [BC]	Planning [A]	N	O
12.2.1.3	Prioritization Process	Provide activities and opportunities at Senior and Multigenerational Centers to promote active and healthy aging. [ABC]	Senior Affairs [A] / P&R [BC]	F&CS [A] / Cultural Services [A] / P&R [A]	O	O
12.2.1.4	Prioritization Process	Coordinate between Parks & Recreation Department and Department of Health and Social Services, where appropriate, to increase opportunities for programming and other facility uses at senior meal sites owned by the County. [BC]	P&R [BC]	Health & Social Services [BC]	O	
12.2.2.1	Existing Facilities	Promote and disseminate information about available services. [ABC]	F&CS [A] / Senior Affairs [A] / P&R [ABC] / Cultural Services [A] / Community Services [BC]		O	O
12.2.3.1	New Facilities	Jointly develop and implement a process for departments to identify and pursue opportunities for co-location as part of their facility planning. [ABC]	Admin [A] / P&R [BC]	F&CS [A] / Senior Affairs [A] / P&R [A] / DMD [A] / Cultural Services [A] / County Community Services [BC]	S	
12.3.1.1	Access to Public Services	Coordinate with shelters and service providers, adjacent neighborhood associations, and residents to find ways to mitigate the negative impacts of services on the neighborhood. [A]	F&CS [A] Housing [BC]	Planning [ABC] / Council Services [A] / Senior Affairs [A] / OEM [A] / County Commission	N	O
12.3.4.1	Police and Sheriff	Educate property owners and design professionals on Crime Prevention through Environmental Design (CPTED) to identify and improve physical conditions that may contribute to crime. [ABC]	APD / BCSO	Planning [ABC] / F&CS [A] / Housing [BC]	O	O

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
12.3.4.2	Police and Sheriff	Promote participation in Crime Free Multi-Housing program for rental property. [ABC]	APD / BCSO	Planning [ABC] / AHA / Housing [BC]	O	O
12.3.4.3	Police and Sheriff	Promote Neighborhood Crime Watch Program. [ABC]	APD / BCSO	ONC [A] / Community Services [BC]	O	O
12.3.6.1	Emergency Management	Implement the Multi-Jurisdictional Hazard Mitigation Plan. [ABC]	OEM [A] / Public Works [BC]		O	
12.3.9.1	Behavioral Health Services	Develop and implement strategies to reduce gang activity and other social problems in affected areas, in coordination with local non-profits, schools, neighborhood associations, and businesses. [ABC]	APD / BCSO	F&CS [A] / ONC [A] / Community Services [BC] / APS	O	O
12.4.1.1	Collaborative Strategies	Work with stakeholders to identify infrastructure, community facility, and service needs in each CPA. [ABC]	Planning [ABC]	DMD [A] / Public Works [BC] / P&R [ABC] / Cultural Services [A] / Senior Services [A] / ABQ RIDE [A] / Rio Metro / ABCWUA / AMAFCA / PNM	O	
12.4.2.1	ADA	Train staff in ADA compliance and ensure that staff has the tools and training necessary to audit and monitor facilities for compliance. [ABC]	ODHR [A] / Public Works [BC]	F&CS [A] / Senior Affairs [A] / P&R [ABC] / DMD [A] / Cultural Services [A] / Risk [A] / HR [ABC]	M	X
12.4.2.2	ADA	Coordinate between City and County departments to identify, prioritize, fund, and address deficiencies in ADA compliance. [ABC]	ODHR [A] / Public Works [BC]	F&CS [A] / Senior Affairs [A] / P&R [ABC] / Risk [A]	M	X
12.4.2.3	ADA	Develop and implement an ADA Transition Plan. [ABC]	DMD [A] / Public Works [BC]	ODHR [A] / F&CS [A] / Cultural Services [A] / Senior Affairs [A] / P&R [ABC]	S	X
12.4.3.1	Information Sharing	Work with APS to address operational issues; align capital investment planning cycles; and develop a strategy for coordinated use or co-location of facilities, cost-sharing, and joint funding requests to the State. [ABC]	CIP [ABC]	APS / P&R [ABC] / Planning [ABC] / Senior Affairs [A] / F&CS [A]	O	O
12.4.3.2	Information Sharing	Work with APS to coordinate improvements to local schools that reflect the character of the surrounding community and optimize opportunities to address programming and facility gaps on school sites. [A]	Planning [A] / P&R [A]	APS / Senior Affairs [A] / F&CS [A]	O	O

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
12.4.4.1	Joint Use	Work with post-secondary institutions to maximize joint-use of facilities. [ABC]	Senior Affairs [A] / P&R [ABC]	UNM / CNM	O	O
12.4.4.2	Joint Use	Formalize agreements with APS about joint-use of school and community facilities through memoranda of understanding, joint-powers agreements, etc. [ABC]	CIP [ABC]	APS / P&R [ABC] / Planning [ABC] / Senior Affairs [A] / F&CS [A]	O	O
12.4.5.1	Facility Plans	Regularly update and implement the County's Rank 2 PROS Plan and the City's Rank 2 MPOS Facility Plan to reflect and address Open Space acquisition and management issues consistent with established procedures. [ABC]	P&R [ABC]	Planning [ABC]	O	O
12.4.5.2	Facility Plans	Amend the Rank 2 Facility Plan for Arroyos to incorporate the recommended character and features of each major arroyo in future design and development projects, including Amole Arroyo, Bear Canyon Arroyo, Boca Negra Arroyo, Calabacillas Arroyo, Piedras Marcadas Arroyo, and Tijeras Arroyo. [ABC]	P&R [ABC]	AMAFCA / Planning [ABC]	M	X
12.4.5.3	Facility Plans	Implement and update the County's Pedestrian & Bicycle Safety Action Plan: www.bernco.gov/public-works/pedestrian-bicycle-safety-study-action-plan.aspx. [BC]	Public Works [BC]	P&R [BC]	O	O
12.4.5.4	Facility Plans	Implement and update the City's Rank 2 Bikeways & Trails Facility Plan: www.cabq.gov/planning/bikeways-trails-facility-plan. [A]	Planning [A]	P&R [A]	O	O
12.4.5.5	Facility Plans	Consolidate arroyo policies from Rank 3 Arroyo Corridor Plans into the Rank 2 Facility Plan for Arroyos and arroyo regulations into the City's Integrated Development Ordinance. [A]	OSD [A]	Planning [A]	S	X
12.5.3.1	Funding Strategy	Coordinate new or upgraded utility facilities to serve and support development in Centers and Corridors. [ABC]	Planning [ABC]	Public Works [BC] / DMD [A]	N	O
12.5.3.2	Funding Strategy	Use financial tools available in areas designated as Metropolitan Redevelopment Areas, such as tax increment financing and public-private partnerships to accomplish the goals of the Comp Plan, including public improvements, affordable housing, and commercial revitalization. [A]	Planning [A]	Council Services [A]	N	O
12.5.5.1	Staff Capacity	Establish a regular cycle of appropriate training for all employees to ensure a quality work environment, good customer service, and cultural sensitivity. [A]	HR [A]	ODHR [A]	O	O

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
12.5.5.2	Staff Capacity	Analyze the need for language interpretation and/or translation within departments and divisions. [A]	HR [A]	ODHR [A]	S	X
12.5.5.3	Staff Capacity	Identify and provide adequate staffing and/or funding to provide language interpretation and translation services. [A]	HR [A] / ODHR [A]	ONC [A]	O	O
CHAPTER 13 - RESILIENCE & SUSTAINABILITY						
13.1.2.1	Greenhouse Gas Mitigation	Prioritize implementation of policies and programs in MRCOG's 2015 Integration Plan (resulting from the Central NM Climate Change Scenario Planning project). [ABC]	Planning [ABC]	DMD [A] / OEM [A] / Public Works [BC] / MRCOG	S	
13.1.3.1	Public Infrastructure and Facilities	Embed stress and strain sensors in pavement and bridges and use heat-resilient pavement materials on a project-by-project basis. [ABC]	DMD [A] / Public Works [BC]	NMDOT	N	
13.2.1.1	Water Supply	Represent the interests of city and county water users on local, regional, and state water boards. [ABC]	Council Services [A] / County Commission	ABCWUA	O	O
13.2.2.1	Water Conservation	Develop and implement innovative demonstration projects and disseminate the results to the development community and the public. [ABC]	DMD [A] / P&R [A] Public Works [BC]	ABCWUA / AMAFCA	M	
13.2.2.2	Water Conservation	Develop education and training programs on the water-related impacts of development for the Citizens Academy. [A]	Planning [A]	ABCWUA	S	
13.2.3.1	Water Quality	Coordinate with the appropriate governmental agencies to enforce policies adopted in the Water Quality Protection Policy and Action Plan. [ABC]	Planning [A] / Public Works [BC]	ABCWUA / DMD [A] / Planning [BC] / MRGCD	M	
13.2.3.2	Water Quality	Continue testing and monitoring stormwater for contaminants and implement management programs to reduce pollutants that exceed acceptable levels per state or federal guidelines. [ABC]	DMD [A] / Public Works [BC]	Planning [A]	O	O
13.3.1.1	Resilient Infrastructure and Structures	Adopt current building codes, as recommended in the 2015 Multi-Jurisdictional Hazard Mitigation Plan. [BC]	Planning [BC]	County Commission	S	
13.3.2.1	Flood Mitigation	Consider additional floodplain management actions to continually improve the City and County's FEMA Community Rating System (https://www.fema.gov/community-rating-system) scores in order to benefit individual property-owners and the community at large. [ABC]	Planning [A] / Public Works [BC]	DMD [A] / Planning [BC]	M	

Table continues

ACTION NO.	POLICY	ACTION	LEAD RESPONSIBILITY	COORDINATING DEPARTMENTS / AGENCIES	TIME FRAME FOR COMPLETION	PROGRESS
13.4.1.1	Air Quality	Maintain the air quality monitoring network to determine if standards are being attained and provide data to help assess growth impacts on air quality. [ABC]	Enviro Health [A]	Planning [ABC] / MRCOG	O	O
13.4.1.2	Air Quality	Follow U.S. EPA regulatory requirements for addressing the potential impacts of multiple sources of emissions. [ABC]	Enviro Health [A]	EPA	O	
13.5.1.1	Land Use Impacts	Reduce the risk of disease caused by insects and/ or rodents in site design by considering public health factors in land use policies and development regulations, such as those related to green infrastructure for stormwater management. [ABC]	Planning [A] / Public Works [BC]	DMD [A] / Planning [BC] / Enviro Health [A]	M	X
13.5.2.1	Healthful Development	Replace and replant unhealthy and dying trees in public streetscapes. [ABC]	Solid Waste [A] / Public Works [BC]		O	O
13.5.4.1	Environmental Justice	Analyze demographics and health statistics for each Community Planning Area. [ABC]	Planning [ABC]	MRMPO	M	
13.5.4.2	Environmental Justice	Monitor health metrics by Community Planning Area to track changes over time and inform policy and regulatory decision-making. [ABC]	Planning [ABC]	Enviro Health [A] / DMD [A] / P&R [ABC] / NMDOH / MRCOG / ABCWUA / NMED	O	
13.5.4.3	Environmental Justice	Coordinate with State Department of Health, UNM, MRCOG, and medical service providers on public health and environmental justice issues related to land use. [ABC]	Planning [ABC]	NMDOH / UNM / MRCOG	O	
13.5.4.4	Environmental Justice	Gather public health information, perform analysis, and recommend policy and regulatory changes with stakeholders, including UNM students from multiple programs and service providers in neighborhoods. [ABC]	Planning [ABC]	UNM	O	
13.5.4.5	Environmental Justice	Engage communities in health assessments and education about land use processes, conflicts, stakeholder roles and responsibilities, and regulatory powers and constraints. [ABC]	Planning [ABC]		O	

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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.



Image credit: City of Albuquerque

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

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,

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.



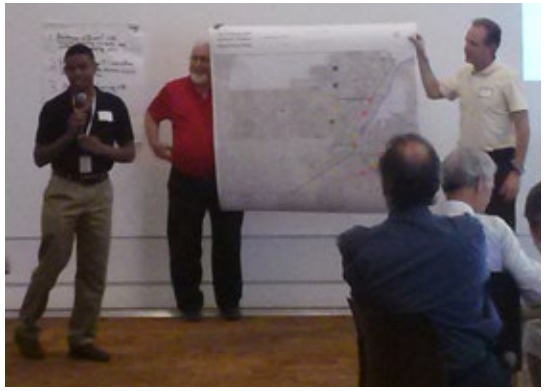
Los Griegos Health and Social Services Center, May 20, 2015



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 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.



Image credit: City of Albuquerque

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

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

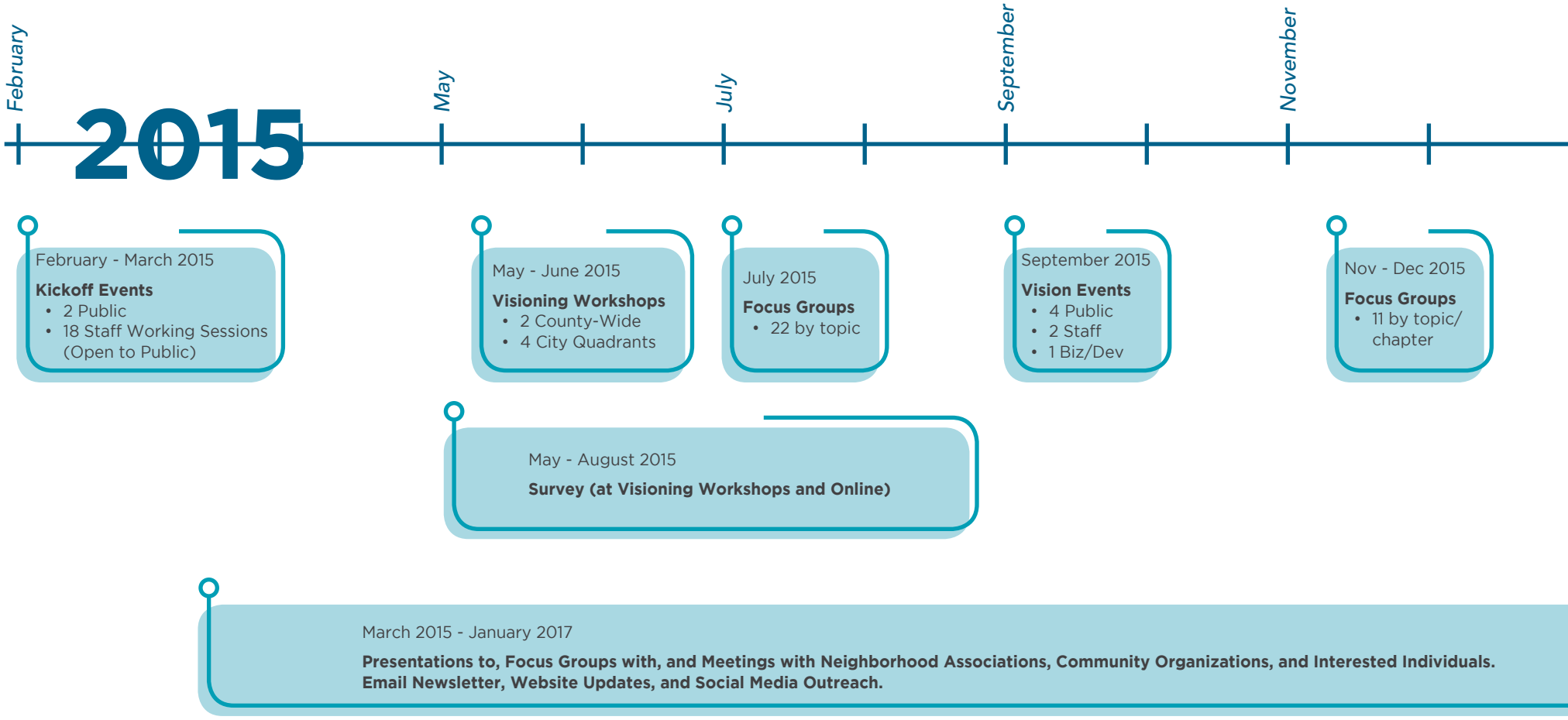
While most chapter topics were maintained from the previous Comp Plan version, some were added or greatly expanded in response to growing community interest. These included the addition of the Vision, Community Identity, and Resilience & Sustainability chapters, and the expanded Economic Development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

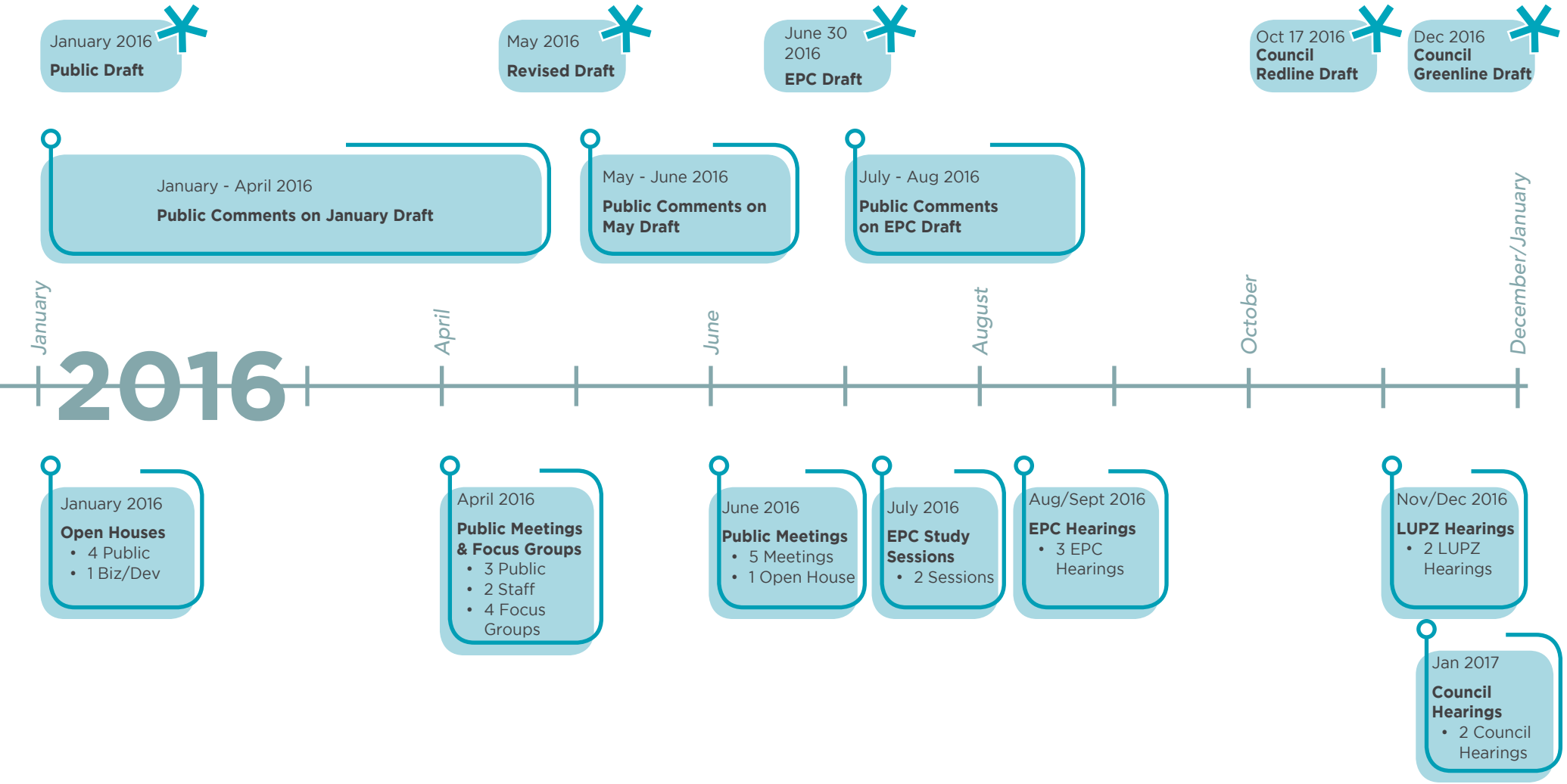
POLICIES

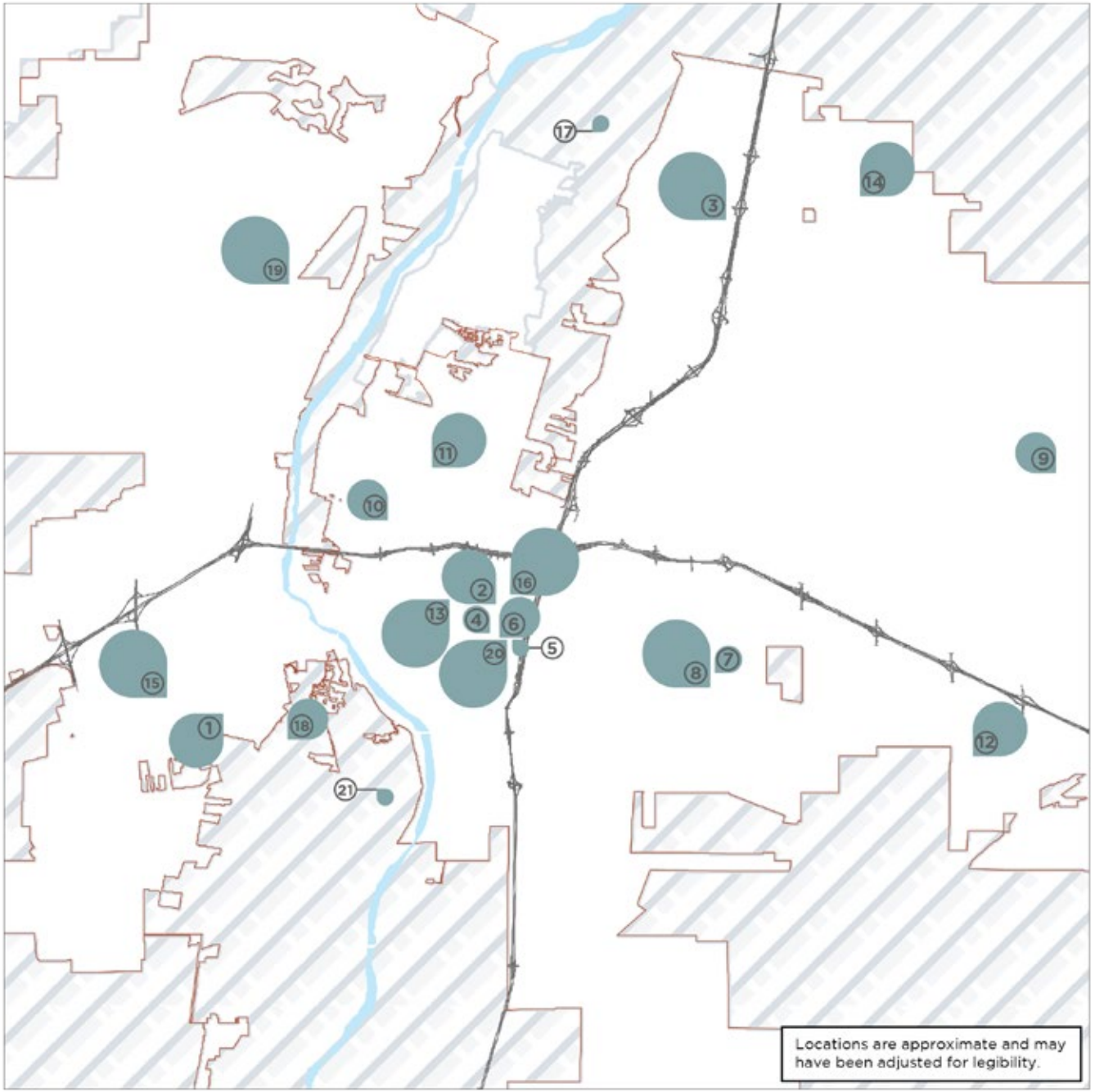
With the transition away from sector development plans in the City, many community members emphasized the value of specific existing policies within those documents – policies which had served their neighborhoods well and they wanted to see maintained. This led to the integration of numerous sector plan 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.

APPENDIX B

PUBLIC ENGAGEMENT TIMELINE




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
2016
April
June
August
October
December/January
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.

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.

APPENDIX C

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 & Raynolds 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	

Table continues

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.

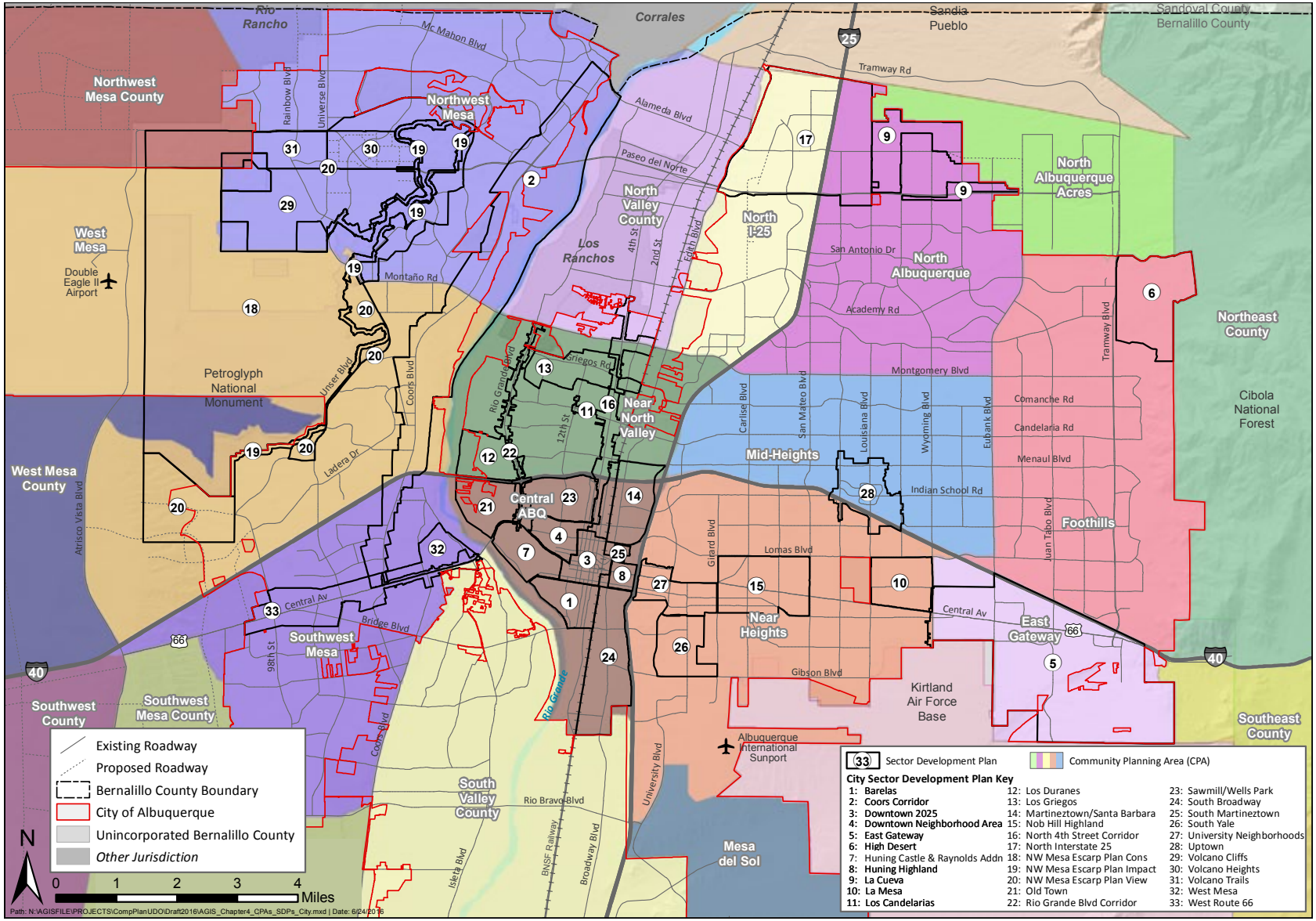


Figure A-1: City Sector Development Plans With Policies that Are Incorporated into the Comp Plan

APPENDIX C

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
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

Table continues

* 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.



Figure A-2: Community Planning Area Investment Priorities Matrix

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.

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/

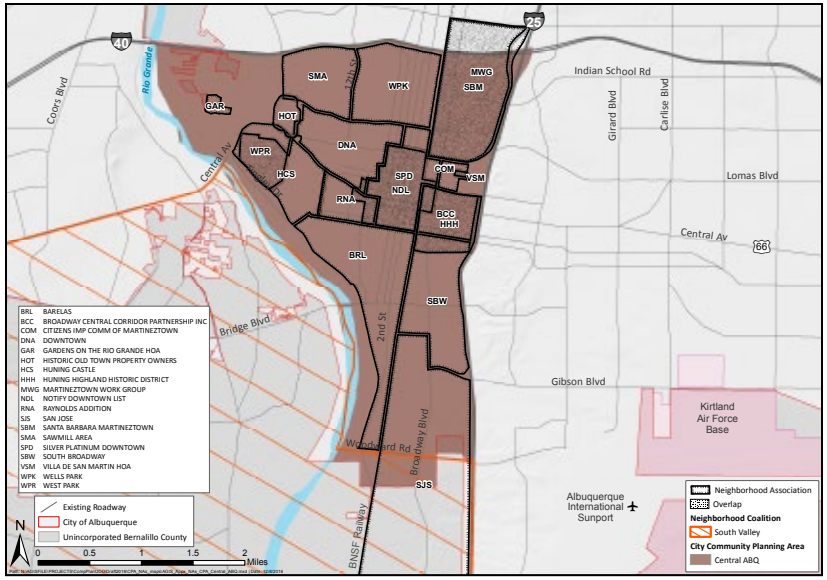


Figure A-3: Central ABQ

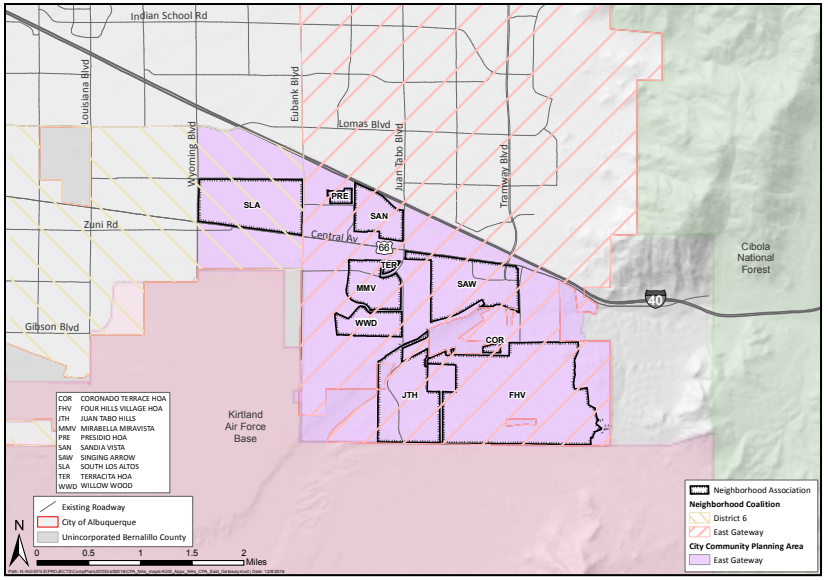


Figure A-5: Foothills

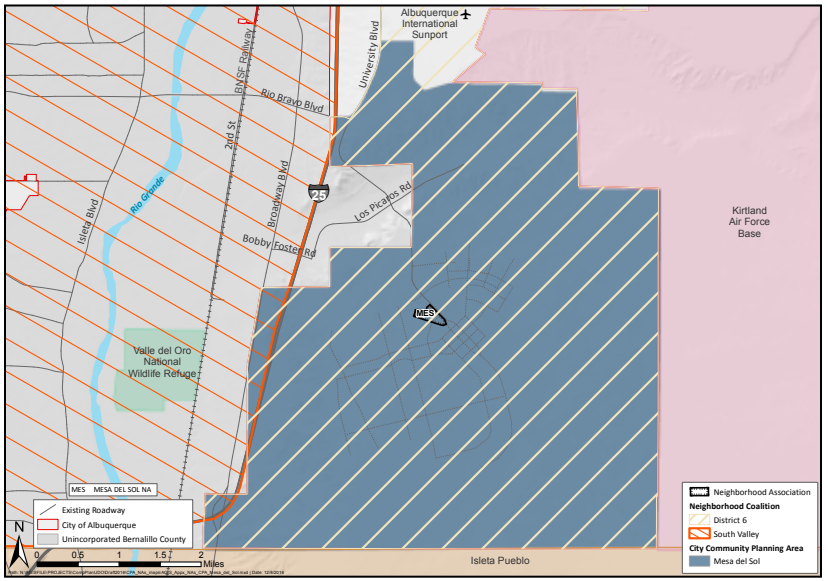


Figure A-6: Mesa del Sol

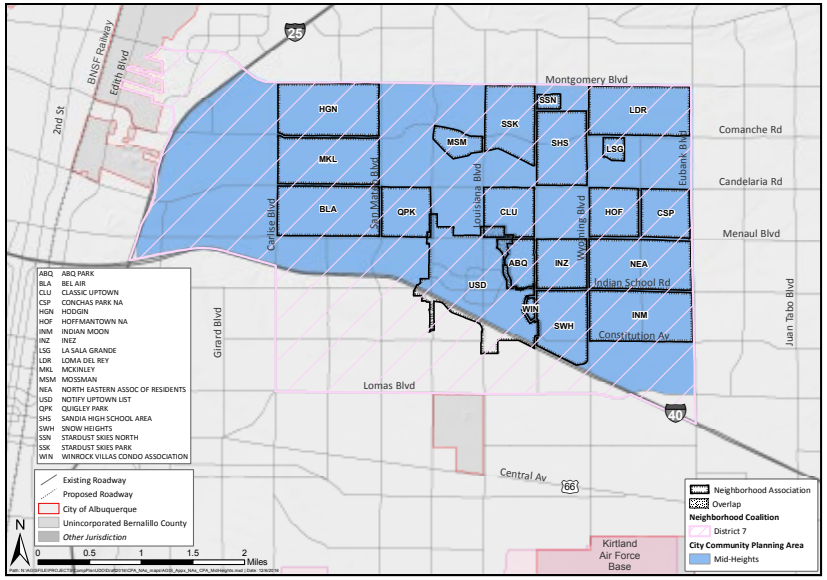


Figure A-7: Mid Heights

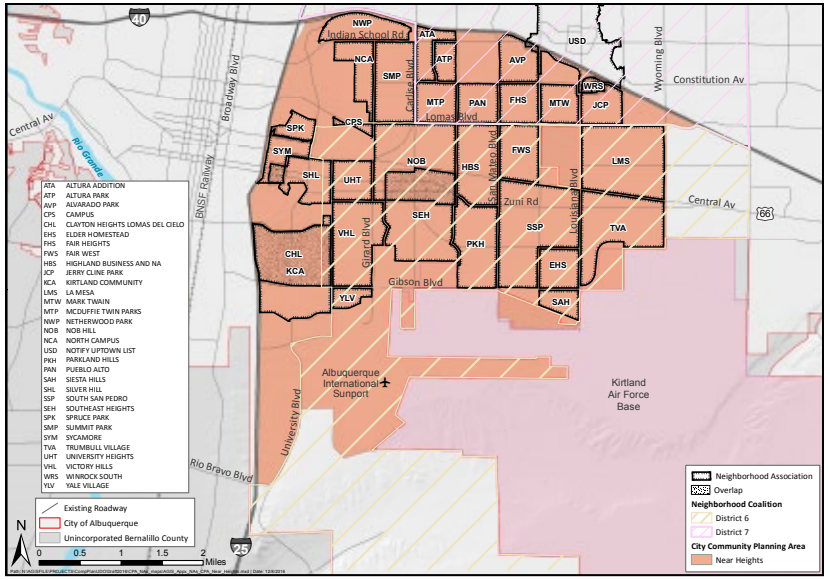


Figure A-8: Near Heights

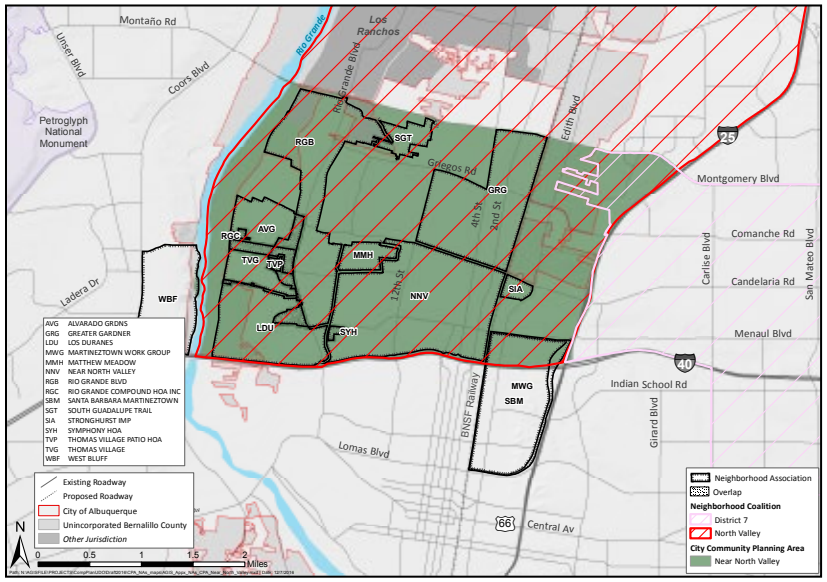


Figure A-9: Near North Valley

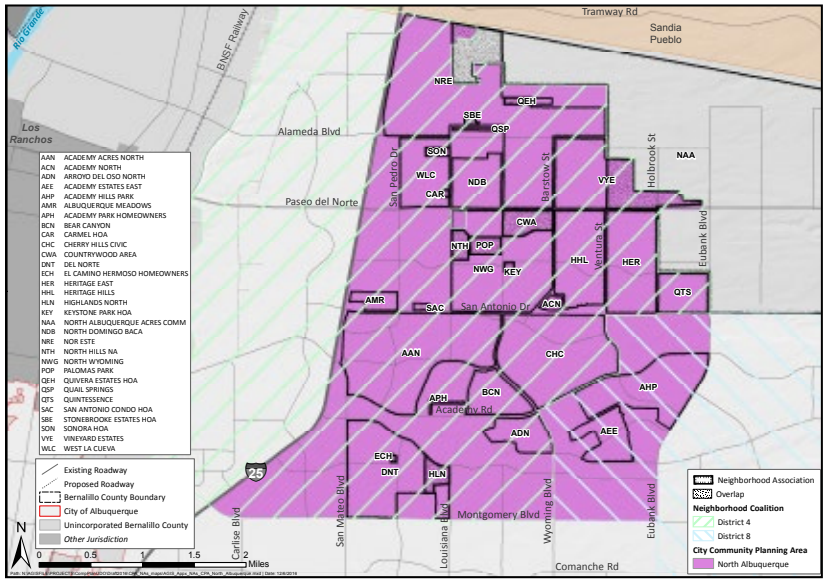


Figure A-10: North Albuquerque

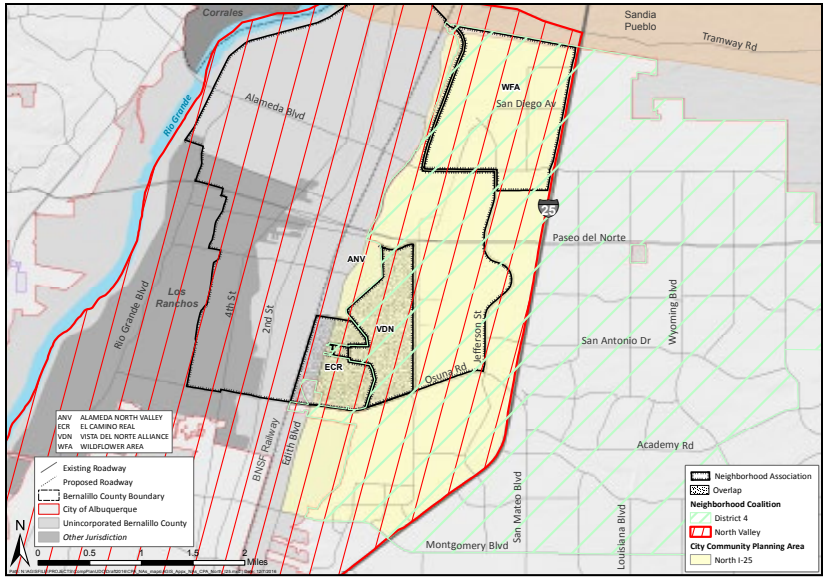


Figure A-11: North I-25

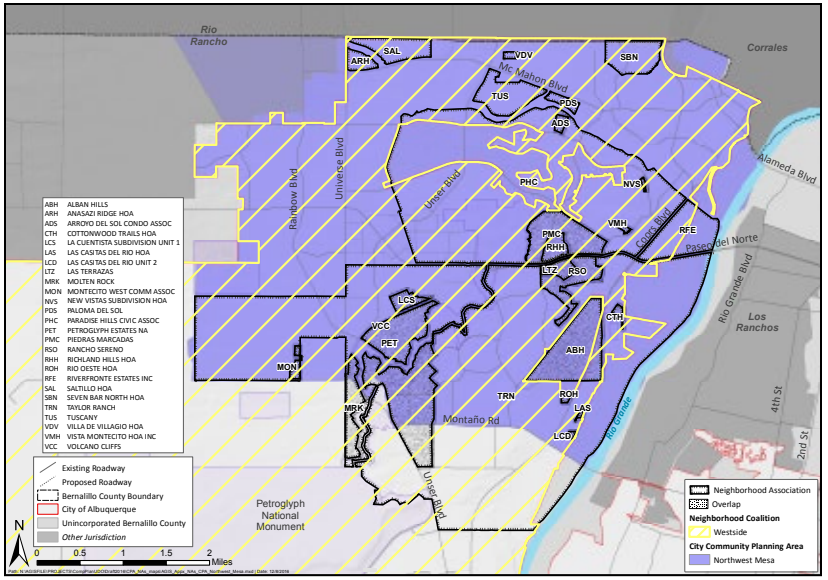


Figure A-12: Northwest Mesa

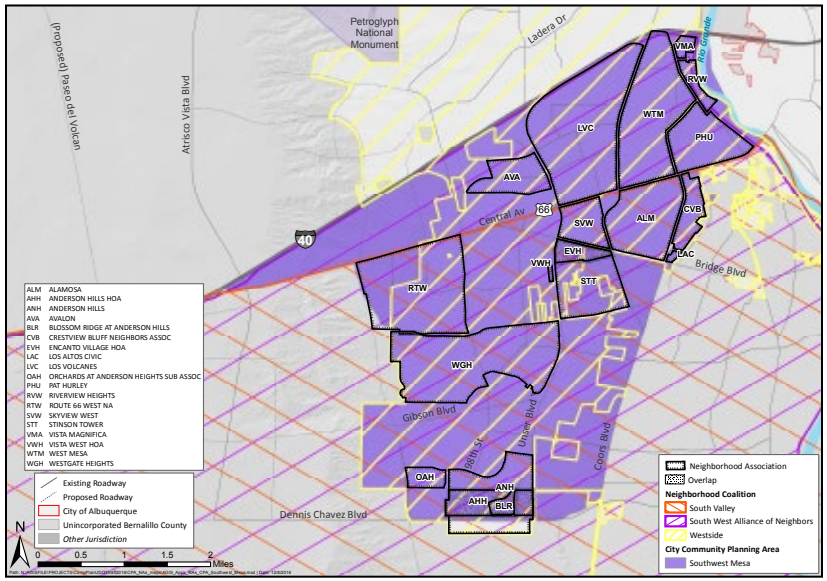


Figure A-13: Southwest Mesa

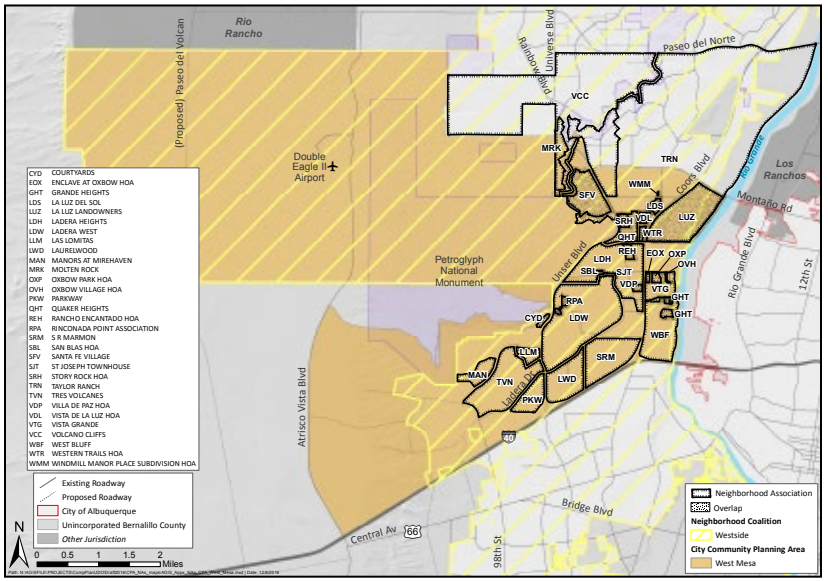


Figure A-14: West Mesa

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
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

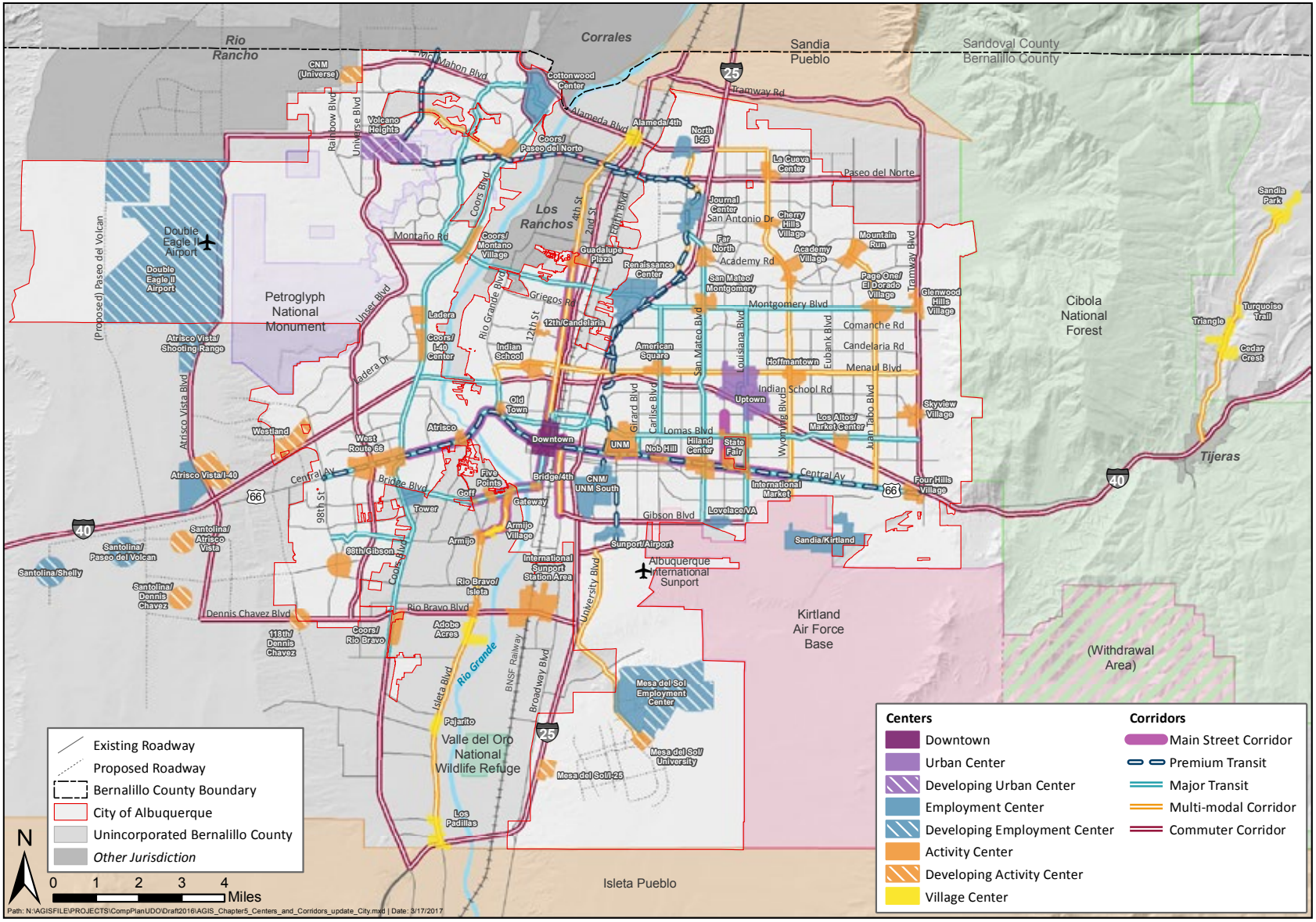


Figure A-15: Centers and Corridors

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
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 continues

Table continues

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
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 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
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
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		
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

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

Figure A-17: Census Block Group Boundaries used to Determine Population, Housing, and Density for Table A-9

Figures A-18 – A-29: City Community Planning Area Maps

Figure A-30: Bernalillo County, Unincorporated Bernalillo County, and City of Albuquerque

Figures A-21 – A-24: Population Pyramids – County, Unincorporated County, City, State

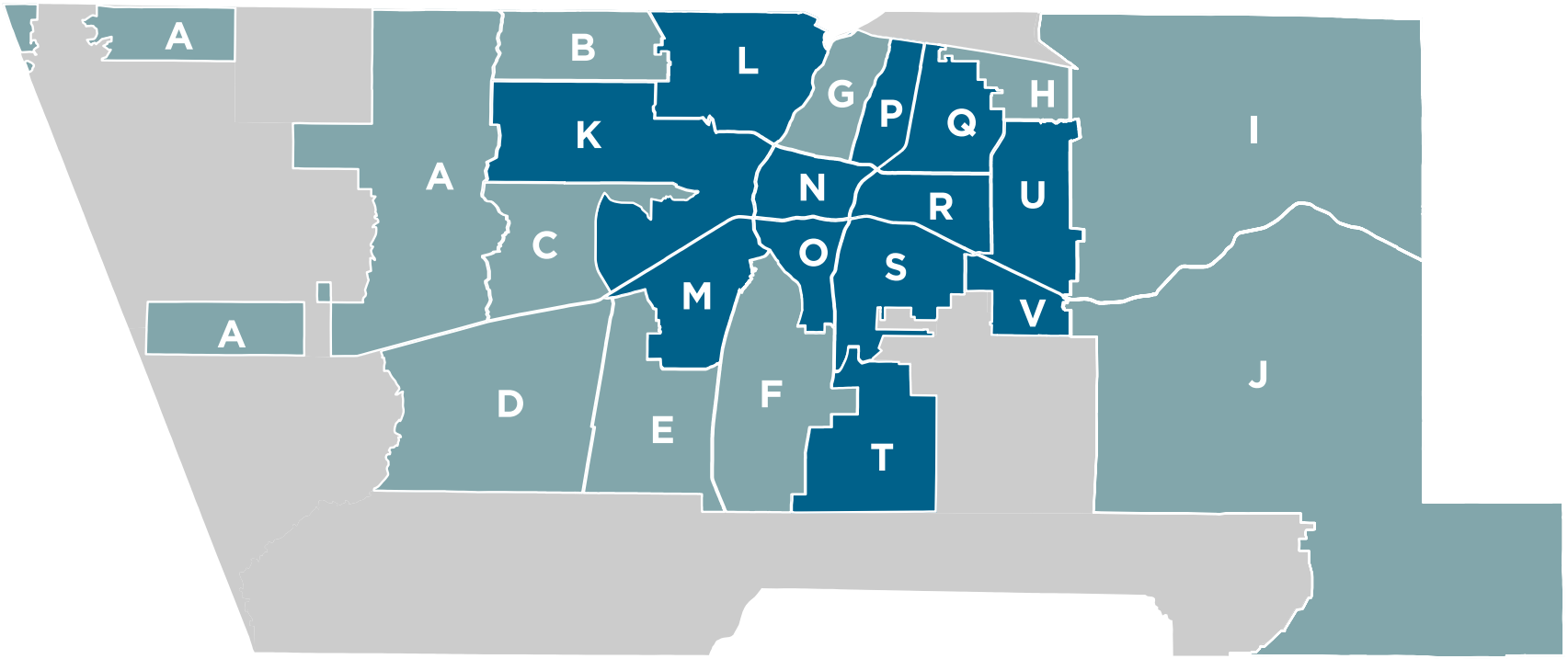
Table A-11: Average Household Size, 2010 and 2014

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

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

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

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



Unincorporated Bernalillo County

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

City of Albuquerque

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

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

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

		COMMUNITY PLANNING AREA*	AREA (SQ. MI.)	2010 POP.	2010 HOUSING UNITS	2010 POP. DENSITY	2010 HOUSING UNIT DENSITY	2014 POP.	2014 HOUSING UNITS	2014 POP. DENSITY	2014 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.

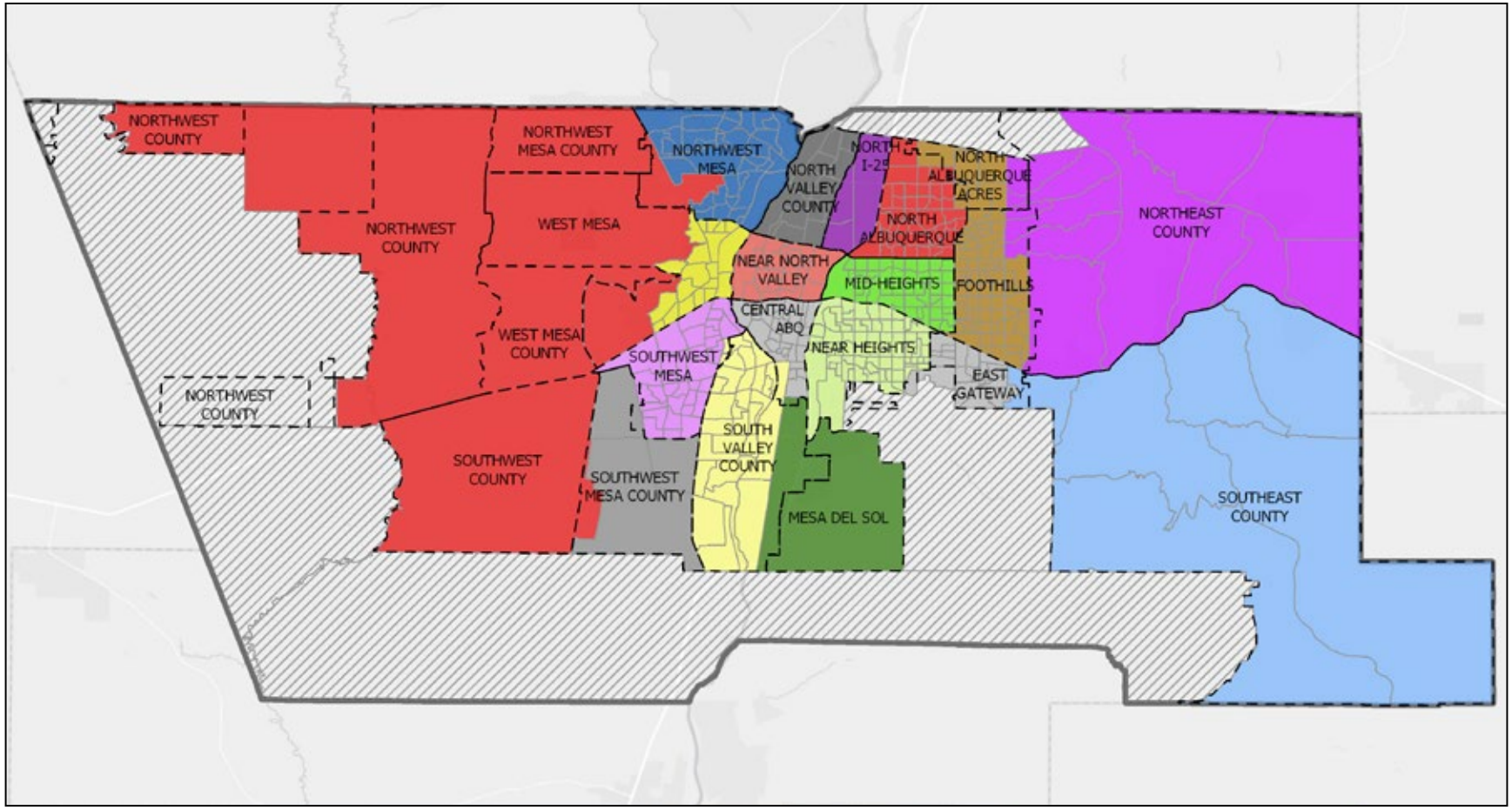


Figure A-17: Census Block Group Boundaries used to Determine Population, Housing, and Density for Table A-9

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.

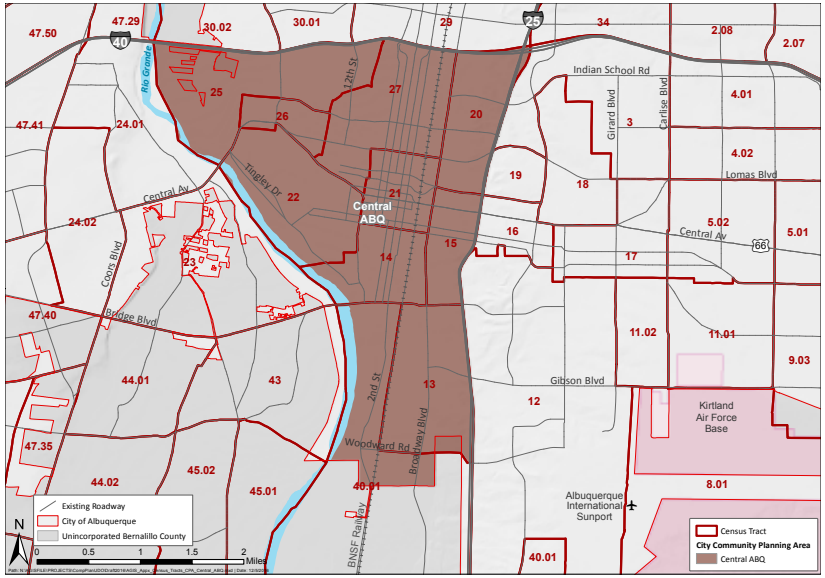


Figure A-18: Central ABQ

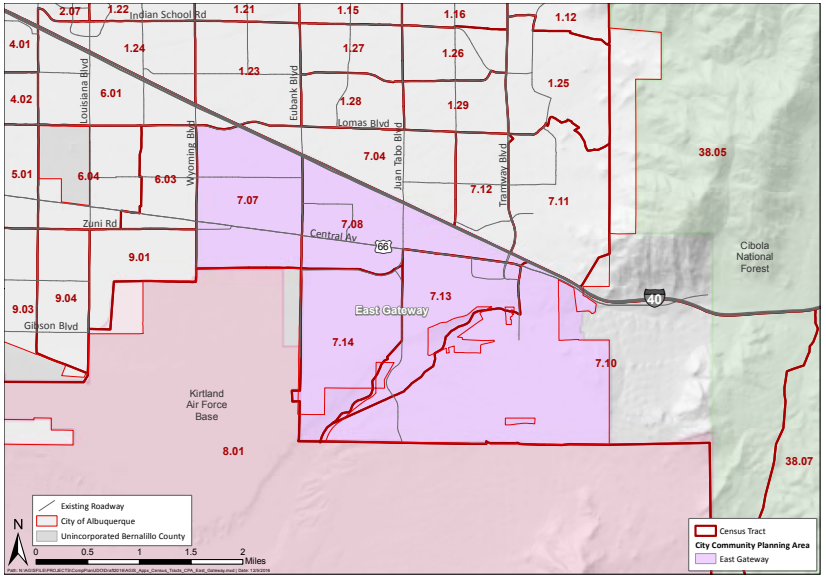


Figure A-19: East Gateway

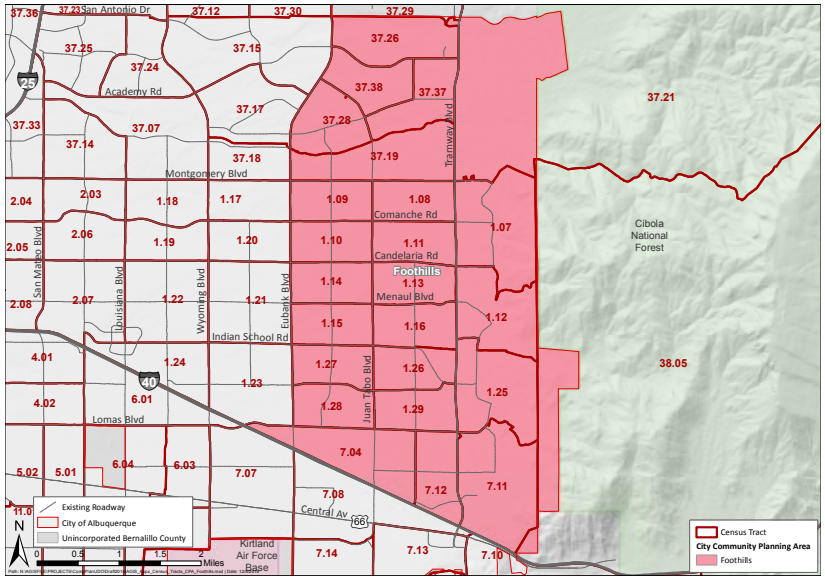


Figure A-20: Foothills

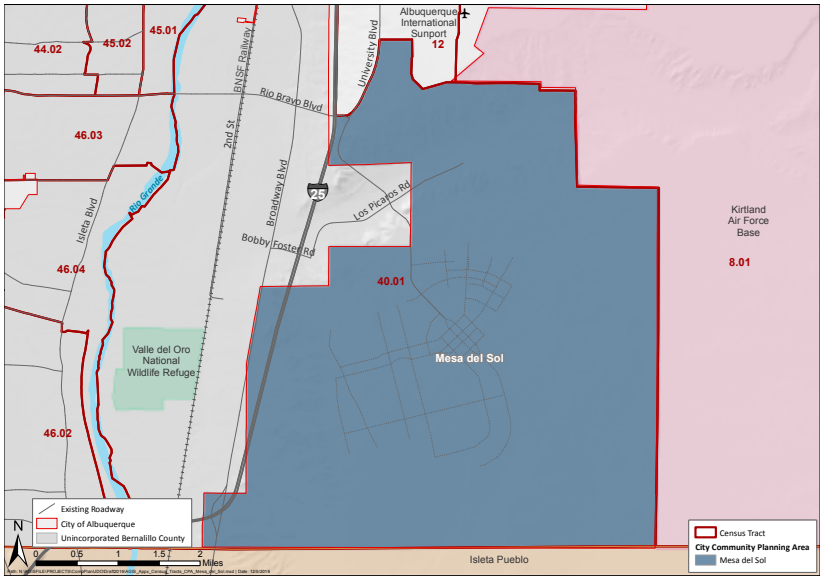


Figure A-21: Mesa del Sol

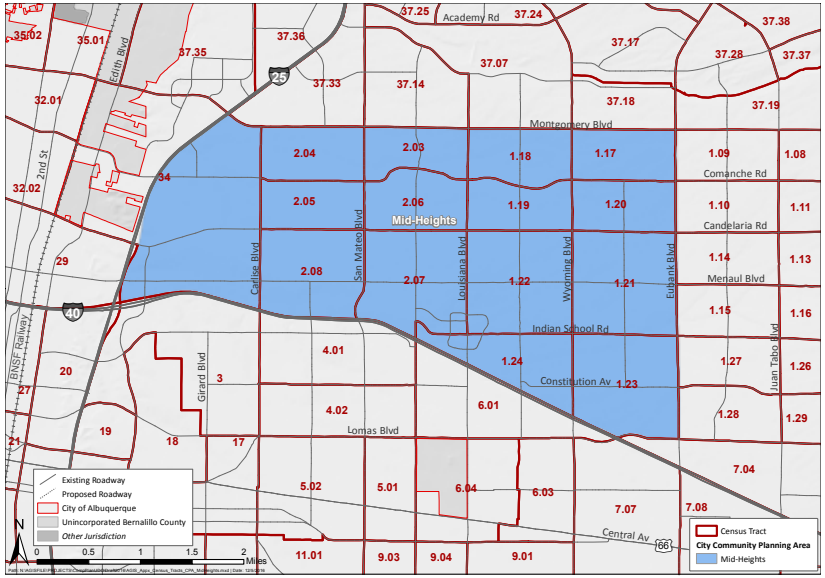


Figure A-22: Mid Heights

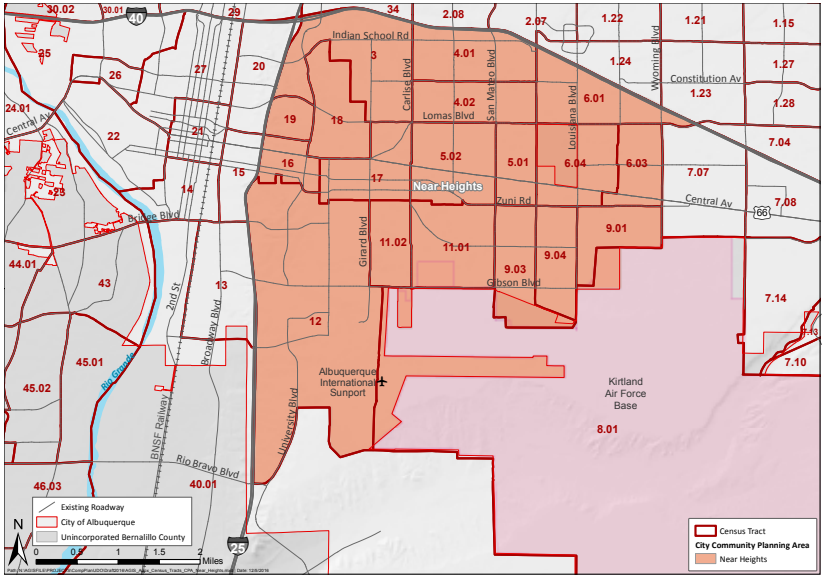


Figure A-23: Near Heights

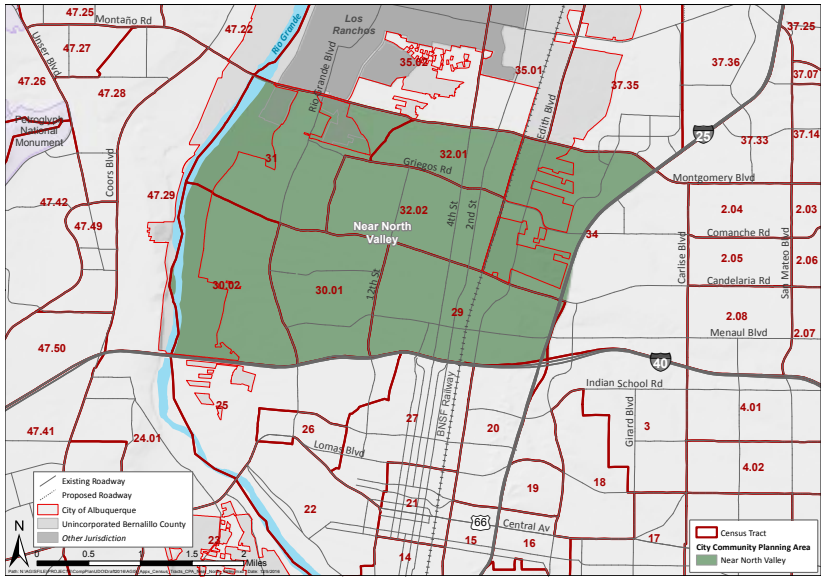


Figure A-24: Near North Valley

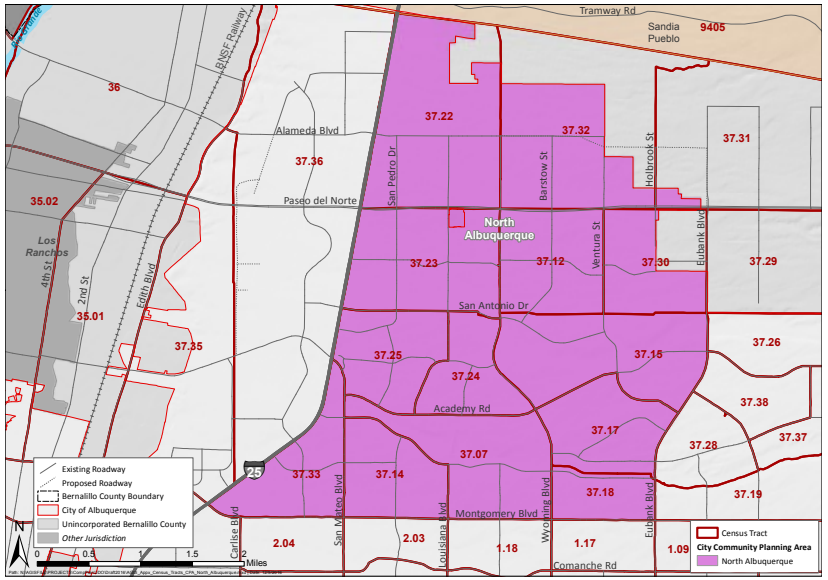


Figure A-25: North Albuquerque

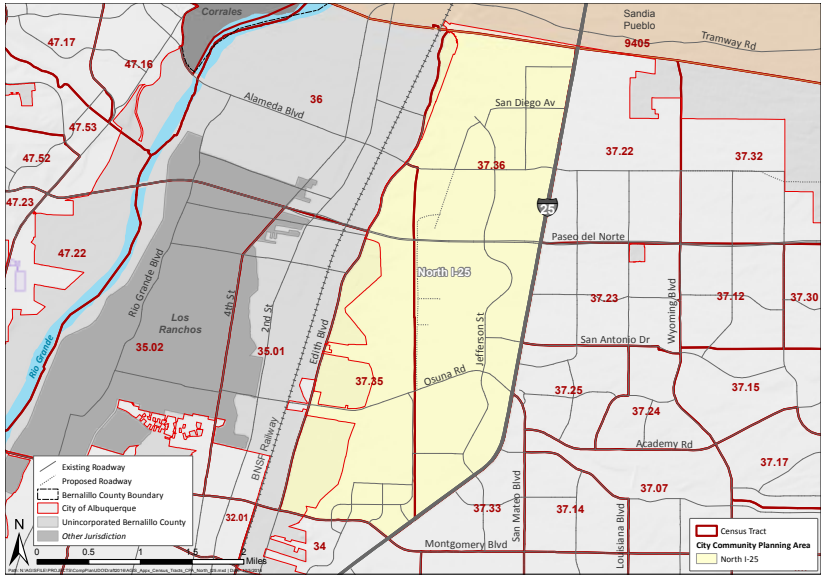


Figure A-26: North I-25

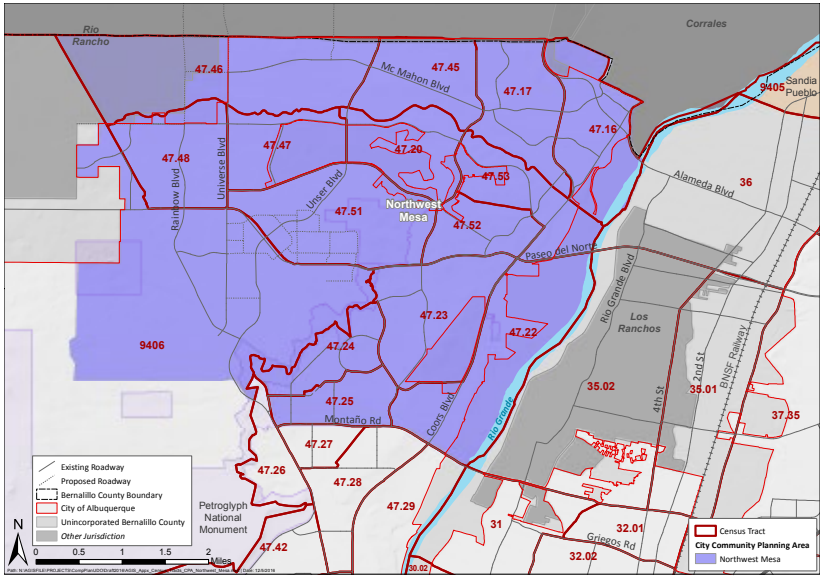


Figure A-27: Northwest Mesa

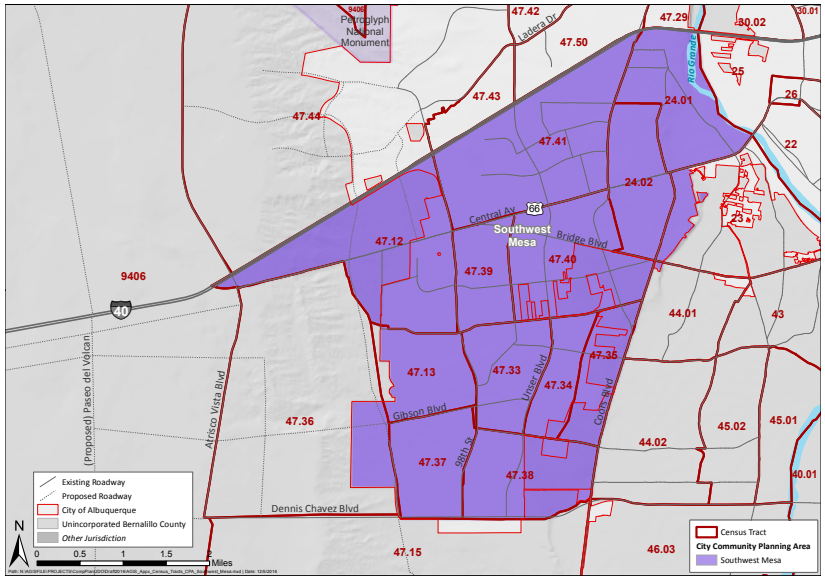


Figure A-28: Southwest Mesa

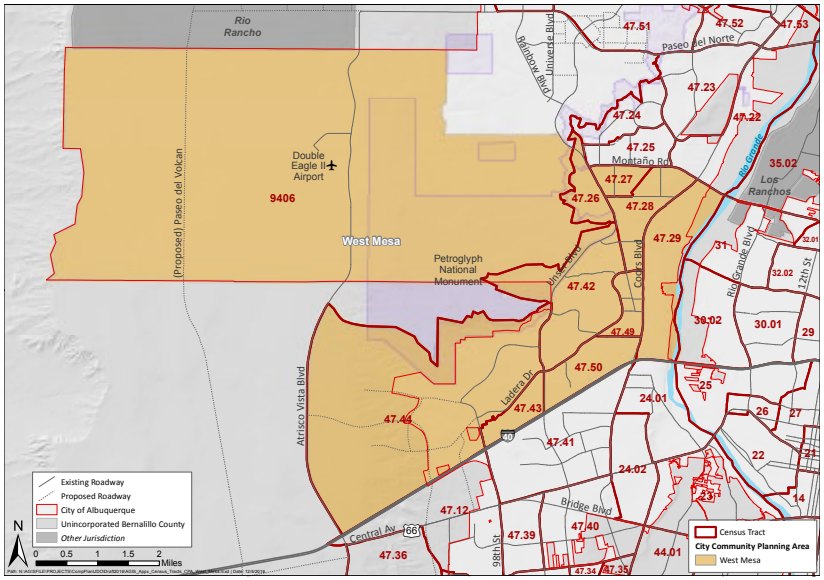


Figure A-29: West Mesa

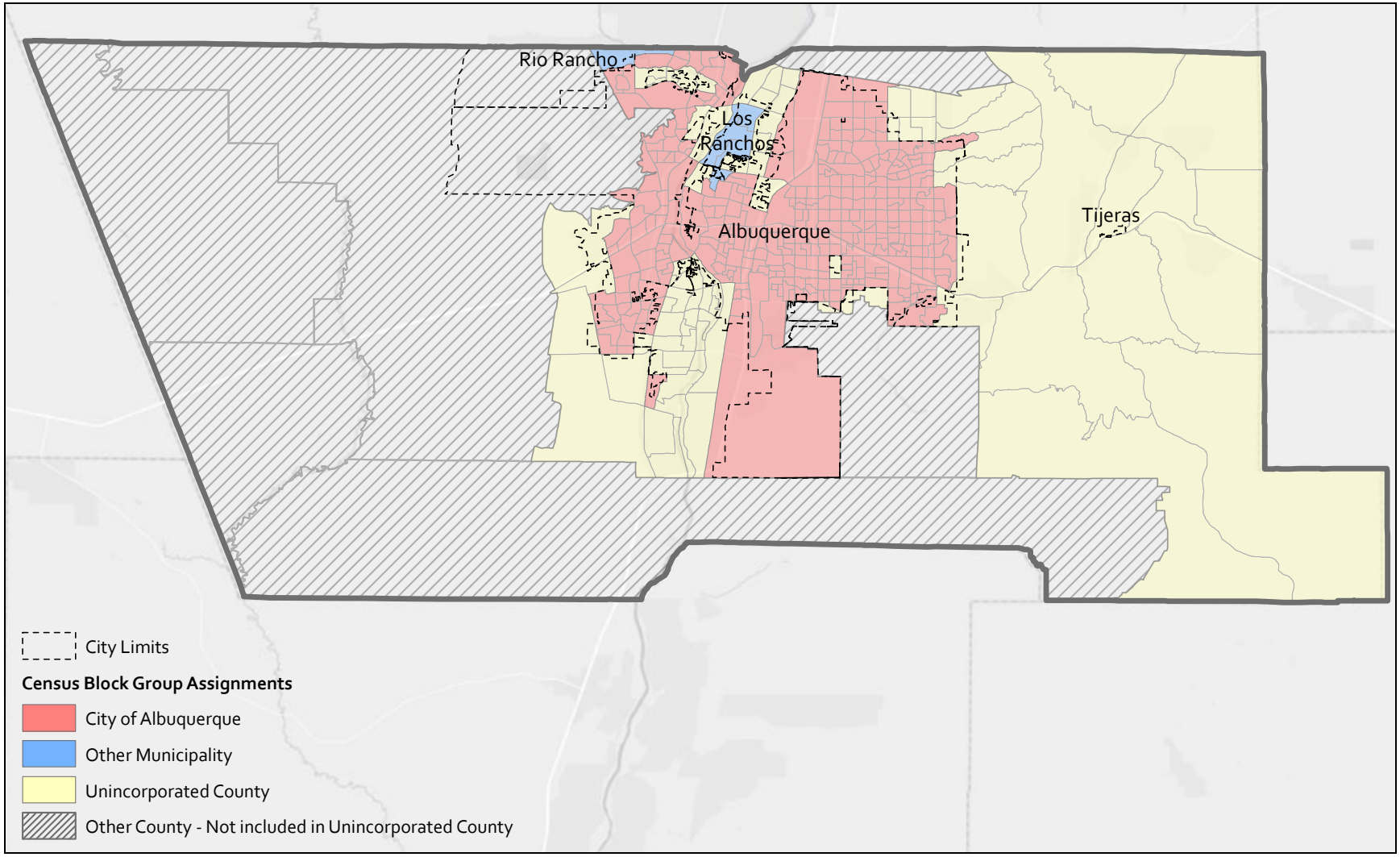


Figure A-30: Bernalillo County, Unincorporated Bernalillo County, and City of Albuquerque

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.

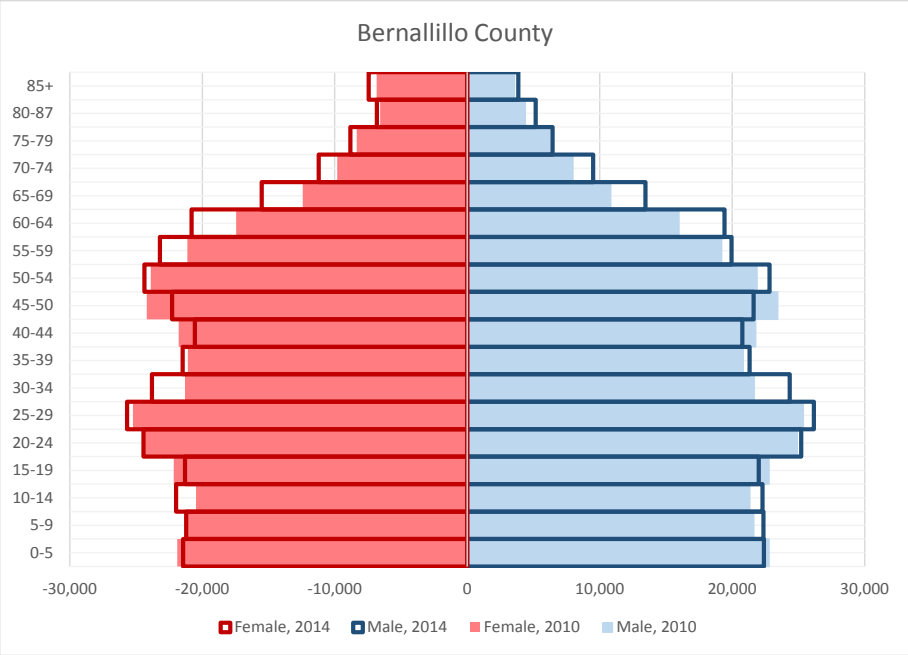


Figure A-31: Population Pyramid, Bernalillo County

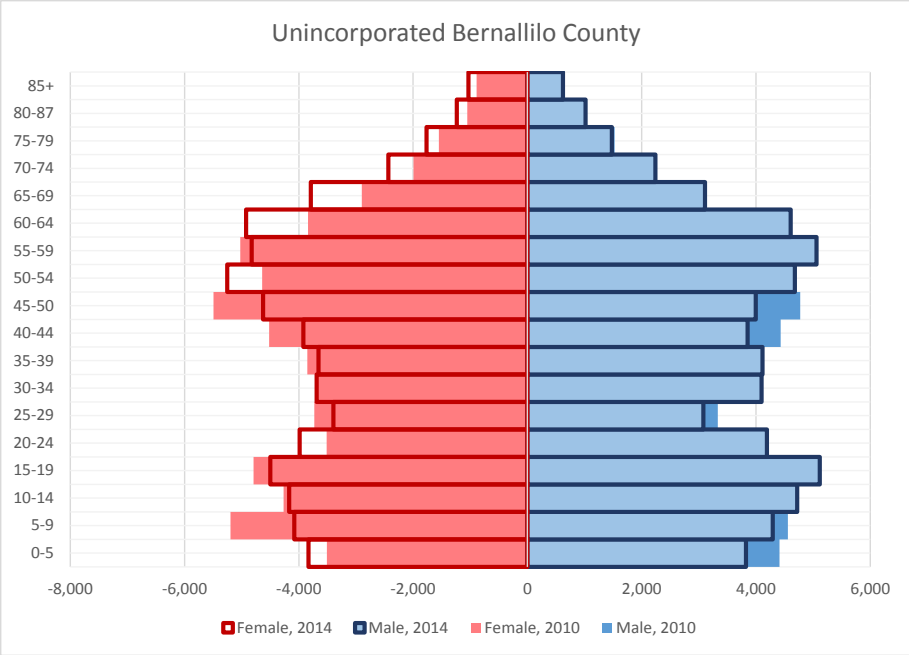


Figure A-32: Population Pyramid, Unincorporated Bernalillo County

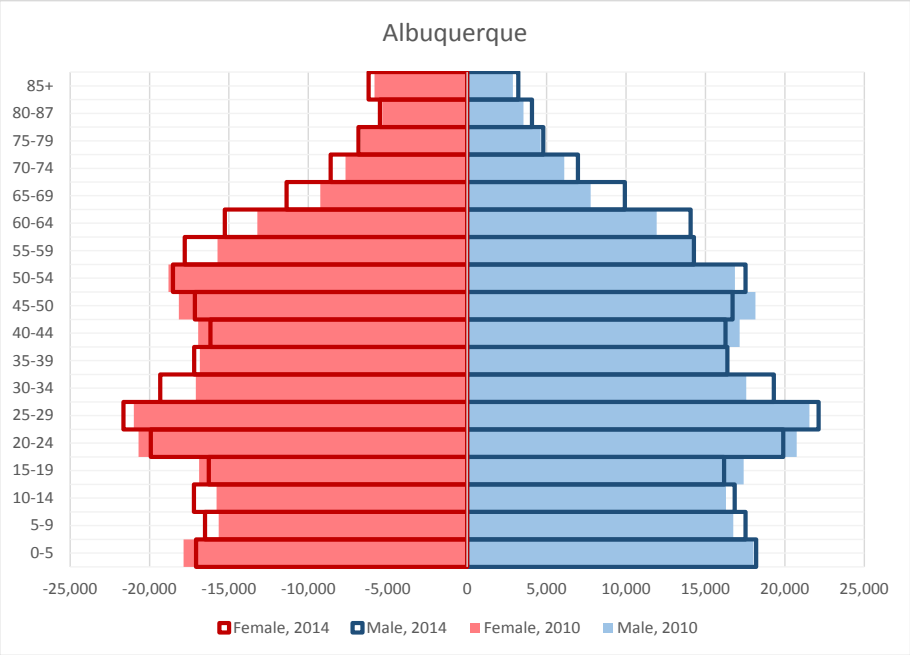


Figure A-33: Population Pyramid, Albuquerque

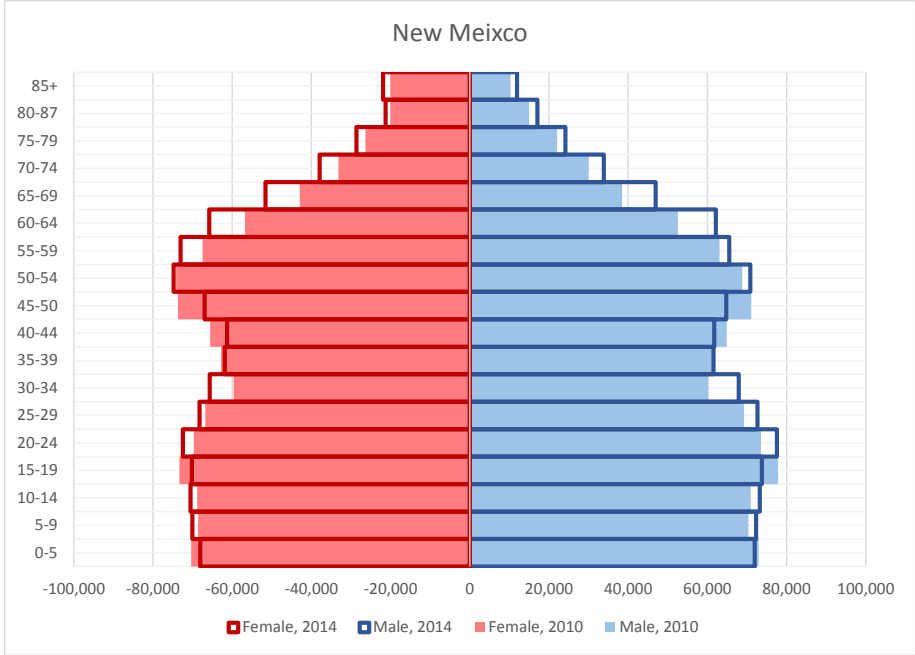


Figure A-34: Population Pyramid, New Mexico

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	Entire MRA is Change
Old Albuquerque High School MRA Plan - II	
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

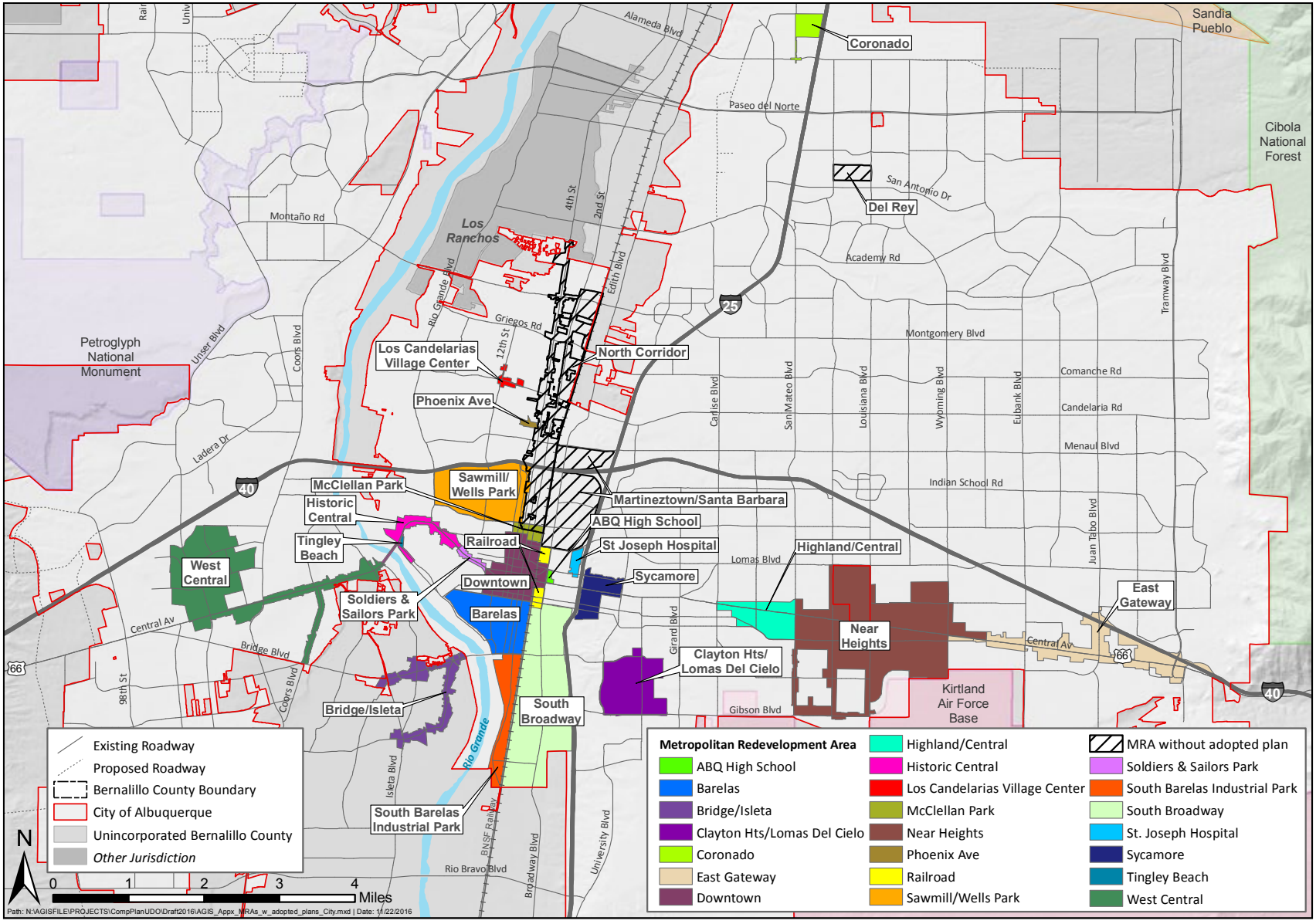


Figure A-35: Metropolitan Redevelopment Areas

K. City Park Development

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

YEAR	PARKS DEVELOPED	CUMULATIVE NUMBER OF PARKS	ACRES DEVELOPED	CUMULATIVE ACRES
Prior to 1960	39	39	124.7	124.65
1960	2	41	32.1	156.71
1961	5	46	35.6	192.33
1962	6	52	10.0	202.35
1963	4	56	8.0	210.36
1964	4	60	6.5	216.84
1965	6	66	27.5	244.33
1966	1	67	5.9	250.22
1967	5	72	28.1	278.27
1968	2	74	54.4	332.62
1969	5	79	12.2	344.81
1970	3	82	14.3	359.10
1971	7	89	21.2	380.27
1972	10	99	40.8	421.10
1973	2	101	6.7	427.76
1974	3	104	15.2	422.99

Table continues

YEAR	PARKS DEVELOPED	CUMULATIVE NUMBER OF PARKS	ACRES DEVELOPED	CUMULATIVE ACRES
1975	4	108	15.0	458.03
1976	3	111	8.3	466.35
1977	5	116	56.7	523.08
1978	3	119	17.4	540.49
1979	11	130	34.7	575.14
1980	2	132	11.0	589.13
1981	5	137	15.3	601.40
1982	5	142	29.8	631.15
1983	4	146	47.4	678.53
1984*	3	149	8.1	686.63
1985	8	157	49.8	736.43
1986†	3	160	9.2	745.59
1987‡	3	163	19.5	765.09
1988**	3	160**	12.9	778.00
1989	5	165	17.0	195.95
1990-2001	69	238	382.6	1203.27

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

APPENDIX M

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
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.

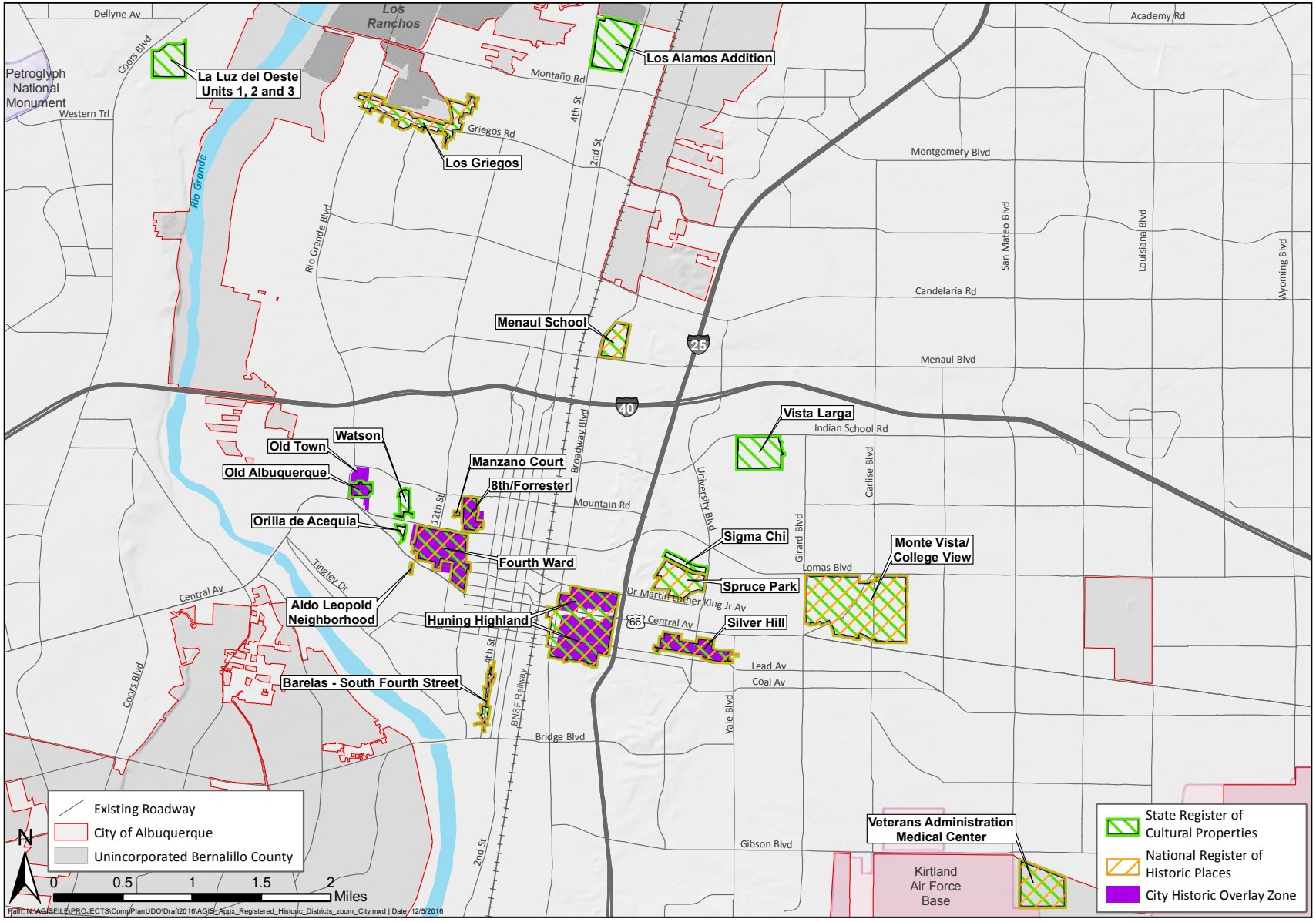


Figure A-36: Registered Historic Districts in Albuquerque

N. Albuquerque Public Schools Enrollment

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

SCHOOL YEAR	STUDENTS
1949-1950	21,335
1950-1951	24,073
1951-1952	25,944
1952-1953	28,424
1953-1954	31,245
1954-1955	34,210
1955-1956	37,286
1956-1957	39,835
1957-1958	43,571
1958-1959	48,803
1959-1960	53,561
1960-1961	56,161
1961-1962	N/A
1962-1963	N/A
1963-1964	68,301

Table continues

SCHOOL YEAR	STUDENTS
1964-1965	71,889
1965-1966	74,477
1966-1967	76,429
1967-1968	77,644
1968-1969	78,793
1969-1970	80,751
1970-1971	84,362
1971-1972	86,016
1972-1973	87,211
1973-1974	85,967
1974-1975	84,772
1975-1976	84,634
1976-1977	85,639
1977-1978	83,910
1978-1979	82,655

Table continues

SCHOOL YEAR	STUDENTS
1979-1980	80,982
1980-1981	78,668
1981-1982	76,177
1982-1983	75,210
1983-1984	75,303
1984-1985	76,057
1986-1987	79,119
1987-1988	82,296
1988-1989	84,783
1989-1990	86,716
1990-1991	88,112
1992-1993	90,153
1993-1994	91,516
1994-1995	88,624
1995-1996	88,891

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