

DOWNTOWN

2025

sector development plan

City of Albuquerque Planning Department
Downtown Action Team (DAT)

ALBUQUERQUE
NEW MEXICO

1706

Downtown 2010 Adopted May 2000
Updated June 2014



Downtown 2025 Sector Development Plan (originally Downtown 2010)

Originally adopted by the City Council and signed by the Mayor on May 22, 2000
Council Bill No. R-21, City Enactment No. 50-2000

Amendments

This Plan incorporates the City of Albuquerque amendments in the following referenced Resolutions, which are inserted at the beginning of the Plan and are on file with the City Clerk's Office. Resolutions adopted from December 1999 to the present date are also available (search for No.) on City Council's Legistar webpage at <https://cabq.legistar.com/Legislation.aspx>.

Adoption Date	Council Bill No.	Enactment No.	Plan References	Changed in Plan	Description
3/19/2007	R-07-183	R-2007-027	p. 34, prohibited uses	Yes	Adult amusement establishments and adult stores added to the list of prohibited uses
11/1/2010	R-09-5	R-2010-141	p.34, commercial parking lots	No	Defines and regulates existing commercial surface parking lots and lighting requirements
6/24/2013	R-11-225	R-2012-052	p. 4, map of Downtown Core; p. 29, Districts map	Yes	Boundary of the Downtown 2010 SDP plan area adjusted through adoption of the 2012 Downtown Neighborhood Area SDP
5/19/2014	R-13-236	R-2014-029	p. 23, catalytic projects p. 28, deviations p. 28b, approval process chart p. 32, uses and regulations p. 40, courtyard building height p. 41, terrace building setback p. 42, podium building regulations p. 69, historic preservation demolition regs.	Yes	Project 1008098; 13 EPC-40109. Updates plan as Downtown 2025 SDP, including boundary per R-2013-126: 1) Defines the process for approving minor changes or deviations from the Building Types and Standards; 2) Revises the Approval Process flowchart to better depict the current process; 3) Clarifies that R-3 and C-2 Uses are allowed, including artisanal and craft manufacturing as permissive uses, while the other zoning regulations for each zone (setbacks, density, etc.) do not apply; 4) Clarifies building height, step-backs, and recommended parking configurations where there are internal inconsistencies; 5) Incorporates the 2005 Demolition Review Ordinance, §14-12-9, consistent with existing standards and requirements
3/20/2017	R-16-108	R-2017-026	Adopts SDP Policies	N/A	Adopting an updated Albuquerque/ Bernalillo County Comprehensive Plan, which incorporates most sector plan goals, policies, and implementation actions
11/13/2017	O-17-49	O-2017-025	Repeals SDP Regulations	N/A	Repealing Resolutions and Plans Whose Regulatory Purpose and Content Has Been Replaced by The Integrated Development Ordinance (IDO)

11/13/2017	R-17-213	R-2017-102	Repeals SDP; Retains MRA Plan	N/A	Amends the title and type of plan to repeal the Sector Development Plan while retaining the Metropolitan Redevelopment Plan as a Rank 3 Plan to be consistent with the IDO's Ranked Plan system under the IDO
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Footnotes

1. The amendments in the Resolutions **may or may not be reflected** in the Plan text: "Yes" in the fifth column indicates they are; "No" indicates they are not.
2. This Plan may include maps showing property zoning and/or platting, which may be dated as of the Plan's adoption. Refer to the Albuquerque Geographic Information System (AGIS) for up-to-date zoning and platting information at <http://www.cabq.gov/gis>.

CITY of ALBUQUERQUE

FOURTEENTH COUNCIL

COUNCIL BILL NO. R-21 ENACTMENT NO. 50-2000

SPONSORED BY: Adele Baca-Hundley

1 RESOLUTION

2 ADOPTING THE DOWNTOWN 2010 SECTOR DEVELOPMENT PLAN FOR AN
3 URBAN CENTER, REPEALING THE 1989 DOWNTOWN CORE REVITALIZATION
4 STRATEGY (THE CENTER CITY REVITALIZATION STRATEGY) ADOPTED BY
5 RESOLUTION 34-1989; REPEALING THE 1992 DESIGN STANDARDS &
6 GUIDELINES FOR DOWNTOWN CENTRAL AVENUE; AND AMENDING THE
7 BOUNDARIES OF THE DOWNTOWN NEIGHBORHOOD AREA SECTOR
8 DEVELOPMENT PLAN, THE HUNING CASTLE AND RAYNOLDS ADDITION
9 SECTOR DEVELOPMENT PLAN, AND THE MCCLELLAN PARK SECTOR
10 DEVELOPMENT PLAN.

11 WHEREAS, the Council, the Governing body of the City of Albuquerque,
12 has the authority to adopt and amend plans for the physical development of areas
13 within the planning and platting jurisdiction of the City authorized by statute,
14 Section 3-19-3 NMSA 1978, and by its home rule powers; and

15 WHEREAS, the Council recognizes the need for sector development plans
16 to guide the City of Albuquerque and other agencies and individuals to ensure
17 orderly redevelopment and effective utilization of funds; and

18 WHEREAS, the Downtown Core, as shown on the map and described in the
19 attached text, is designated as an urban center in the Albuquerque/Bernalillo
20 County Comprehensive Plan; and

21 WHEREAS, the DOWNTOWN PLAN was originally adopted in 1975 with
22 subsequent amendments (Resolution No. 189-1976, 102-1977 and 58-1988), and
23 the Downtown Core Revitalization Strategy and Rank III Sector Development Plan
24 was adopted in 1989 (Resolution 34-1989) with an amendment (Resolution 44-
25 1990) and Design Standards & Guidelines for Downtown Central Avenue were

[+Bracketed Material+] - New
[-Bracketed Material-] - Deletion

1 adopted in 1992; and

2 WHEREAS, the Downtown 2010 Sector Development Plan was jointly
3 developed by the City of Albuquerque and the Downtown Action Team with
4 assistance from area property owners, business people, residents, institutions
5 and neighborhood representatives; and

6 WHEREAS, the Downtown is a key element in the City's overall economic
7 program and as an important part its efforts to promote and market Albuquerque
8 to new investments; and

9 WHEREAS, the Environmental Planning Commission, in its advisory role
10 on all matters relating to Planning, Zoning and Environmental Protection, has
11 approved and recommended adoption of the Downtown 2010 Sector Development
12 Plan; which includes amending the Downtown core boundary; and

13 WHEREAS, the City of Albuquerque originally adopted the Downtown
14 Neighborhood Area Sector Development Plan in 1976 through action on Council
15 Resolution 158-1976 and subsequently adopted additional amendments; and

16 WHEREAS, the Downtown 2010 Sector Development Plan addresses
17 protecting surrounding neighborhoods from intrusion of commercial and office
18 land uses; and

19 WHEREAS, the Downtown 2010 Sector Development Plan proposes
20 expanding the Downtown core boundary and controlling development in the
21 western area of Downtown to residential uses only; and

22 WHEREAS, the expanded Downtown core boundary will help stabilize and
23 conserve the Downtown Neighborhood Area (DNA); and

24 WHEREAS, the City of Albuquerque adopted the Huning Castle and
25 Raynolds Addition Neighborhood Sector Development Plan through Council
26 Resolution 22-1981; and

27 WHEREAS, the City of Albuquerque McClellan Park Sector Development
28 Plan through Council Enactment 10-1984, and amended that plan through Council
29 Resolution R-230; and

30 WHEREAS, the Downtown 2010 Sector Plan contains goals and objectives
31 encouraging new neighborhood oriented commercial development; and

1 WHEREAS, the Downtown 2010 Sector Development Plan addresses
2 protecting surrounding neighborhoods while providing mixed used
3 developments; and

4 WHEREAS, the expanded Downtown core boundary will encourage
5 residential development, neighborhood serving retail and ancillary office activity.

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

8 SECTION 1. The Downtown 2010 Sector Development Plan attached hereto
9 and made a part hereof; is hereby adopted, serving as a guide to partial
10 implementation of the Albuquerque/Bernalillo County Comprehensive Plan and
11 the investment of public and private funds.

12 SECTION 2. The 1989 Downtown Core Revitalization Strategy including the
13 Rank III Sector Development Plan and plan amendments adopted by Resolution
14 44-1990, and the 1992 Design Standards & Guidelines for Downtown Central
15 Avenue are hereby repealed.

16 SECTION 3. The Downtown Neighborhood Area (DNA) Sector Development
17 Plan boundaries are amended as per the attached map.

18 SECTION 4. The Huning Castle and Raynolds Addition Neighborhood
19 Sector Development Plan boundaries are amended as per the attached map.

20 SECTION 5. The McClellan Park Sector Development Plan boundaries are
21 amended as per the attached map.

22 SECTION 6. The boundaries, districts, and design standards as proposed
23 by the Downtown 2010 Sector Development Plan are more advantageous to the
24 community than the existing boundaries and uses, and will encourage the
25 development of the sector plan area as an urban center, consistent with the
26 Comprehensive Plan.

27 SECTION 7. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
28 clause, word or phrase of this resolution is for any reason held to be invalid or
29 unenforceable by any court of competent jurisdiction, such decision shall not
30 affect the validity of the remaining provisions of this resolution. The Council
31 hereby declares that it would have passed this resolution and each section,
32 paragraph, sentence, clause, word or phrase thereof irrespective of any
33 provisions being declared unconstitutional or otherwise invalid.

SECTION 8. EFFECTIVE DATE AND PUBLICATION. This resolution shall become effective five or more days after publication in full when a copy of the resolution is filed in the office of the County Clerk.

[+Bracketed Material+] - New
[-Bracketed Material-] - Deletion

1 PASSED AND ADOPTED THIS 1st DAY OF MAY, 2000

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4 BY A VOTE OF: 8 FOR 1 AGAINST.

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6 Yes: 8

7 No: Yntema

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Michael Brasher

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Michael Brasher, President

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City Council

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APPROVED THIS 22nd DAY OF May, 2000 *RL*

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Bill No. R-21

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Jim Baca

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Jim Baca, Mayor

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City of Albuquerque

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ATTEST:

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Janis Baca Schulte

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City Clerk

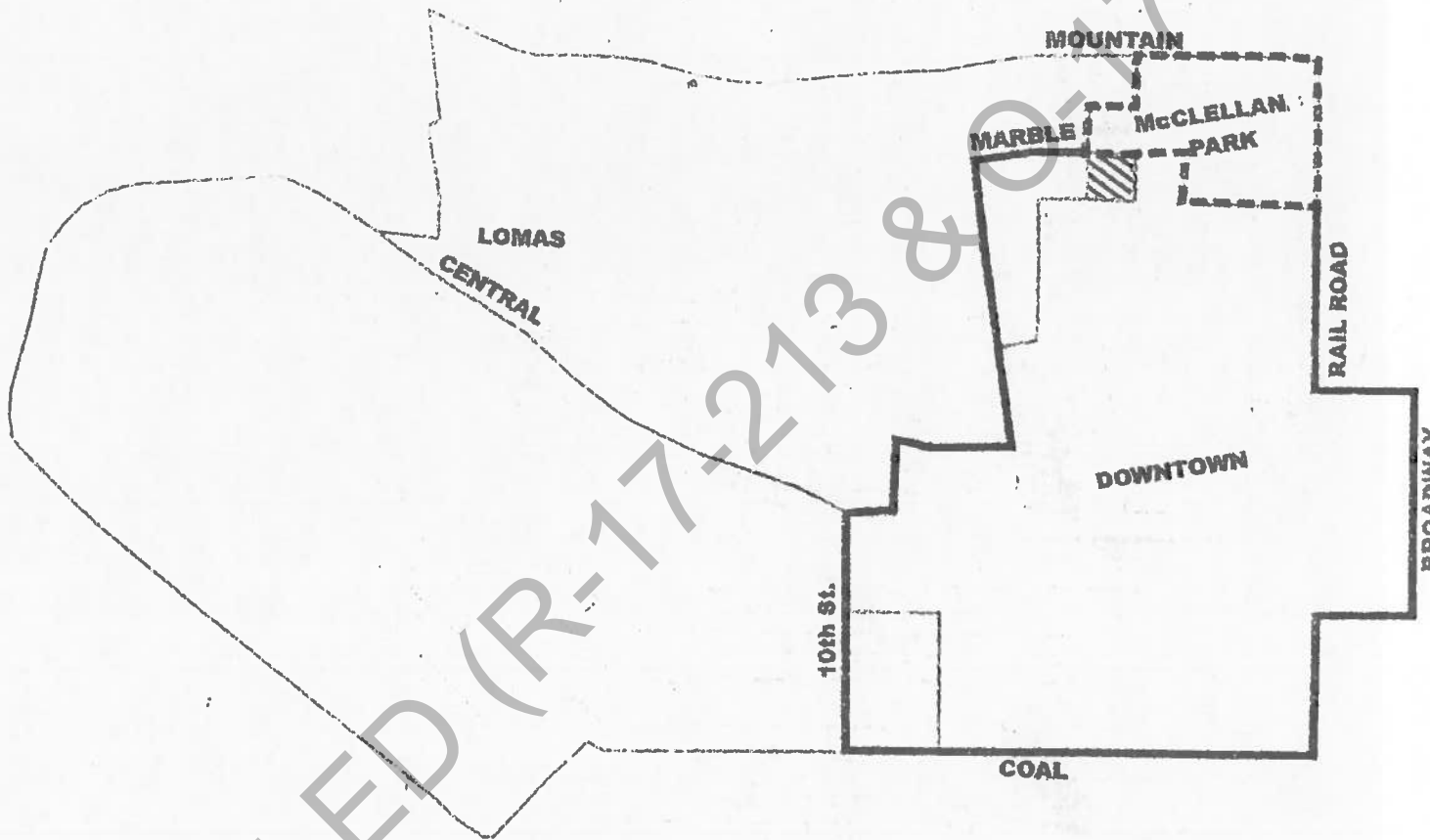
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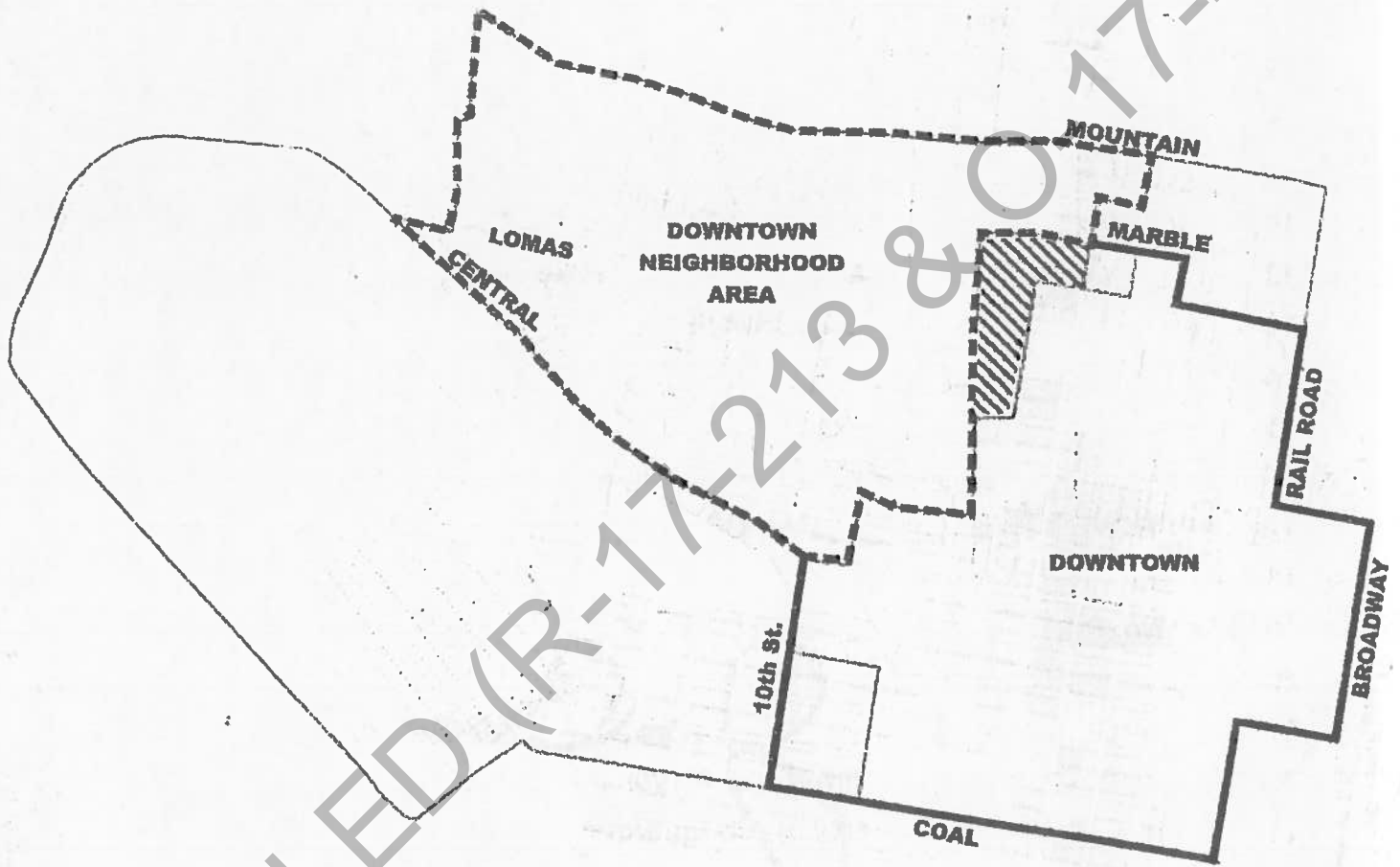
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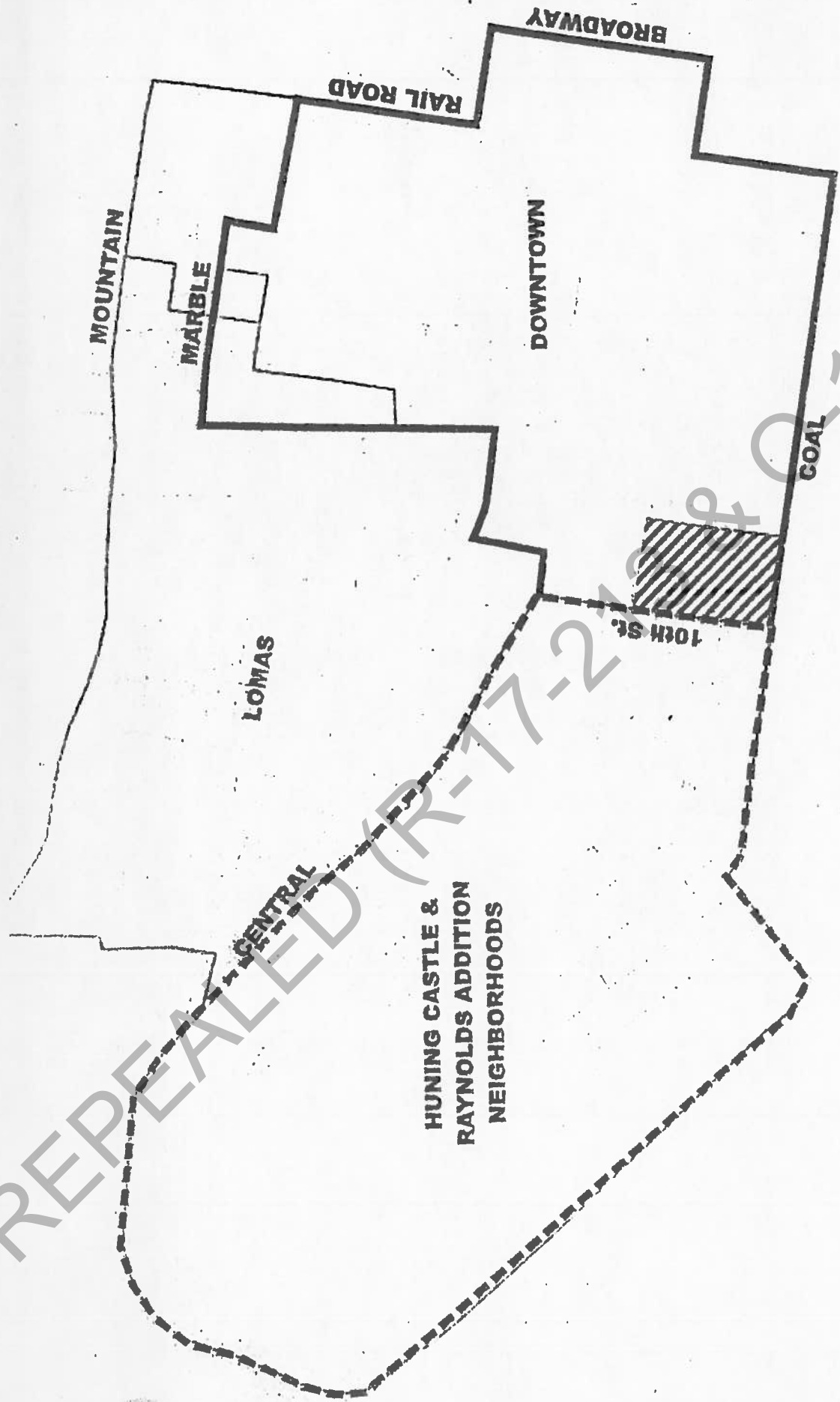
McCLELLAN PARK NEIGHBORHOOD AREA PLAN
----- Sector development Plan Boundary
----- deleted from the McClellan Park Sector Plan



DOWNTOWN NEIGHBORHOOD AREA (DNA) PLAN

- Sector Development Plan Boundary
- //// Area deleted from the DNA Neighborhood Plan

REPEALED (R-17-210 & 0-17-49)



HUNING CASTLE &
RAYNOLDS ADDITION
NEIGHBORHOODS

HUNING CASTLE AND RAYNOLDS ADDITION NEIGHBORHOOD PLAN

- Sector Development Plan Boundary
- ▨ AREA Deleted from the Huning Castle & Raynolds Addition Neighborhood Plan

EXHIBIT 49

**CITY of ALBUQUERQUE
SEVENTEENTH COUNCIL**

R-2007-027

COUNCIL BILL NO. R-07-183

ENACTMENT NO.

SPONSORED BY: Isaac Benton, by request

RESOLUTION

1
2 **AMENDING THE PROHIBITED USES SECTION OF THE DOWNTOWN 2010**
3 **SECTOR DEVELOPMENT PLAN TO PROHIBIT ADULT AMUSEMENT**
4 **ESTABLISHMENTS AND ADULT STORES.**

5 **WHEREAS, the City adopted the Downtown 2010 Sector Development Plan**
6 **as the Metropolitan Redevelopment Plan for the Downtown Metropolitan**
7 **Redevelopment Area in May of 2004 through Council Enactment No. 44-2004;**
8 **and**

9 **WHEREAS, the City Council has the authority to not only adopt but amend**
10 **such a sector plan; and**

11 **WHEREAS, the adverse secondary effects associated with adult**
12 **amusement establishments and adult stores are the types of problems that**
13 **may interfere with the redevelopment of the Downtown Core; and**

14 **WHEREAS, an amendment to the Downtown 2010 Sector Development Plan**
15 **preventing the future location of adult uses in the Downtown Core would**
16 **enhance the continued revitalization of the Downtown Core; and**

17 **WHEREAS, an amendment prohibiting future adult uses in the Downtown**
18 **Core will minimize the adverse secondary effects potentially generated by**
19 **adult use businesses and at the same time continue to satisfy the first**
20 **amendment rights of the adult uses to exist in the City of Albuquerque as**
21 **mandated by the Constitution and federal courts; and**

22 **WHEREAS, this amendment leaves open sufficient reasonable alternative**
23 **locations for adult uses, and the City allows reasonable alternative avenues of**
24 **communication to owners of adult businesses; and**

25 **WHEREAS, SU-3 references C-2 zone for allowed uses and adult activity is**
26 **no longer allowed in C-2.**

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

3 SECTION 1. The Prohibited Uses Section, Page 34, of the Downtown 2010
4 Sector Development Plan is hereby amended to read:

5 "Some uses are clearly prohibited or regulated in all Downtown districts.
6 Following is a list of those uses:

- 7 • Drive-in/drive through facilities are not allowed, except that unenclosed
8 outdoor seating is permitted. Existing drive-in/drive through uses shall be
9 legal, non-conforming uses.
- 10 • Adult amusement establishments and adult stores are not allowed.
11 Existing adult amusement establishments and adult stores shall be legal,
12 nonconforming uses.
- 13 • Commercial surface parking lots are not allowed. Existing commercial
14 surface parking lots shall be legal, non-conforming uses and must meet the
15 landscaping, lighting, buffering and paving requirements identified in the
16 building standards section of The Plan.
- 17 • Alcoholic drink sales for consumption off-premises are allowed, provided
18 however:

- 19 a) there shall be no dispensing (sales) of any miniatures;
- 20 b) there shall be no dispensing (sales) of any fortified wines by volume
21 of alcohol no more than twelve percent; and
- 22 c) there shall be no dispensing (sales) of any alcoholic beverages in
23 broken packages (singles).

24 Existing establishments engaged in the sale of alcoholic drink sales for
25 consumption off-premises shall be required to meet the above restrictions
26 within ninety (90) days of The Plan adoption.


- 27 d) Alcoholic drink sales within 500 feet of the boundary of a residential
28 zone in an adjacent neighborhood or within 500 feet of the boundary of any
29 adjacent sector development plan shall be Review Required, except this
30 provision shall not apply to a full service grocery store.

31 Jails or correctional institutions are not allowed, but temporary detention
32 facilities shall be allowed to accommodate police investigative activities and
33 related activities.

- Off-premise free-standing signs are not permitted.
- Existing uses within the Housing district area between Central Avenue and Lomas Boulevard that are inconsistent with the District/Use Matrix are nonconforming and the City's nonconformance regulations shall apply."


SECTION 2. 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.

1 PASSED AND ADOPTED THIS 19th DAY OF March 2007
2 BY A VOTE OF: 9 FOR 0 AGAINST.
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9 Debbie O'Malley, President
10 City Council
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12 APPROVED THIS 30th DAY OF March, 2007
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15 Bill No. R-07-183
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18 Martin J. Chavez, Mayor
19 City of Albuquerque
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23 ATTEST:

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26 City Clerk
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CITY of ALBUQUERQUE

NINETEENTH COUNCIL

COUNCIL BILL NO. F/S R-09-5

ENACTMENT NO. 2010.141

SPONSORED BY: Isaac Benton

RESOLUTION

AMENDING THE DOWNTOWN 2010 SECTOR DEVELOPMENT PLAN;
ADDING A SECTION TO SPECIFICALLY DEFINE AND REGULATE
COMMERCIAL SURFACE PARKING LOTS.

WHEREAS, the City adopted the Downtown 2010 Sector Development
Plan on May 1, 2000; and

WHEREAS, the City Council has the authority both to adopt and to
amend a sector development plan; and

WHEREAS, the Downtown 2010 Sector Development Plan, at page 7,
established as one of its policies a prohibition on new commercial surface
parking lots and a requirement to pave, landscape (15% minimum), light
and maintain existing commercial surface parking lots both public and
private; and

WHEREAS, the Downtown 2010 Sector Development Plan established
as a policy goal a "park once environment" where visitors would get out of
their cars and walk rather than drive from location to location within the
downtown area and at page 18 recognized that a critical element of that
policy goal was the concealment of parking from the view of the street; and

WHEREAS, in furtherance of these Downtown 2010 Sector Development
Plan policies the Plan at page 34 provided the following specific
prohibition:

Commercial surface parking lots are not allowed. Existing
commercial surface parking lots shall be legal, non-
conforming uses and must meet the landscaping, lighting,
buffering and paving requirements identified in the building
standards section of *The Plan*;

1 and

2 WHEREAS, the Downtown 2010 Sector Development Plan at page 67
3 specifically requires that there be provided "sufficient lighting for safe
4 pedestrian passage" and that "adequate lighting must be provided for
5 safety and visibility at night"; and

6 WHEREAS, at page 55 of the Downtown 2010 Sector Development Plan
7 it is provided that parking between a building and a side lot line must be
8 screened from the street by a solid fence or wall at a minimum height of 48
9 inches (4 feet), except on Central Avenue between 1st Street and 8th Street,
10 where surface parking must be located behind buildings; and

11 WHEREAS, at page 55 of the Downtown 2010 Sector Development Plan
12 it is provided that: "at least 15% of the ground area of parking lots
13 (including driveways) shall be devoted to landscaping along the street
14 right-of-way"; and

15 WHEREAS, the City's Zoning Code provides at section 14-16-3-4(B) that:

16 (1) A legally nonconforming use of land, except a legally
17 nonconforming mobile home, shall be made to conform within:

18 (b) One year after the activity becomes
19 nonconforming...;

20 and

21 WHEREAS, the City's Zoning Code provides at section 14-16-3-4(E) that:

22 Nonconforming Landscaping. Premises which, when they
23 were developed, were not required to be developed according
24 to a landscaping plan approved by the city shall be made to
25 conform to such a plan within two years of the time they were
26 required to so conform due to amendment of the map or text
27 of this Zoning Code;

28 and

29 WHEREAS, it has been argued that the regulations governing non-
30 conforming commercial surface parking lots under the Downtown 2010
31 Sector Development Plan are unenforceable because: there is no
32 definition of what constitutes a "commercial surface parking lot"; there
33 is no definition for what constitutes "adequate lighting"; the

1 determination of whether the landscaping requirements are met is
2 sufficiently ambiguous so as to be arbitrarily enforced; the Plan does
3 not specify the period to bring a non-conforming parking lot into
4 compliance.

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

7 SECTION 1. This amendment shall supersede any existing provisions in
8 the Downtown 2010 Sector Development Plan regarding Commercial
9 Surface Parking Lots. Unless otherwise defined in the Plan, the
10 "Definitions" section of the Zoning Code, 14-16-1-5(B), shall apply. The
11 City of Albuquerque's Downtown 2010 Sector Development Plan is hereby
12 amended by adding the following mandatory provisions governing
13 commercial surface parking lots, which shall be used in place of the
14 "landscaping, lighting, buffering and paving requirements identified in the
15 building standards section of *The Plan*" referenced in the third bullet on
16 page 34 of the Downtown 2010 Sector Development Plan:

17 "COMMERCIAL SURFACE PARKING LOTS.

18 A. Definition and Prohibition

19 1. A "commercial surface parking lot" is an area of land used to
20 provide parking, as a commercial enterprise, for four or more motor
21 vehicles for a fee. Such a parking lot is not primarily associated with any
22 other use. The term does not include a commercial parking garage which
23 is a building primarily used for the provision of parking for a fee.

24 2. New Commercial Surface Parking Lots are not allowed within
25 the area covered by the Downtown 2010 Sector Development Plan.

26 3. Commercial Surface Parking Lots that legally existed prior to
27 the adoption of the Downtown 2010 Sector Development Plan in May 2000
28 shall continue to be non-conforming uses and must meet the landscaping,
29 lighting, buffering and paving requirements as defined herein and within
30 the time frames herein specified.

31 4. Such Commercial Surface Parking Lots shall also comply with
32 certain requirements of the O-1 zone regarding barriers (A)(12)(b) and
33 ingress and egress (A)(12)(e).

B. Lighting Requirements for Legal Non-Conforming Commercial Surface Parking Lots.

1. A commercial surface parking lot which qualifies as a legal non-conforming use shall provide adequate lighting for safety and visibility at night.

2. Adequate lighting requires that commercial surface parking lots shall be illuminated with a minimum maintained one half (0.5) foot-candle of light at ground level during the hours of darkness, maximum to minimum uniformity ratio lighting in parking areas shall be 15:1. (This means that when the minimum is at 0.5 footcandle of light, the maximum footcandle level shall not be higher than 7.5 footcandles.)

3. Landscaping shall not be planted so as to obscure required light levels.

4. Parking lot lights shall be designed and arranged in such a manner so that light is reflected away from adjoining residential properties and streets.

5. All light poles, standards and fixtures shall not exceed a height of twenty (20') feet above grade level.

6. All commercial surface parking lots shall comply with the illumination requirements in section 14-16-3-9 (A) and (C) of the Area Lighting Regulations of the City's Zoning Code.

7. Adequate lighting at commercial surface parking lots is a public safety issue and, therefore, shall be provided within one year of the effective date of this amendment to the Downtown 2010 Sector Development Plan. There shall be no extension of the one-year compliance timeframe.

C. Landscaping Requirements for Legal Non-Conforming Commercial Surface Parking Lots.

1. Landscaping is the planting and maintenance of live plants including trees, shrubs, ground cover, flowers, or low-growing plants that are native or adaptable to the climatic conditions of the Albuquerque area. In addition, landscaping may include some natural and manufactured materials including but not limited to rocks, fountains, reflecting pools,

1 works of art, screens, walls, fences, benches and other types of street
2 furniture.

3 2. Trees. Street trees meeting the requirements of Section 6-6-2-1
4 et seq. ROA 1994, Street Trees, are required along all street frontages.
5 Additionally, for lots that exceed 50 parking spaces, a minimum of one (1)
6 tree must be planted, either in the ground or in above-ground planters, for
7 every ten (10) parking spaces that are not adjacent to the public Right-of-
8 Way.

9 a. The tree species must be selected from the Approved List
10 of Downtown Trees included in the Plan. The following trees shall be added
11 to the Approved List of Downtown Trees: Rebud (*Cercis canadensis*),
12 Crape Myrtle (*Lagerstromia fauriei*) (cultivars over 15 ft. tall), Ash (*Fraxinus*
13 *pennsylvanica*) 'Urbanite', Apple (*Malus*) 'Thunderchild', Apple (*Malus*)
14 'Prairiefire', Box Elder (*Acer negundo*) 'Sensation', Lacebark Elm (*Ulmus*
15 *parvifolia*).

16 b. Trees may be planted in the ground or in above-ground
17 planters and shall have an area that is a minimum of 36 square feet with a
18 minimum width of 4 feet.

19 c. Trees that are installed and maintained in the adjacent
20 public right-of-way, such as an existing parkway, may count towards this
21 requirement.

22 3. For commercial surface parking lots with greater than 60' of
23 street frontage along the east/west arterial street immediately abutting the
24 property, a minimum landscaped strip of three feet shall be maintained
25 between parking areas and all street right-of-way lines. This landscape
26 strip shall be covered with live plants over at least 75% of the required
27 landscape area. Coverage will be calculated from the mature spread of
28 these live plants. Compliance with this requirement may be met, in whole
29 or in part, by providing street trees within the landscape strip or in public
30 right-of-way adjacent to a commercial surface parking lot. The ground area
31 occupied by a street tree for the purposes of coverage percentage shall be
32 calculated by determining the spread of the trees at 30 years. Credit shall
33 be given for ground area coverage of a street tree even if some or all of the

1 mature spread of the street tree is not above the commercial surface
2 parking lot.

3 4. To minimize water consumption, the use of vegetative ground
4 cover other than turf grass is required. Landscaping that dies, including
5 street trees that are 50% dead, is the responsibility of the owner and shall
6 be replaced within 60 days.

7 5. Compliance with the landscaping requirements for
8 nonconforming commercial surface parking lots shall be provided within
9 two years of the effective date of this amendment to the Downtown 2010
10 Sector Development Plan. There shall be no extension of the two-year
11 compliance timeframe.

12 D. Paving Requirements for Legal Non-Conforming Commercial Surface
13 Parking Lots.

14 1. Non-conforming commercial surface parking lots shall be
15 paved with a minimum of two inches of asphalt or concrete or a surface of
16 equal or superior performance characteristics such as compacted,
17 stabilized crusher fines. For drive pads the minimum thickness shall be 6
18 inches of concrete.

19 2. Paving shall be maintained level and serviceable.

20 3. A standard parking space is 8.5 feet in width and 18 feet in
21 length, and a compact parking space is at least 8 feet in width and 15 feet
22 in length. Within the Downtown 2010 plan area, there is no minimum
23 requirement for the number of standard or compact spaces, meaning that a
24 parking lot may be comprised entirely of compact spaces.

25 4. Compliance with the paving requirements for nonconforming
26 commercial surface parking lots shall be provided within three years of the
27 effective date of this amendment to the Downtown 2010 Sector
28 Development Plan. There shall be no extension of the three-year
29 compliance timeframe.

30 E. Screening Requirements for Legal Non-Conforming Commercial
31 Surface Parking Lots.

32 1. Non-conforming commercial surface parking lots adjacent to
33 the sidewalk shall be screened by a fence, wall, or hedge of 36 inches (3

1 feet). Existing screening in the form of a fence, wall, or hedge that achieves
2 the intent of this screening requirement is allowed to remain and shall be
3 considered compliant with this provision. This screening shall be in
4 addition to any required landscaping. Chain link fencing with or without
5 slats shall not constitute acceptable screening.

6 2. Compliance with the screening requirement for nonconforming
7 commercial surface parking lots shall be provided within two years of the
8 effective date of this amendment to the Downtown 2010 Sector
9 Development Plan. There shall be no extension of the two-year compliance
10 timeframe.”

11 SECTION 2. SEVERABILITY CLAUSE. If any section, paragraph,
12 sentence clause, word or phrase of this resolution is for any reason held to
13 be invalid or unenforceable by any court of competent jurisdiction, such
14 decision shall not affect the validity of the remaining provisions of this
15 resolution. The Council hereby declares that it would have passed this
16 resolution and each section, paragraph, sentence, clause, word or phrase
17 thereof irrespective of any provisions being declared unconstitutional or
18 otherwise.

19 SECTION 3. This resolution shall take effect five days after publication
20 by title and general summary.
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32 X:\SHARE\Legislation\Nineteen\R-5fsfinal.doc

1 PASSED AND ADOPTED THIS 1st DAY OF November, 2010
2 BY A VOTE OF: 5 FOR 4 AGAINST.

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4 For: Benton, Cook, Garduño, Harris, O'Malley
5 Against: Jones, Lewis, Sanchez, Winter
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9 Ken Sanchez, President
10 City Council
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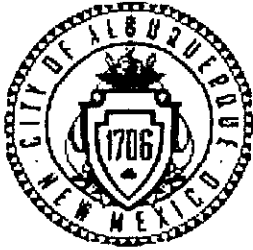
14 APPROVED THIS _____ DAY OF _____, 2010
15

16 Bill No.F/S R-09-5
17

18 _____
19 Richard J. Berry, Mayor
20 City of Albuquerque
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22 ATTEST:

23 
24 _____
25 Amy B. Bailey, City Clerk
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Office of the City Clerk
P.O. Box 1293
Albuquerque, NM 87103
Phone (505) 768-3030 Fax (505) 768-2845
www.cabq.gov/clerk

Richard J. Berry, Mayor

Amy B. Bailey, City Clerk

November 17, 2010

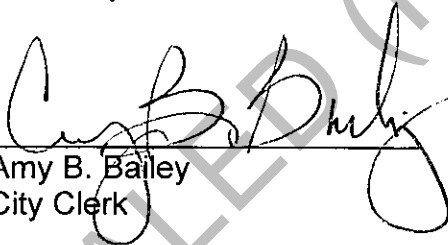
To: City Council

From: Amy B. Bailey, City Clerk

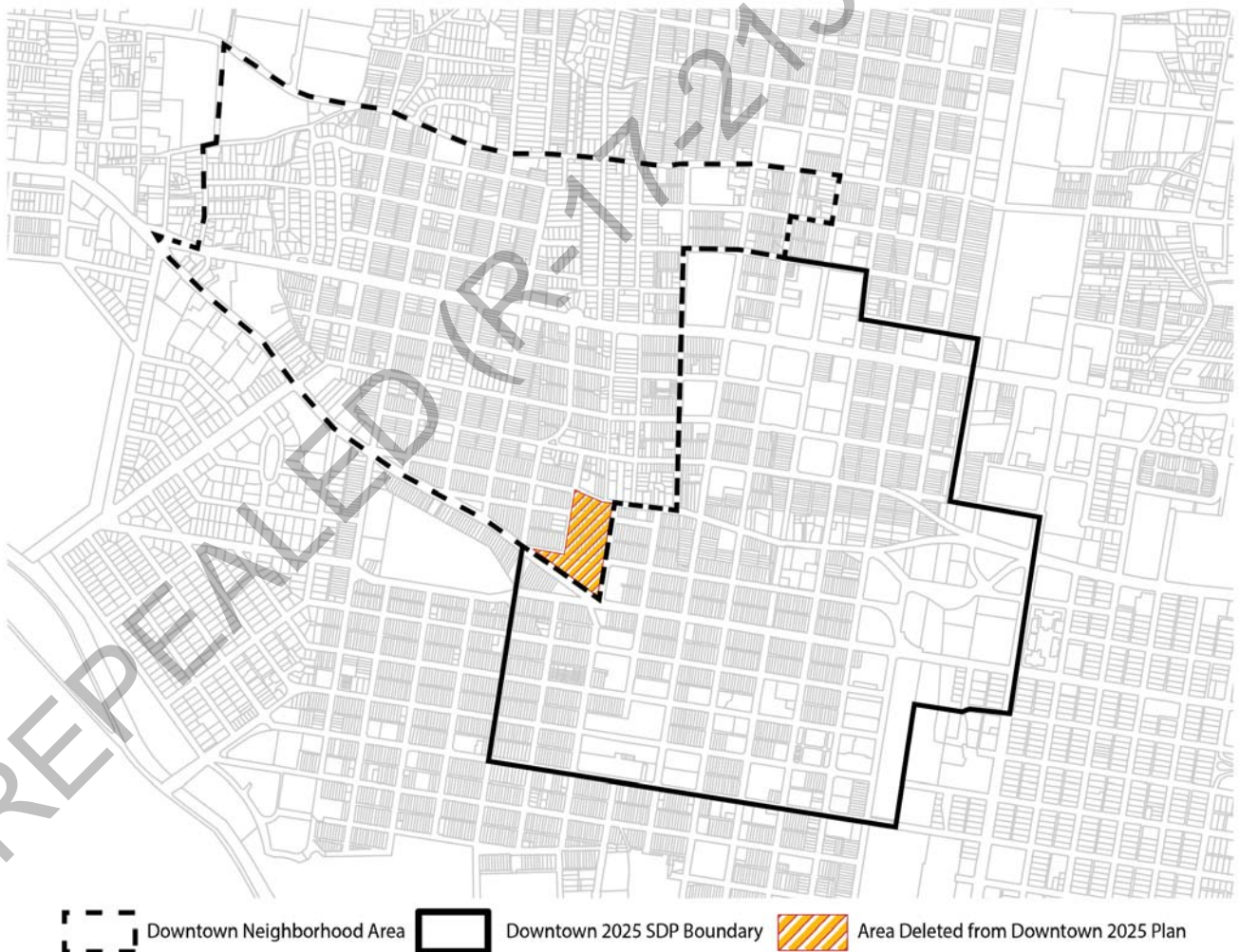
Subject: Bill No. R-09-5 Enactment No. R-2010-141

I hereby certify that on November 17, 2010, the Office of the City Clerk received Bill No. R-09-5 as signed by the president of the City Council, Ken Sanchez. Enactment No. R-2010-141 was passed at the November 1, 2010 City Council meeting. Mayor Berry did not sign the approved Resolution within the 10 days allowed for his signature and did not exercise his veto power. Pursuant to the Albuquerque City Charter Article XI, Section 3, this Resolution is in full effect without Mayor's approval or signature. This memorandum shall be placed in the permanent file for Bill No. R-09-5.

Sincerely,


Amy B. Bailey
City Clerk

Resolution-2012-052 (F/S R-11-225), adopting the Downtown Neighborhood Area Sector Development Plan in June 2012, adjusted the boundaries of the Downtown 2025 (then named the Downtown 2010) Sector Development Plan. The boundary map (page 4) and districts map (page 29) accurately reflect this change to the plan boundary. The boundary line shifts east, from 9th Street to 8th Street, in order to incorporate Robinson Park into the Downtown Neighborhood Area Sector Development Plan boundaries. The map below illustrates the area subject to the boundary change:



CITY of ALBUQUERQUE

TWENTIETH COUNCIL

COUNCIL BILL NO. F/S R-13-236 ENACTMENT NO. R-2014-029

SPONSORED BY: Isaac Benton, by request

RESOLUTION

AMENDING THE DOWNTOWN 2010 SECTOR DEVELOPMENT PLAN TO UPDATE THE NAME OF THE PLAN, ESTABLISH A PROCESS FOR DEVIATION FROM PLAN STANDARDS; ESTABLISH TWO NEW PERMISSIVE USES IN COMMERCIAL AREAS; INCORPORATE DEMOLITION REVIEW STANDARDS ADOPTED BY CITY IN 2005; CLARIFY AND UPDATE DEVELOPMENT REGULATIONS AND THE APPROVAL PROCESS CHART; CLARIFY THE ALLOWABLE BUILDING HEIGHT FOR A BUILDING TYPE; REPLACE A BUILDING TYPE ILLUSTRATION; UPDATE THE CATALYTIC PROJECT LIST AND ADD AN APPENDIX ITEM.

WHEREAS, the City adopted the Downtown 2010 Sector Development Plan on May 22, 2000 through Enactment Number R-50-2000; and amended it in 2007 and again in 2010; and

WHEREAS, the Council, the Governing Body of the City of Albuquerque, has the authority to adopt and amend plans for the physical development of areas within the planning and platting jurisdiction of the City authorized by statute, Section 3-19-5, NMSA 1978, and by its home rule powers; and

WHEREAS, on May 9, 2013 the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended approval to the City Council of text amendments to the Downtown 2010 Sector Development Plan which are presented in the EPC Staff Report (13EPC 40109); and

WHEREAS, the Environmental Planning Commission found that the aforementioned text amendments are consistent with applicable Comprehensive Plan goals and policies; and

1 WHEREAS, the requested text amendments are consistent with the
2 overarching purpose and Goal of the Downtown 2010 Sector Development
3 Plan; and

4 WHEREAS, the amendment has been justified pursuant to Resolution
5 270-1980.

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

8 SECTION 1. THE DOWNTOWN 2010 SECTOR DEVELOPMENT PLAN IS
9 HEREBY AMENDED AS FOLLOWS:

10 A. On the cover and in subsequent references and graphics throughout
11 the Plan, amend the name of the Plan as follows:

12 "Downtown 2025 Sector Development Plan"

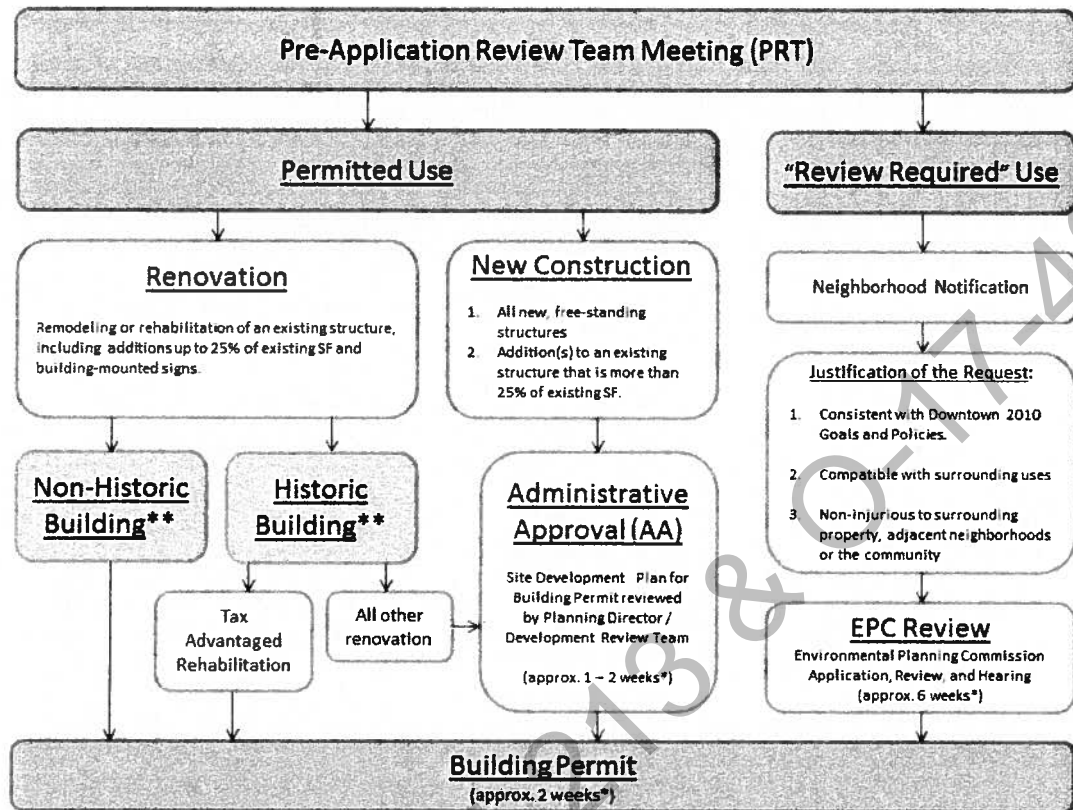
13 B. On page 28 of the Downtown 2010 Sector Development Plan (DSDP),
14 amend the section beginning with "The Downtown Development and
15 Building Process is adopted..." as follows:

16 "The Downtown Development and Building Process is adopted to ensure
17 that building development is predictable and real estate values are stable.
18 This process puts the pedestrian first in all new projects and ensures that
19 developments are compatible with each other and with the existing urban
20 fabric. The Building Types and Development Standards set forth in this
21 Plan are mandatory, however, the Planning Director, and/or the Director's
22 designee, may approve minor changes or deviations from the Building
23 Types and/or from any dimensional standard that is less than or equal to
24 10%. Any deviation greater than 10% and up to 25% from any dimensional
25 standard shall be reviewed by the EPC, which may approve or disapprove
26 the request. Notification and advertisement shall be by the normal EPC
27 process. The applicant shall submit a written justification that describes
28 consistency with the Goals of the Plan as well as compatibility with
29 surrounding development. Deviations from the requirements of this Plan
30 are to be reviewed by the Planning Director or the EPC, and not through
31 application to the Zoning Hearing Examiner (ZHE)."

32 C. The Approval Process, described on page 70 of the DSDP, is moved
33 to become a new page 28b, and hereby amended as follows:

1 **"A proposed Downtown development will be reviewed and approved within**
2 **30 – 34 days by adhering to the District's Plan and Uses; the Building**
3 **Types and Standards; and by preparing complete project documents.**
4 **Below is a chart that outlines the process to obtain a building permit. It is**
5 **mandatory that applicants present and discuss their project, in its entirety,**
6 **with the appropriate departments at a Pre-Application Meeting. It is also**
7 **critical for the applicant to understand if their proposed project is a**
8 **permitted, review required, or prohibited use prior to starting the approval**
9 **process, see the District Use Matrix as shown on page 32.**
10 **Permitted uses will go through either a renovation or a new construction**
11 **process. "Review Required" uses must go through the Environmental**
12 **Planning Commission (EPC) process and make a case as to why and how**
13 **the proposed use fits into the Downtown Plan. The applicant for the**
14 **proposed use must demonstrate that the use will be compatible with**
15 **surrounding uses in the district and that it would not be injurious to**
16 **surrounding properties, adjacent neighborhoods or the community.**
17 **Neighborhood notification is required for "EPC Review Required"**
18 **proposals. The EPC may approve or disapprove the proposed use. The**
19 **EPC's decision is appealable to the City Council in accordance with**
20 **Section 14-16-4-4 of the Zoning Code."**

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D. Amend the first paragraph on page 32 of the DSDP as follows:

"The Downtown Core is zoned SU-3 Special Center. R-3 and C-2 Uses are allowed as regulated by the Comprehensive City Zoning Code as further governed by this Sector Development Plan. The Development Regulations of the R-3 and the C-2 zones, including density, setbacks, open space, etc., do not apply within the Plan area. All uses are encouraged in the Downtown, except for the prohibited uses, shown on Page 34. However, the principal uses are: residential, arts, entertainment, office, cultural, hospitality, and specialty retail. The Plan strongly encourages a mixture of compatible land uses (office/residential, retail/office, arts/entertainment). Residential development is allowed and encouraged throughout all districts of Downtown.

E. On page 40 of the DSDP, Building Type 'E,' Courtyard, amend HEIGHT AND PROFILE in Urban Regulations as follows:

"1. Height: 2 stories maximum"

1 **F. On page 41 of the DSDP, Building Type ‘F,’ Terrace, amend HEIGHT**
2 **AND PROFILE in Urban Regulations as follows:**

3 **“1. Height: 4 stories maximum with a stepback beginning after the first,**
4 **second or third story.”**

5 **G. On page 42 of the DSDP, Building Type ‘G,’ Podium, amend Urban**
6 **Regulations as follows:**

7 **1. PLACEMENT:**

8 **“1. Lot Width: 300’ or 150”**

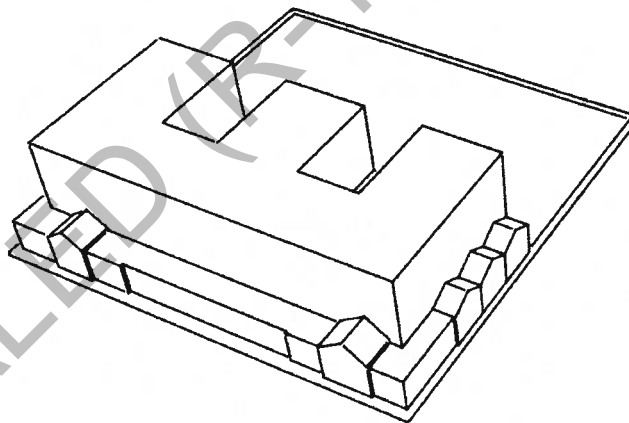
9 **2. PARKING:**

10 **“1. Half-level underground garage podium, or full-level garage podium with**
11 **retail or office liner”**

12 **3. HEIGHT AND PROFILE:**

13 **“1. Height: 8 stories maximum with a stepback beginning after the first,**
14 **second or third story”**

15 **4. Bird’s Eye View: the second image for Building Type G shall be**
16 **replaced with the following:**



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23 **H. On page 32 of the DSDP, replace the District Use Matrix with the**
24 **following image and add the new Footnote 6 as shown below:**

	HOUSING ^①	GOVERNMENT FINANCIAL/ HOSPITALITY	WAREHOUSE	MIXED USE	ARTISAN ENTREPRENEUR
RESIDENTIAL ^②					
Ground Floor	(P)	(R)	(P)	(P)	(R)
Above Ground Floor	(P)	(P)	(P)	(P)	(P)
RETAIL/SERVICES	(R) ^③	(P)	(P)	(P)	(P)
OFFICE/INSTITUTIONAL	(R) ^④	(P)	(P)	(P)	(P)
WAREHOUSE/WHOLESALE	(R)	(R)	(P)	(R)	(R)
MANUFACTURING					
Per M-1	(X)	(X)	(R) ^⑤	(X)	(X)
Artisanal and Craft ^⑥	(X)	(P)	(P)	(P)	(P)

6. For the purposes of this Plan, Artisanal and Craft Manufacturing shall include:

1.) Makerspace, tech shop, or artisanal studio where products, including but not limited to, stone, clay, glass, ceramic, metal, textile, leather, wood, paper, plastic, electronics, or similar materials are used in the design, development, creation or testing of a resulting object that may be manufactured commercially, provided:

- (a) Items created are primarily prototypical, specialized objects;
- (b) All activities are conducted within a completely enclosed building;
- (c) Activities or products will not produce odor, dust, smoke, noise, vibration, or other impacts in excess of allowed standards.

2.) Brewery operated under a New Mexico Small Brewers License, provided:

- (a) All activities are conducted within a completely enclosed building;
- (b) Activities or products will not produce odor, dust, smoke, noise, vibration, or other impacts in excess of allowed standards.

I. On page 69 of the DSDP, amend Section F., Historic Preservation, as follows:

1. In the title bar at the top of the page, amend the title of Standard 1 to read: "Preserving Facades and Structures"

1 2. Amend the STANDARD section as follows:

2 **“STANDARDS**

3 **1. Buildings shall incorporate elements of the original façade into the**
4 **renovation scheme:**

5 **A. Do not cover existing original façade details by covering them with**
6 **panels, signs, or by painting them out.**

7 **B. Do not alter the shape of existing original openings. If a window must be**
8 **blocked, maintain its original shape.**

9 **C. Restore, where possible, the original façade by removing later additions**
10 **of materials.**

11 **2. In order to limit the detrimental effect of demolition on the character of**
12 **the Downtown district, the total removal or removal of substantial portions**
13 **of historic buildings shall be subject to the provisions of §14-12-9, ROA.**
14 **This ordinance provides for demolition review of structures that are 50**
15 **years old or more if, during a public hearing, the Landmarks and Urban**
16 **Conservation Commission invokes a demolition review period.**

17 **Historic buildings are those buildings that are listed on the National**
18 **Register of Historic Places or the State Register of Cultural Properties, or**
19 **those buildings that are determined to be eligible for listing by the**
20 **appropriate agency.**

21 **Registered historic buildings in the Downtown 2010 Plan Area include*:**

22 **Atchison, Topeka & Santa Fe Railroad Freight House 314 1st St.**
23 **SW**

24 **E.R. Berry Residence 415 6th St. NW**

25 **Champion Grocery Building 622-626 Tijeras NW**

26 **Eller Apartments 113-127 8th St. SW**

27 **Federal Building 421 Gold Ave. SW**

28 **First Methodist Episcopal Church 3rd St. & Lead Ave.**

29 **First National Bank Building 217-223 Central Ave. NW**

30 **Good Shepherd Refuge 601 2nd St. SW**

31 **Old Hilton Hotel 125 2nd St. NW**

32 **Hope Building 220 Gold Ave. SW**

33 **Hudson House 817 Gold Ave. SW**

1 Kimo Theater 421 Central Ave. NW (City Landmark)
2 S.H. Kress Building 414-416 Central Ave. SW
3 Maisel's Indian Trading Post 510 Central Ave. SW
4 McCanna Hubbell Building 418-424 Central Ave. SW
5 New Mexico – Arizona Wool Warehouse 520 1st. St. NW
6 Occidental Insurance Company Building 119 3rd St. SW (City
7 Landmark)
8 Pacific Desk Building 213-215 Gold Ave. SW
9 John Pearce House 718 Central Ave. SW
10 Old Post Office 123 4th St. SW
11 Puccini Building 620-624 Central Ave. SW
12 Rosenwald Building 320 Central Ave. SW (City Landmark)
13 Simms Building 400 Gold Ave. SW
14 Skinner Building 722-724 Central Ave. SW (City Landmark)
15 Southern Union Gas Building 723 Silver Ave. SW
16 Southwestern Brewery and Ice Company 601 Commercial St. NE
17 Springer Building 121 Tijeras Road NE
18 Sunshine Building 120 Central Ave. SW (City Landmark)
19 Yrisarri Block 400-402 Central Ave. SW

20 * The above list is current as of May 2014.

21 Many other buildings in the Downtown are eligible for listing on the historic
22 registers under the registered historic context "Historic and Architectural
23 Resources of Central Albuquerque 1880-1970". Consult with Planning
24 Department staff for assistance with registering your building. Read the
25 document and learn about the development of Downtown and eligible
26 buildings at [www.cabq.gov/planning/boards-and-commissions/landmarks-](http://www.cabq.gov/planning/boards-and-commissions/landmarks-and-urban-conservation-commission/historic-preservation-resources)
27 [and-urban-conservation-commission/historic-preservation-resources](http://www.cabq.gov/planning/boards-and-commissions/landmarks-and-urban-conservation-commission/historic-preservation-resources).

28 FINANCIAL INCENTIVES / TAX ADVANTAGED REHABILITATION

29 Rehabilitation of historic structures may qualify for a 50-percent credit with
30 caps against state income taxes and 20-percent with no cap on federal
31 income taxes. In the designated Arts & Culture District, the state tax credit
32 is capped at twice the ordinary limit. In partnership with local commercial
33 lenders and federal agencies, the Preservation Loan fund lends money at

below the prime rate. Low-interest loans for buildings in the Downtown Albuquerque Main-Street district are also available. For additional information see nmhistoricpreservation.org. Standards for qualified rehabilitations do apply and applications must be approved prior to starting any work.”

J. On page 23, in Catalytic Projects, replace all text with that shown in Exhibit A, which reflects new projects suggested by downtown stakeholders and acknowledges projects proposed in 2000 which have been completed.

K. After page 82, Insert Exhibit B, a list of stakeholder suggestions and ideas for Downtown recorded during the 2014 Mayor’s Downtown Summit, as a new Appendix D.

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

1. The City of Albuquerque Planning Department is proposing text amendments to the Downtown 2010 Sector Development Plan (DSDP) to help clarify specific language in the Plan and to allow more flexibility with the regulations in the Plan.
2. The amendments are sponsored by the City of Albuquerque Planning Department. The Planning Department has worked with the Downtown Action Team and other interested stakeholders in determining the text amendments.
3. The Charter of the City of Albuquerque, the Albuquerque Comprehensive Plan, the Downtown 2010 Sector Development Plan (DSDP) and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
4. The request meets the intent of the City Charter: Amending the text of an adopted sector development plan falls within the City’s powers (Article I). The text amendments of the DSDP “ensure the proper use and development of land, and promote and maintain an aesthetic and humane urban environment” (Article IX).

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- 1 5. The proposed text amendments generally further the intent of City
2 policies and regulations to promote the health, safety and general
3 welfare of the public. As the zoning authority for the City of
4 Albuquerque, the City Council will make the final determination.
- 5 6. The requested amendments are not in significant conflict with adopted
6 elements of the Comprehensive Plan, the Downtown Sector
7 Development Plan or other city master plans including the following:
 - 8 a. Comprehensive Plan Policies II.B.5.d, i, and l: The proposed text
9 amendments will help to promote new development and
10 redevelopment that allows improvements to the quality of site
11 connectivity and the design of sites within the Downtown area,
12 which respects neighborhood values. The amendments will not
13 result in adverse effects of noise, lighting, pollution or traffic on
14 residential environments and will encourage quality and
15 innovation in design that is appropriate to the Downtown area.
 - 16 b. Comprehensive Plan Goal for Activity Centers and Policies
17 II.B.7.a and c: The Downtown area is designated as a Major
18 Activity Center by the Comprehensive Plan. This request will
19 have a beneficial impact on social and economic activities in this
20 area as a whole, and the Downtown area will continue to grow in
21 an urban fashion with higher density mixed use in buildings that
22 are multi-story. This compact urban development will help to
23 reduce urban sprawl, encourage multi-modal transportation and
24 reduce the reliance on the automobile, while enhancing the
25 identity of Albuquerque.
 - 26 c. Comprehensive Plan Goal for Air Quality and Policy II.C.1.d: The
27 text amendments will help to improve air quality, safeguarding
28 public health and enhancing the quality of life, by reducing
29 automobile travel and promoting reliance on transit and other
30 multi-modal means of travel.
 - 31 d. Comprehensive Plan Goal for Community Identity and Policies
32 II.C.9.b and e: The text amendments regarding “deviations” will
33 not affect the unique identity of the Downtown area since a

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- 1 request for a deviation will have to meet the intent, goals and
2 policies of the Downtown SDP.
- 3 e. Comprehensive Plan Goal for Economic Development and Policy
4 II.D.6.g: The text amendments will encourage steady and
5 diversified economic development, balanced with other important
6 social, cultural and environmental goals of the Downtown Sector
7 Plan. In addition, the amendments will help promote a balance of
8 jobs with housing to reduce the need to travel.
- 9 7. The text amendments are consistent with the intent of the Downtown
10 SDP to streamline the development process through easily understood
11 design standards while protecting surrounding neighborhoods.
- 12 8. The applicant has adequately justified the request pursuant to
13 Resolution 270-1980:
- 14 A. Section 1A: Consistency with the City's health, safety, morals and
15 general welfare can be demonstrated because the request generally
16 furthers applicable Goals and policies. There will be minimal impact
17 to existing infrastructure and services by allowing mid-block and
18 corner building heights to match.
- 19 B. Section 1B: The proposed height clarification may bring stability to
20 the neighborhood by fostering a sense of place. The proposed
21 change does not change any of the uses in the existing zones.
- 22 C. Section 1C: The zone change is not in significant conflict with
23 adopted elements of the Comprehensive Plan.
- 24 1. Land Use Policies II.B.5.d, i, and l: The proposed text
25 amendments will help to promote new development and
26 redevelopment that allows improvements to the quality of site
27 connectivity and the design of sites within the Downtown area,
28 which respects neighborhood values. The amendments will not
29 result in adverse effects of noise, lighting, pollution or traffic on
30 residential environments and will encourage quality and
31 innovation in design that is appropriate to the Downtown area.
- 32 2. Activity Centers Goal and Policies II.B.7.a and c: The Downtown
33 area is designated as a Major Activity Center by the

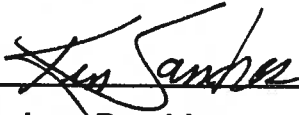
Comprehensive Plan. This request will have a beneficial impact on social and economic activities in this area as a whole, and the Downtown area will continue to grow in an urban fashion with higher density mixed use in buildings that are multi-story. This compact urban form will help to reduce urban sprawl, encourage multi-modal transportation and reduce the reliance on the automobile, while enhancing the identity of Albuquerque.

3. Environmental Protection/Air Quality and Policy II.C.1.d: The text amendments will help to improve air quality, safeguarding public health and enhancing the quality of life, by reducing automobile travel and promoting reliance on transit and other multi-modal means of travel.
 4. Community Identity Goal and Policy II.C.9.b and e: The text amendments will not affect the unique identity of the Downtown area and will continue to support the intent, goals and policies of the Downtown SDP.
 5. Economic Development Goal and Policy II.D.6.g: The text amendments will encourage steady and diversified economic development, balanced with other important social, cultural and environmental goals of the Downtown Sector Plan. In addition, the amendments will help promote a balance of jobs with housing to reduce the need to travel.
- D. Section 1D: The request is shown to be more advantageous to the community as articulated in the Comprehensive Plan. The request furthers the preponderance of applicable Comprehensive Plan policies cited in Section C, above.
- E. Section 1E: The request will not affect any of the uses currently allowed.
- F. Section 1F: This request will require no unprogrammed capital expenditures by the City. Any improvements will be made and maintained privately.
- G. Section 1G: Neither the cost of land nor other economic considerations is the determining factor for a change of zone. The

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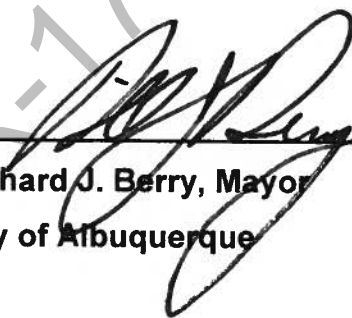
1 determining factor is the desire to maintain the iconic Downtown
2 skyline, consistent with the intent of the Plan.
3 **H. Section 1H: The request is not site specific and is not influenced by**
4 **proximity to a collector or major street.**
5 **I. Section 1I: This request will not create a spot zone.**
6 **J. Section 1J: This request will not create a strip zone.**
7 **9. The Downtown 2010 Notify List was notified and an article has been**
8 **included in the April/May 2013 Neighborhood News Newsletter**
9 **distributed to all neighborhood representatives. Notification was also**
10 **posted on ONC's homepage for the newsletter. Additionally, Council**
11 **Staff sent notice on May 2, 2014 informing property owners of changes**
12 **to the Plan.**
13 **10. Planning Department Staff has not received any communications**
14 **supporting or opposing this request. There is no known opposition to**
15 **the request.**
16 **SECTION 3. SEVERABILITY CLAUSE. If any section, paragraph, sentence**
17 **clause, word or phrase of this resolution is for any reason held to be**
18 **invalid or unenforceable by any court of competent jurisdiction, such**
19 **decision shall not affect the validity of the remaining provisions of this**
20 **resolution. The Council hereby declares that it would have passed this**
21 **resolution and each section, paragraph, sentence, clause, word or phrase**
22 **thereof irrespective of any provisions being declared unconstitutional or**
23 **otherwise.**
24 **SECTION 4. EFFECTIVE DATE. This resolution shall take effect five days**
25 **after publication by title and general summary.**
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1 PASSED AND ADOPTED THIS 19th DAY OF May, 2014
2 BY A VOTE OF: 9 FOR 0 AGAINST.

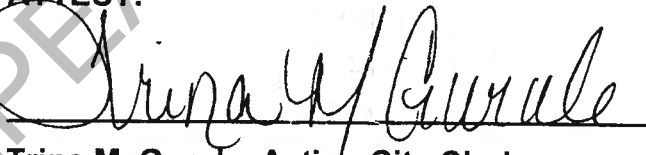
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7 Ken Sanchez, President
8 City Council
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12 APPROVED THIS 13th DAY OF June, 2014
13

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15 Bill No. F/S R-13-236
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20 Richard J. Berry, Mayor
21 City of Albuquerque
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25 ATTEST:

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28 Trina M. Gurule, Acting City Clerk
29

CITY of ALBUQUERQUE

TWENTY SECOND COUNCIL

COUNCIL BILL NO. R-16-108 ENACTMENT NO. R-2017-024

SPONSORED BY: Trudy E. Jones and Isaac Benton

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

29 3. Council Bill No. R-14-46 (Enactment R-2014-022) became effective on May
30 7, 2014, which directed the City to update the Comp Plan.

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

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.

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

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

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

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.

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.

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

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

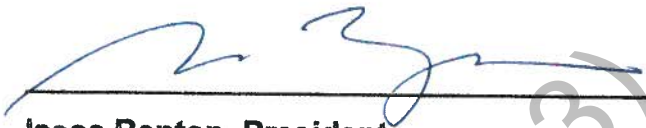
10 24. Planning Department Staff and City Council Staff will continue to
11 collaborate regarding themes raised in the August 2016 Staff Report, and in
12 public, departmental, and agency comments, to consider any additional
13 information that should be included in the Comp Plan update.

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

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

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

3
4 Against: Peña, Sanchez
5 Excused: Winter
6

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10 
11 Isaac Benton, President
12 City Council
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15 APPROVED THIS 1th DAY OF April, 2017
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19 Bill No. R-16-108

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22 
23 Richard J. Berry, Mayor
24 City of Albuquerque
25

26
27 ATTEST:

28
29 
30 Natalie Y. Howard, City Clerk
31

CITY of ALBUQUERQUE

TWENTY SECOND COUNCIL

COUNCIL BILL NO. C/S O-17-49

ENACTMENT NO. 0-2017-025

SPONSORED BY: Trudy E. Jones and Isaac Benton

ORDINANCE

ADOPTING THE INTEGRATED DEVELOPMENT ORDINANCE (IDO) AND IDO ZONING CONVERSION MAP AND REPEALING THE COMPREHENSIVE CITY ZONING CODE (§14-16 ET SEQ.) AND EXISTING ZONING MAP; REPEALING THE LANDMARKS AND URBAN CONSERVATION ORDINANCE (§14-12 ET SEQ.), THE SUBDIVISION ORDINANCE (§14-14 ET SEQ.), AND THE AIRPORT ZONING ORDINANCE (§14-15 ET SEQ.), WHOSE REGULATORY PURPOSES AND CONTENT HAVE BEEN INCORPORATED INTO THE IDO; REPLACING REFERENCES TO THE REPEALED ORDINANCES IN VARIOUS LOCATIONS OF REVISED ORDINANCES OF ALBUQUERQUE, NEW MEXICO, 1994 (ROA 1994) WITH REFERENCES TO THE IDO IN ORDER TO MAINTAIN INTERNAL CONSISTENCY IN ROA 1994 INCLUDING PART §5-1-4, PART §6-9-1(A), PART §7-5-2, PART §7-5-3, SECTION §8-2-2-15(D), SECTION §9-2-1-4, SECTION §9-2-3-3(E), SECTION §9-6-3-4(A), PART §9-9-2, SECTION §9-10-1-7(B)(3)(c), SECTION §9-10-1-9(E)(1), PART §10-9-8, SECTION §11-1-11(C)(2), PART §13-1-9(A), PART §13-2-6(C), SECTION §13-5-1-13(D), PART §13-15-2(B), PART §14-4-4(F), PART §14-6-1, PART §14-6-2(A)(5), PART §14-8-2-3(B), PART §14-11-7(C)(3), AND PART §14-17-5(A); AND AMENDING VARIOUS ORDINANCES TO COMPILE RELEVANT SECTIONS OF THE CODE OF ORDINANCES AND TO MAINTAIN INTERNAL CONSISTENCY WITH THE IDO INCLUDING PART §4-10-3(D), SECTION §6-1-1-12(D), SECTION §6-1-1-99(C), PART §6-5-5 ET SEQ., ARTICLE §6-6 ET SEQ., PART §6-7-2(B), SECTION §8-5-1-42(H), SECTION §9-2-1-4, PART §9-9-2, SECTION §9-10-1-7(B)(3)(e), PART §11-2-3, SECTION §12-2-28, SECTION §14-5-2-10(B), SECTION §14-8-2-3(A), SECTION §14-8-2-4(D), SECTION §14-8-2-5 ET SEQ., SECTION §14-8-2-6 ET SEQ., SECTION §14-8-2-7(A), SECTION §14-8-2-7(B),

PART §14-8-7, PART §14-9-3, PART §14-11-3(A), SECTION §14-13-1-4(E), SECTION §14-13-2-2, SECTION §14-13-2-3, SECTION §14-13-2-4(B), SECTION §14-13-2-5, SECTION §14-13-2-6, SECTION §14-13-3, PART §14-17-5 ET SEQ., AND PART §14-19-15.

WHEREAS, the City Council, the Governing Body of the City of Albuquerque, has the authority to adopt and amend plans for the physical development of areas within the planning and platting jurisdiction of the City authorized by statute, Section 3-19-3, NMSA 1978, and by its home rule powers; and

WHEREAS, the City's zoning powers are established by the City charter, in which: Article I, Incorporation and Powers, allows the City to adopt new regulatory structures and processes to implement the Albuquerque-Bernalillo County Comprehensive Plan ("Comp Plan") and help guide future legislation; Article IX, Environmental Protection, empowers the City to adopt regulations and procedures to provide for orderly and coordinated development patterns and encourage conservation and efficient use of water and other natural resources; and Article XVII, Planning, establishes the City Council as the City's ultimate planning and zoning authority; and

WHEREAS, the City adopted a Planning Ordinance (§14-13-2) that established a ranked system of plans, with the jointly adopted Comp Plan as the Rank 1 plan that provides a vision, goals, and policies for the Albuquerque metropolitan area, including the entire area within the city's municipal boundaries, Rank 2 plans that provide more detailed policies for a particular type of facility or a sub-area of the city in order to implement the Comp Plan, and Rank 3 plans that provide an even greater level of detail about an even smaller sub-area; and

WHEREAS, the City amended the Comp Plan in 2001 via R-01-344 (Enactment No. 172-2001) to include a Centers and Corridors vision for future growth and development as recommended by the City's Planned Growth Strategy (§14-13-1) in order to maintain a sustainable urban footprint and service boundary for infrastructure; and

WHEREAS, the City amended the Comp Plan in 2001 via R-01-343 (Enactment No. 171-2001) to identify Community Planning Areas and

1 provide goals and policies to protect and enhance distinct community
2 identity in each area; and

3 WHEREAS, the City's Comprehensive Zoning Code ("Zoning Code"),
4 which is the primary implementation tool for the Comp Plan, has been
5 amended piecemeal hundreds of times but has not been comprehensively
6 updated since 1975; and

7 WHEREAS, the Zoning Code has not been comprehensively updated to
8 implement the Comp Plan's Centers and Corridors approach to growth and
9 development or community identity goals and policies for Community
10 Planning Areas; and

11 WHEREAS, zoning codes typically have a lifespan of 20 years before a
12 comprehensive update is needed; and

13 WHEREAS, the Zoning Code does not include integrated tools to
14 address the unique needs of sub-areas or establish regulations to protect
15 the character of built environments in particular sub-areas; and

16 WHEREAS, lower-ranked plans are intended to implement the Rank 1
17 Comp Plan and supplement the Zoning Code by providing a greater level of
18 detailed planning policy and/or land use and zoning regulations for sub-
19 areas of the city; and

20 WHEREAS, the City has adopted six Rank 2 Facility Plans – for Arroyos
21 (adopted 1986), for the Bosque (adopted 1993), for Major Public Open Space
22 (adopted 1999), for the Electric System: Transmission & Generation (last
23 amended in 2012), for Route 66 (adopted 2014), and for Bikeways & Trails
24 (last amended in 2015) – to provide policy guidance and implementation
25 actions for implementing departments; and

26 WHEREAS, Rank 2 Area Plans and Rank 3 Sector Development Plans
27 have been created and adopted over the last 40 years for approximately half
28 the area of the city; and

29 WHEREAS, the City has adopted five Rank 2 Area Plans – the Sandia
30 Foothills Area Plan in 1983 (never amended), the Southwest Area Plan in
31 1988, (last amended in 2002), the East Mountain Area Plan in 1992 (never
32 amended), the North Valley Area Plan in 1993 (never amended), and the
33 West Side Strategic Plan in 1997 (last amended in 2014) – that provide

1 policy guidance about sub-areas to help implement the Comp Plan, yet
2 three have not been amended since 2001, when the Comp Plan was
3 amended to adopt a Centers and Corridors vision for future growth and
4 development; and

5 WHEREAS, the Southwest Area Plan and East Mountain Area Plan were
6 jointly adopted with Bernalillo County, as the plan areas include land that is
7 predominantly within the unincorporated County area; and

8 WHEREAS, the City has adopted over 50 Sector Development Plans –
9 some of which include policies and some of which include tailored zoning,
10 regulations, and approval processes for properties within the plan
11 boundary; and

12 WHEREAS, approximately 51% of the adopted Rank 3 Sector
13 Development Plans were adopted or amended after 2001, when the Comp
14 Plan was amended to adopt a Centers and Corridors vision for future
15 growth and development; and

16 WHEREAS, the City intended to update each Sector Development Plan
17 every 10 years, but some have never been amended, some have been
18 amended multiple times, and over half are now more than 10 years old; and

19 WHEREAS, the Code of Resolutions indicates that the City has adopted
20 plans that the Planning Department cannot find, which may have been
21 repealed or replaced in whole or in part, and there may be other adopted
22 ranked plans that the Planning Department is no longer aware of and have
23 not been listed on the Planning Department's publication list; and

24 WHEREAS, approximately half the properties in the city have not had the
25 benefit of long-range planning for specific sub-areas with trend analysis by
26 staff or engagement by area stakeholders, which is an inequitable and
27 untenable existing condition; and

28 WHEREAS, City staff and the budget have been restructured and
29 allocated over the years in such a way as to no longer be adequate to
30 maintain and update over 50 standalone Sector Development Plans, three
31 Area Plans, and three Arroyo Corridor Plans, much less the additional plans
32 that would be needed to provide an equal level of policy guidance and

1 tailored regulations for the half of the city not currently covered by Rank 2
2 Area Plans or Rank 3 Sector Development Plans; and

3 WHEREAS, the mix of policy and regulations in Rank 3 Plans has
4 sometimes created confusion as to whether language is narrative, policy,
5 and/or regulatory; and

6 WHEREAS, the adopted Rank 3 Sector Development Plans have created
7 over 235 unique SU-2 zones outside of the Zoning Code, many of which
8 establish zone abbreviations unique to each plan; and

9 WHEREAS, there are enumerable SU-1 zones adopted for individual
10 properties throughout the city totaling over 28,500 acres (almost 25% of the
11 city's total acreage); and

12 WHEREAS, the Zoning Code has 24 base zone districts, not including
13 SU-1, SU-2, and SU-3 zones or overlay zones; and

14 WHEREAS, the City has struggled to administer and enforce all of these
15 unique zones consistently over time; and

16 WHEREAS, the separation of land use and zoning regulation from the
17 Zoning Code into multiple standalone plans has sometimes resulted in
18 conflicting language and/or regulations being lost or overlooked by staff
19 and decision-makers in the review/approval and enforcement processes,
20 which are the primary responsibility of the Planning Department and the
21 City Council as the ultimate land use and zoning authority; and

22 WHEREAS, some Rank 3 Sector Development Plans establish separate
23 decision-making processes and/or criteria, which introduces an uneven
24 playing field for development and inconsistent protections for
25 neighborhoods and natural/cultural resources from area to area; and

26 WHEREAS, the City Council directed the City in April 2014 via R-14-46
27 (Enactment No. R-2014-022) to update the Comp Plan *and the land*
28 *development regulations intended to implement it*; and

29 WHEREAS, the City Planning Department and Council Services initiated
30 a project in February 2015 called "ABC-Z" to update the Albuquerque-
31 Bernalillo County Comprehensive Plan and develop an Integrated
32 Development Ordinance ("IDO") to help implement it in the city; and

1 WHEREAS, the public engagement process for ABC-Z offered a range of
2 opportunities for input, discussion, and consensus-building with over 130
3 workshops and public meetings, including daytime focus groups organized
4 by topic, evening meetings with a more traditional presentation and
5 question and answer session, “Comp Plan 101” and “Zoning 101” meetings,
6 and periodic “Ask an Expert” zoning clinics; and

7 WHEREAS, the project team spoke at over 100 meetings and local
8 conferences by invitation of various stakeholders; and

9 WHEREAS, the project team staffed booths and passed out promotional
10 material at community events and farmers markets to reach more people
11 and a broader cross-section of the community and met with individuals and
12 small groups during weekly office hours; and

13 WHEREAS, articles about the ABC-Z project appeared monthly in the
14 City’s Neighborhood News, ads specifically for the proposed IDO were
15 placed in print and social media, as well as on local radio stations, and the
16 project team maintained a project webpage and a social media page on
17 Facebook for the ABC-Z project; and

18 WHEREAS, the Planning Department has expended additional funds
19 from its general operating budget, and the City Council also provided
20 supplementary funds as part of a budget amendment in November 2015 (R-
21 15-266, Floor Amendment 2, Enactment No. R-2015-113) that were
22 subsequently used for additional paid advertising in print, radio, and social
23 media, including Spanish-language media outlets, to reach a broader and
24 more diverse audience; and

25 WHEREAS, the City Council adopted an updated Albuquerque-Bernalillo
26 County Comprehensive Plan (“ABC Comp Plan”) on March 20, 2017 via R-
27 16-108 (Enactment No. R-2017-026), including an updated community vision
28 that is still based on a Centers and Corridors approach to growth; and

29 WHEREAS, the 2017 ABC Comp Plan adopted an updated Centers and
30 Corridors map that establishes boundaries for the Centers; designates
31 priority for transportation modes on certain Corridors; and identifies
32 Downtown, Urban Centers, Activity Centers, Premium Transit Corridors,
33 Major Transit Corridors, and Main Street Corridors as the Centers and

Corridors that are intended to be walkable, with a mix of residential and non-residential land uses, and with higher-density and higher-intensity uses; and

WHEREAS, the 2017 ABC Comp Plan established a hierarchy of Centers and Corridors from the most to the least walkable, mixed-use, and dense, with Downtown, Urban Centers, Premium Transit Corridors, and Main Street Corridors all intended to be highly walkable, mixed-use, and dense; and

WHEREAS, the IDO, as a regulatory document that applies citywide, is the primary mechanism to implement the 2017 ABC Comp Plan for land within the municipal boundaries of the City of Albuquerque; and

WHEREAS, the IDO has been drafted to be consistent with and implement Comp Plan goals and policies; and

WHEREAS, the IDO's stated purpose is to implement the 2017 ABC Comp Plan; ensure that all development in the City is consistent with the spirit and intent of other plans and policies adopted by City Council; ensure provision of adequate public facilities and services for new development; protect quality and character of residential neighborhoods; promote economic development and fiscal sustainability of the City; provide efficient administration of City land use and development regulations; protect health, safety, and general welfare of the public; provide for orderly and coordinated development patterns; encourage conservation and efficient use of water and other natural resources; implement a connected system of parks, trails, and open spaces to promote improved outdoor activity and public health; provide reasonable protection from possible nuisances and hazards and to otherwise protect and improve public health; and encourage efficient and connected transportation and circulation systems for motor vehicles, bicycles, and pedestrians; and

WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors map with a new Downtown Center designation as the most urban, walkable, dense, intense, and mixed-use Center in Albuquerque, with the same boundary as the adopted Rank 3 Downtown 2025 Sector Development Plan; and

1 WHEREAS, the IDO helps to implement the Downtown Center by carrying
2 over and updating zoning regulations and design standards from the
3 adopted Rank 3 Downtown 2025 Sector Development Plan as a mixed-use,
4 form-based zone district (MX-FB-DT); and

5 WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors
6 map with a new Center designation of Urban Centers – intended to be highly
7 walkable, with mixed-use development and high-density, high-intensity uses
8 – for Volcano Heights and Uptown, with the same boundaries as identified
9 in the 2013 Comp Plan, which followed boundaries established by SU-2
10 zoning in the adopted Rank 3 Volcano Heights and Uptown Sector
11 Development Plans; and

12 WHEREAS, the IDO helps implement these Urban Centers by allowing
13 additional building height and reducing parking requirements in these
14 Centers; and

15 WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors
16 map with a new Corridor designation of Premium Transit Corridors in order
17 to prioritize transit service in the public right-of-way and encourage higher-
18 density and mixed-use transit-oriented development that can support and
19 be supported by transit service; and

20 WHEREAS, the IDO helps implement Premium Transit Corridors for
21 which funding has been secured and transit station locations have been
22 identified by allowing additional building height and reducing parking
23 requirements within 660 feet (one-eighth of a mile, a distance of two typical
24 city blocks, considered a 5-minute walk) of Premium Transit stations; and

25 WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors
26 map with a new Corridor designation of Main Streets, intended to be
27 pedestrian-oriented and encourage mixed-use and high-density residential
28 development along them; and

29 WHEREAS, the IDO helps implement Main Street Corridors by allowing
30 additional building height and reducing parking requirements on parcels
31 within 660 feet (one-eighth of a mile, a distance of two typical city blocks,
32 considered a 5-minute walk) of the centerline of Main Street Corridors; and

1 WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors
2 map with a new Center designation of Activity Centers, intended to serve
3 surrounding neighborhoods, be more walkable and allow higher-density
4 and higher-intensity uses than non-Center areas; and

5 WHEREAS, the IDO helps implement Activity Centers by requiring
6 enhanced building façade design and site design for drive-throughs that
7 results in more pedestrian-oriented layouts within the boundary of these
8 Centers; and

9 WHEREAS, the IDO helps implement the Centers and Corridors vision by
10 converting existing mixed-use and non-residential zoning in Centers and
11 Corridors intended to be walkable, mixed-use, and dense to IDO zone
12 districts with the closest matching set of permissive uses, as described in
13 more detail below; and

14 WHEREAS, the IDO helps implement the Centers and Corridors vision by
15 providing different dimensional standards for density, height, and setbacks,
16 lower parking standards, additional building design and site layout
17 standards, and reduced buffering and landscaping requirements that will
18 allow more urban development forms as relevant for walkable, mixed-use,
19 dense Centers and Corridors (excluding Old Town, Employment Centers,
20 and Commuter Corridors); and

21 WHEREAS, the 2017 ABC Comp Plan included an updated map of City
22 Development Areas Map that replaced the 1975 Development Areas with one
23 of two new Development Area designations: Areas of Change, including all
24 Centers but Old Town and all Corridors but Commuter Corridors, or Areas
25 of Consistency, including single-family neighborhoods, parks, Major Public
26 Open Space, golf courses, airport runway zones, and many arroyos,
27 acequias; and

28 WHEREAS, the 2017 ABC Comp Plan includes policies to encourage
29 growth and development in Areas of Change and policies to protect the
30 character and built environment in Areas of Consistency from new
31 development or redevelopment; and

32 WHEREAS, the IDO helps implement the Comp Plan by providing
33 Neighborhood Edge regulations (§14-16-5-9) that require a transition and

1 buffering between Areas of Change and Residential zones, as well as other
2 design requirements for development in Areas of Change to minimize
3 negative impacts on Areas of Consistency; and

4 WHEREAS, the IDO helps implement the Comp Plan by including
5 regulations (§14-16-5-2) to avoid sensitive lands such as flood plains, steep
6 slopes, unstable soils, wetlands, escarpments, rock outcroppings, large
7 stands of mature trees, archaeological sites; and

8 WHEREAS, the IDO helps implement the Comp Plan by including specific
9 regulations (§14-16-5-2(C)) to ensure that development near sensitive lands,
10 including archaeological sites (§14-16-5-2(D)), arroyos (§14-16-5-2(E)), and
11 acequias (§14-16-5-2(F)), is context-sensitive; and

12 WHEREAS, the IDO helps implement the Comp Plan by incorporating
13 and updating regulations from adopted Rank 3 Arroyo Corridor Plans as
14 general regulations for private property abutting any arroyo identified in the
15 Rank 2 Facility Plan for Arroyos in order to ensure context-sensitive
16 development next to these natural resources, which function as drainage
17 facilities as well as providing open space and, in some cases, recreational
18 opportunities through multi-use trails or parks; and

19 WHEREAS, the IDO helps implement the Comp Plan by including
20 specific use restrictions and design standards (§14-16-5-2(H)) to ensure that
21 development adjacent to or within 330 feet (one-sixteenth of a mile, a
22 distance of one typical city block) of Major Public Open Space is context-
23 sensitive; and

24 WHEREAS, the 2017 ABC Comp Plan includes goals and policies to
25 protect historic assets and cultural resources, and the IDO implements
26 these goals and policies by incorporating Historic Protection Overlay zones
27 (§14-16-3-3) with design standards to ensure compatible new development
28 and redevelopment in historic districts and View Protection Overlay zones
29 (§14-16-3-4), and regulations for development next to sensitive lands (§14-
30 16-5-2); and

31 WHEREAS, the 2017 ABC Comp Plan includes goals and policies to
32 protect community health and maintain safe and healthy environments
33 where people can thrive; and

1 WHEREAS, the IDO helps to implement these goals and policies by
2 providing a set of zones (§14-16-2) that range from low intensity to high
3 intensity and designating the appropriate mix of land uses in each zone;
4 and

5 WHEREAS, the IDO helps implement these goals and policies by
6 providing use-specific standards (§14-16-4-3) that require a distance
7 separation for certain nuisance uses – such as alcohol sales and heavy
8 manufacturing – from residential areas, schools, and churches to mitigate
9 the potential negative impact on quality of life; and

10 WHEREAS, the IDO helps implement these goals and policies by
11 providing use-specific standards (§14-16-4-3) that require distance
12 separations between uses that pose potential negative impacts on nearby
13 properties – such as pawn shops, bail bonds, small loan businesses, and
14 liquor retail – to prevent clustering of such uses; and

15 WHEREAS, the 2017 ABC Comp Plan recommends a transition from
16 long-range planning with communities on an as-needed basis to create
17 standalone Rank 2 and 3 plans to a 5-year cycle of planning with each of 12
18 Community Planning Areas in order to provide opportunities for all areas of
19 the city to benefit from area-specific long-range planning, including regular
20 and ongoing opportunities for stakeholder engagement and analysis by
21 staff of trends, performance measures, and progress toward implementation
22 actions in the Comp Plan; and

23 WHEREAS, the IDO implements the new proactive approach to long-
24 range planning by committing the City to a proactive, equitable system of
25 assessments (§14-16-6-3(D)) done every five years with residents and
26 stakeholders in each of 12 Community Planning Areas established by the
27 ABC Comp Plan; and

28 WHEREAS, the IDO furthers the purpose and intent of the Planning
29 Ordinance (§14-13-2) and the Planned Growth Strategy (§14-13-2-3) by
30 establishing a regulatory framework that ensures that development is
31 consistent with the intent of other plans, policies, and ordinances adopted
32 by the City Council; that updated development standards help ensure
33 provision of adequate light, air, solar access, open spaces, and water; that

clarified and streamlined development processes will help ensure the harmonious, orderly, and coordinated development of land in the City, and help create efficiency in governmental operations; that land use is coordinated with transportation corridors to help promote the convenient circulation of people, goods, and vehicles while minimizing traffic hazards; that subdivision standards and review/approval processes serve as a framework to help Staff and the public ensure the safety and suitability of land for development; and

WHEREAS, the IDO (§14-16-6-3) describes a Planning System (§14-16-6-3) that incorporates the ranked system of plans described in the Planning Ordinance (§14-13-2): the Rank 1 plan with which the lower-ranking plans must be consistent and that the lower-ranking plans are intended to help implement, Rank 2 plans for facilities that exist throughout the City in various areas and need to be coordinated and managed with a consistent approach (i.e. Facility Plans), and Rank 3 plans for specific areas that benefit from more detailed guidance related to the area's unique needs and opportunities (e.g. Metropolitan Redevelopment Plans, Master Plans, and Resource Management Plans); and

WHEREAS, the Planning Ordinance (§14-13-2) is being amended to clarify that Ranked plans will hereby include narrative and policies but not regulations; and

WHEREAS, adopted Rank 2 Facility Plans will remain in effect, to be amended pursuant to the IDO (§14-16-6-3(B)) or as specified in the adopted plan; and

WHEREAS, the 2017 ABC Comp Plan included and updated policies from adopted Rank 2 Area Plans and Rank 3 Sector Development Plans; and

WHEREAS, the 2017 ABC Comp Plan included Sector Development Plans adopted as of March 2017 in the Appendix so that they can be used as informational, reference documents for relevant sub-areas, especially in creating and/or amending Community Planning Area assessments in the future; and

1 WHEREAS, the IDO is intended to contain all the zoning and land use
2 laws of the City, superseding any and all other zoning and land use laws
3 whether written or based on prior practice; and

4 WHEREAS, the IDO is intended to integrate and adopt regulations
5 pertaining to land use and development on private land within the City's
6 municipal boundaries into one document in order to eliminate duplication,
7 inconsistencies, and conflicts and to strengthen consistency, coordination,
8 efficiency, effectiveness, and enforcement of these regulations; and

9 WHEREAS, the IDO does not apply to properties within other
10 jurisdictions, such as the State of New Mexico, Federal lands, and lands in
11 unincorporated Bernalillo County or other municipalities; and

12 WHEREAS, the IDO includes the flexibility to tailor uses, overlay zones,
13 development standards, and review/approval processes for specific sub-
14 areas to protect character, enhance neighborhood vitality, and respect
15 historic and natural resources; and

16 WHEREAS, regulations from the adopted Rank 3 Sector Development
17 Plans and Rank 3 Arroyo Corridor Plans have been coordinated, updated,
18 and included in the IDO either as citywide regulations or as regulations
19 applying to a mapped area consistent with the applicable area identified in
20 the relevant adopted Sector Development Plan; and

21 WHEREAS, the IDO carries over as Character Protection Overlay zones
22 (§14-16-3-2) distinct sets of building and site design standards intended to
23 reinforce the existing character of sub-areas of the city from adopted Rank 3
24 Sector Development Plans, including Coors Corridor Plan (last amended in
25 2013), Downtown Neighborhood Area (adopted 2012), Huning Highland (last
26 amended in 2005), Los Duranes (adopted 2012), Nob Hill Highland (last
27 amended in 2014), Rio Grande Boulevard Corridor (adopted 1989),
28 Sawmill/Wells Park (last amended in 2002), Volcano Cliffs (last amended in
29 2014), Volcano Heights (last amended in 2014), and Volcano Trails (last
30 amended in 2014); and

31 WHEREAS, within the Nob Hill Character Protection Overlay zone, the
32 IDO tailors the dimensional standards associated with Premium Transit
33 stations and Main Street Corridors, as well as the building height bonus

1 associated with Workforce Housing, to recognize the lower building heights
2 that contribute to the distinctive character of “Lower Nob Hill” between
3 Girard Blvd. and Aliso Dr., consistent with the intent of the adopted Rank 3
4 Nob Hill Highland Sector Development Plan; and

5 WHEREAS, the IDO carries over as Historic Protection Overlay zones
6 (§14-16-3-3) historic design standards from the Historic Zone (H-1) and
7 adopted historic overlay zones, including East Downtown (adopted 2005),
8 Eighth/Forrester (last amended in 1998), Fourth Ward (adopted 2002),
9 Huning Highland (adopted 2010), and Silver Hill (last amended in 2010); and

10 WHEREAS, the IDO carries over and updates view preservation
11 regulations from the Rank 3 Coors Corridor Plan (last amended in 2013) and
12 Rank 3 Northwest Mesa Escarpment Plan (last amended in 2016) as View
13 Protection Overlay zones (§14-16-3-4) to protect views from public rights-of-
14 way to cultural landscapes designated by the 2017 ABC Comp Plan; and

15 WHEREAS, the IDO includes and updates the content of the existing
16 Airport Zoning Ordinance (§14-15-1 et seq.) and the Airport Design Overlay
17 Zone regulations (§14-16-2-28(E)) in a manner that is clearer and easier to
18 apply and enforce than the existing article of ROA 1994, which is separate
19 from other zoning regulations; and

20 WHEREAS, the IDO includes and updates standards and review/approval
21 procedures for development from the existing Landmarks and Urban
22 Conservation Ordinance (§14-12-1 et seq.) in order to protect structures and
23 areas of historical, cultural, architectural, engineering, archeological, or
24 geographic significance; and

25 WHEREAS, the IDO includes and updates portions of the Development
26 Process Manual (DPM) that pertain to the engineering technical standards
27 for development on private land and these updates have been coordinated
28 with technical subcommittees that are updating relevant portions of the
29 DPM as part of a parallel effort in order to remove conflicts between zoning
30 regulations and technical standards related to street and parking design,
31 drainage, flood control, and sewer service; to ensure an orderly and
32 harmonious process and outcome for coordinating land use, transportation,
33 and infrastructure on private property and within the public right-of-way;

1 and to improve the viability of multiple transportation methods throughout
2 the city; and

3 WHEREAS, the IDO references, and as appropriate, defers to the Humane
4 and Ethical Animal Rules and Treatment (HEART) Ordinance (Article 9-2-1 et
5 seq., Enactment O-2006-029), which was adopted to regulate animal-keeping
6 within city municipal boundaries; and

7 WHEREAS, companion legislation (R-17-213) will revise Resolutions that
8 are incorporated or that need to be amended for consistency with the IDO;
9 and

10 WHEREAS, the IDO incorporates the purpose and updates the content of
11 the existing Zoning Code (§14-16 et seq.); and

12 WHEREAS, the IDO includes three categories of uses – Residential,
13 Mixed-use, and Non-residential – with zones in each category that range
14 from the least to the most intense that are appropriate to a mid-size,
15 Southwestern, 21st century city; and

16 WHEREAS, the existing Official Zoning Map is included by reference in
17 the Zoning Code (§14-16-4-9); and

18 WHEREAS, the IDO adopts an Official Zoning Map (§14-16-1-6) with
19 zones converted from existing zone districts pursuant to the zoning
20 conversion rules described below; and

21 WHEREAS, properties with zoning from the Zoning Code have been
22 converted on the zoning conversion map to the IDO zone district with the
23 closest matching set of permissive uses on a conversion map that has been
24 available to the public for review and comment since April 2016; and

25 WHEREAS, properties with SU-2 or SU-3 zoning from adopted Rank 3
26 Sector Development Plans have been converted on the zoning conversion
27 map to the IDO zone district with the closest matching set of permissive
28 uses; and

29 WHEREAS, properties with Residential and Related Uses – Developing
30 Area (RD) zoning, Planned Residential Development (PRD) zoning, or
31 Planned Development Area (PDA) zoning have been converted on the
32 zoning conversion map to the Planned Development (PD) zone district in the

1 IDO, which is site-plan controlled and allows uses as specified on the
2 approved site plan; and

3 WHEREAS, properties with SU-1 zoning in an adopted Rank 3 Sector
4 Development Plan that describes the zones by referring to the existing
5 Zoning Code (other than SU-1 for PRD or SU-1 for PDA, whose conversion
6 is described above) have been converted in the conversion zoning map to
7 the IDO zone with the closest matching set of permissive uses; and

8 WHEREAS, properties with SU-1 zoning whose zone descriptions refer to
9 zones from the existing Zoning Code have been converted on the zoning
10 conversion map to the IDO zone with the closest matching set of permissive
11 uses; and

12 WHEREAS, properties with SU-1 zoning with zoning descriptions that
13 refer to permitted uses but do not refer to zones from the existing Zoning
14 Code have been converted on the conversion zoning map to the IDO zone
15 district that is site plan controlled – Planned Development (PD); and

16 WHEREAS, the zoning conversion rules for properties with C-2 zoning,
17 or SU-1, SU-2, or SU-3 zones that reference C-2 zones as the highest uses
18 allowed permissively, were different for the east and west sides of the Rio
19 Grande in order to address the imbalance of jobs and housing on the West
20 Side, so that C-2 properties on the East Side were converted to MX-M to
21 encourage an ongoing mix of residential and commercial uses, while
22 properties on the West Side were converted to Non-Residential Commercial
23 (NR-C) to ensure the addition of retail and services that are currently
24 lacking; and

25 WHEREAS, the zoning conversion rules for properties with C-3 zoning,
26 or SU-1 and SU-2 zones that reference C-3 zones as the highest uses
27 allowed permissively, were different inside and outside of Centers to help
28 implement the ABC Comp Plan and result in more mixed-use, walkable
29 development within Centers, so that C-3 properties outside of Centers were
30 converted to Non-Residential Commercial (NR-C), while properties east of
31 the river within Urban Centers or Activity Centers or within 660 feet of
32 Premium Transit station areas or 660 feet of the centerline of a Main Street

Corridors were converted to MX-H, west of the river only properties within 660 feet of Premium Transit station areas were converted to MX-H; and

WHEREAS, the City and Bernalillo County jointly adopted the Planned Communities Criteria (Code of Resolutions §1-1-10) that establish a procedure for planning large areas that are intended to function self-sufficiently within their jurisdictions, with development and services that have no net cost to the local jurisdiction and that implement the Comp Plan; and

WHEREAS, the City has approved two Planned Communities – Mesa del Sol and Westland – with Level A “Master Plans,” which will be called Framework Plans in the IDO, and Level B “Master Plans,” which will be called Site Plans or Master Development Plans, based on the zoning designation; and

WHEREAS, properties within a Planned Community have been converted to the IDO’s Planned Community (PC) zone, which will still be regulated pursuant to the relevant approved “Master Plan” as an approved Site Plan – EPC, with uses regulated pursuant to the matching IDO conversion zone for any named zone out of the existing Zoning Code; and

WHEREAS, the IDO includes a Use Table (§14-16-4-2) that clearly indicates land uses that are permitted, conditional, accessory, conditional accessory, conditional vacant, or temporary in each zone district; and

WHEREAS, the IDO includes use-specific standards (§14-16-4-3) to establish use regulations, further design requirements, allowances, area-specific regulations, and/or processes to avoid or mitigate off-site impacts and ensure high-quality development, including those carried over from adopted Rank 3 Sector Development Plans and generalized to apply citywide or mapped to continue to apply to a small area; and

WHEREAS, the IDO includes general development standards (§14-16-5) related to site design and sensitive lands; access and connectivity; parking and loading; landscaping, buffering, and screening; walls; outdoor lighting; neighborhood edges; solar access; building design; signs; and operation and maintenance; and

1 WHEREAS, the IDO includes and updates standards for the subdivision
2 of land (§14-16-5-4) and associated administrative and enforcement
3 procedures (§14-16-6) in the existing Subdivision Ordinance (§14-14-1 et
4 seq.) in order to ensure that land suitable for development is served by the
5 necessary public services and infrastructure, including a multi-modal
6 transportation network, and platted accordingly; and

7 WHEREAS, the IDO establishes review and approval processes (§14-16-
8 6) appropriate for each type of land development application in order to
9 clearly establish notice requirements, decision-making bodies, and criteria
10 for decision-making bodies; and

11 WHEREAS, the IDO establishes thresholds and criteria for administrative
12 review and decision by staff (§14-16-6-5) for minor projects based on
13 objective standards for high-quality, context-sensitive development
14 established by the IDO; and

15 WHEREAS, the IDO establishes thresholds, criteria, and the appropriate
16 decision-making body for major projects (§14-16-6-6) that require a public
17 meeting and/or hearing and whose approval should be based on
18 consideration of objective standards for high-quality, context-sensitive land
19 use and development established by the IDO; and

20 WHEREAS, the IDO requires review and decision by the Environmental
21 Planning Commission for a zone change (§14-16-6-7(E)) and site plan
22 approval (§14-16-6-6(F)) based on consideration of policy as well as
23 objective standards for high-quality, context-sensitive development
24 established by the IDO in Planned Development (PD), Non-residential
25 Sensitive Use (NR-SU) zone districts, and new Master Development Plans in
26 Non-residential Business Park (NR-BP) zone districts; and

27 WHEREAS, the IDO incorporates and updates criteria for amendments of
28 the zoning map (i.e. zone changes) adopted by R-270-1980 and differentiates
29 between criteria for Areas of Change and Areas of Consistency to help
30 implement the 2017 ABC Comp Plan; and

31 WHEREAS, the IDO requires applicants requesting amendments of the
32 zoning map on properties wholly or partially within Areas of Consistency to
33 demonstrate that the new zone would clearly reinforce or strengthen the

1 established character of the surrounding Area of Consistency and would
2 not permit development that is significantly different from that character;
3 and

4 WHEREAS, the IDO requires review and decision by the Environmental
5 Planning Commission (§14-16-6-7(E)) based on consideration of policy as
6 well as objective standards for high-quality, context-sensitive development
7 established by the IDO for amendments to the zoning map up to 10 acres in
8 Areas of Consistency and up to 20 acres in Areas of Change, above which
9 Council has authority; and

10 WHEREAS, the IDO requires review and recommendation by the
11 Environmental Planning Commission and review and final decision by the
12 City Council for amendment of a Rank 1 Plan (§14-16-6-7(A)), adoption or
13 amendment of a Rank 2 Facility Plan (§14-16-6-7(B)), text amendments to the
14 IDO (§14-16-6-7(D)), or annexations (§14-16-6-7(G)) based on consideration
15 of policy as well as objective standards for high-quality, context-sensitive
16 development established by the IDO for zone changes of 10 acres or more
17 in Areas of Consistency and 20 acres or more in Areas of Change; and

18 WHEREAS, the IDO establishes procedures and criteria for alterations
19 and demolition within and outside Historic Protection Overlay zones and for
20 amending existing and designating new Historic Protection Overlay zones
21 and landmarks (§14-16-6-7(C)); and

22 WHEREAS, the IDO requires appeals of all decisions to be reviewed and
23 recommended by the Land Use Hearing Officer and reviewed and decided
24 by the City Council as the City's ultimate land use and zoning authority; and

25 WHEREAS, the IDO establishes criteria and thresholds appropriate for
26 staff review and decision of minor deviations from zoning dimensional
27 standards (§14-16-6-4(X)(2)); and

28 WHEREAS, the IDO establishes procedures and criteria for the Zoning
29 Hearing Examiner to decide on requests for conditional uses (§14-16-6-6(A))
30 or for variances from dimensional zoning standards (§14-16-6-6(L)); and

31 WHEREAS, the IDO establishes procedures for the Development Review
32 Board (§14-16-6-6(J)) to grant variances to sidewalks, public right-of-way

standards, and subdivision standards, based on criteria established in the Development Process Manual; and

WHEREAS, the IDO establishes procedures and criteria for the Environmental Planning Commission to grant exceptions to zoning dimensional standards that provide civic benefits or that benefit the natural environment (§14-16-6-6(K)); and

WHEREAS, the IDO establishes notice and meeting requirements (§14-16-6-4) that provide public awareness of development projects and input opportunities appropriate to the scale of the development project – minor projects that are administratively decided requiring notice but no meetings or hearings, major projects that require notice and either a meeting or hearing, and projects requiring discretionary decision-making based on consideration of policy in addition to IDO regulations that are heard and decided at public hearings; and

WHEREAS, approved site plans and permits shall remain valid (as described in §14-16-6-4(W)) unless they expire (as described in §14-16-6-4(W)(2)) or are amended (as described in §14-16-6-4(W)(3)); and

WHEREAS, the IDO establishes the period of validity for development approvals that are subject to expiration; and

WHEREAS, the expiration of approvals granted prior to the effective date of the IDO shall be calculated from the effective date of the IDO; and

WHEREAS, any compliance periods specified in the Zoning Code that are carried over or replaced with new time periods for compliance in the IDO are to be calculated from the effective date of the IDO; and

WHEREAS, all existing development that conforms to the Zoning Code on the date the IDO becomes effective but that does not comply with the IDO shall be considered nonconforming and allowed to continue, subject to limits on expansion and thresholds after which the property must be brought into compliance with the IDO as specified in §14-16-6-8; and

WHEREAS, the IDO establishes adequate provisions for the continuation and expansion of nonconforming uses, structures, lots, signs, and site features (§14-16-6-8), as well as appropriate thresholds or timeframes for when nonconformities must come into compliance with the IDO; and

1 WHEREAS, the IDO establishes appropriate standards and procedures
2 for enforcing violations and assessing penalties (§14-16-6-9); and

3 WHEREAS, any violation of the City zoning, subdivision, or land
4 development regulations in effect prior to the effective date of this IDO will
5 continue to be a violation under this IDO and subject to enforcement
6 actions, unless the development or other activity that was a violation of the
7 previous regulations is consistent with the requirements and regulations of
8 this IDO; and

9 WHEREAS, the City and private property owners will need time to
10 transition from processes related to the existing zoning code to the new
11 IDO, and the IDO is therefore intended to become effective six months from
12 its adoption date; and

13 WHEREAS, the Planning Department intends to submit and sponsor a
14 series of zone change requests for review/approval within a year of the IDO
15 effective date to address mismatches of land use and zoning that pre-
16 existed the IDO adoption, to address properties with uses that become
17 nonconforming upon the IDO becoming effective, and to consider requests
18 from property owners desiring to downzone their existing zoning to a less
19 intense, less dense zone district in Areas of Consistency; and

20 WHEREAS, the Planning Department intends to initiate the Community
21 Planning Areas assessments within two years after the effective date of the
22 IDO to assess current and anticipated trends and conditions, to understand
23 planning issues and develop solutions to address them, and to track
24 progress on performance measures identified in the ABC Comp Plan over
25 time; and

26 WHEREAS, the IDO requires the City to create an update process and
27 annual schedule for updates to the IDO; and

28 WHEREAS, the Office of Neighborhood Coordination sent e-mail
29 notification to neighborhood representatives on December 29, 2016, as
30 required, as part of the Environmental Planning Commission (EPC)
31 application process, and Planning Staff sent a re-notification reminder and
32 Notice of Decision for each hearing to neighborhood representatives on
33 March 21, April 11, April 25, and May 5, 2017; and

1 WHEREAS, the proposed IDO was announced in the *Albuquerque*
2 *Journal*, the *Neighborhood News* and on the Planning Department's
3 webpage in January 2017; and

4 WHEREAS, staff prepared summary handouts for each adopted Sector
5 Development Plan to explain how Sector Development Plan policies were
6 incorporated into the 2017 ABC Comp Plan, how regulations from Sector
7 Development Plan regulations were incorporated into the Integrated
8 Development Ordinance as either a best practice approach to land-use
9 regulation and zoning that was extended citywide or as a regulation that
10 was mapped to apply to the same area as specified in the Sector
11 Development Plan, either as a zone district (§14-16-2-3), a Character
12 Protection Overlay zone (§14-16-3-2), a Historic Protection Overlay zone
13 (§14-16-3-3), a View Protection Overlay zone (§14-16-3-4), a use-specific
14 standard (§14-16-4-3), a development standard (§14-16-5), or an
15 administrative procedure (§14-16-6); and

16 WHEREAS, the public and staff from City departments and outside
17 agencies had opportunities to make written and verbal comments prior to
18 and during the EPC's review of the IDO, and the IDO was revised to reflect
19 Conditions of Approval recommended by the EPC; and

20 WHEREAS, the EPC voted on May 15, 2017 after five hearings to
21 recommend approval of the IDO with a vote of 6-1 (with one Commissioner
22 absent and one Commissioner's position vacant); and

23 WHEREAS, the public and staff had opportunities to make written and
24 verbal comments prior to and during the Land Use, Planning, and Zoning
25 Committee's review of the IDO, and the IDO was revised to reflect changes
26 recommended by the LUPZ Committee; and

27 WHEREAS, the public and staff had an opportunity to make written and
28 verbal comments prior to and during the full Council's review of the IDO,
29 and the Council adopted Floor Amendments to change the IDO in response.
30 BE IT ORDAINED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY
31 OF ALBUQUERQUE:

1 Section 1. The City hereby repeals the existing Zoning Code (§14-16-1 et
2 seq.) and adopts the Integrated Development Ordinance, attached to O-17-
3 49 and made a part hereof, as the new §14-16-1 et seq.

4 Section 2. The City hereby repeals the existing zoning map and replaces
5 it with the Integrated Development Ordinance zoning conversion map.

6 Section 3. The City hereby repeals the existing Articles of the City Code
7 of Ordinances: Landmarks and Urban Conservation Ordinance (§14-12-1 et
8 seq.), the Subdivision Ordinance (§14-14-1 et seq.), and the Airport Zoning
9 Ordinance (§14-15-1 et seq.), which are incorporated and updated in the
10 Integrated Development Ordinance.

11 Section 4. Upon its adoption this IDO is the City's sole document
12 regulating land use within the municipal boundaries. In the event of any
13 conflicts, the terms, requirements and obligations established by this IDO
14 shall prevail over any other ordinance not specifically repealed herein or
15 otherwise remaining after its adoption.

16 Section 5. The City hereby amends existing ordinances to ensure
17 consistency with Integrated Development Ordinance by replacing the words
18 "Zoning Code," "Comprehensive City Zoning Code," or "city's
19 Comprehensive Zoning Code" with the words "Integrated Development
20 Ordinance" in the following Parts and Sections of the City Code of
21 Ordinances:

- 22 • Part 5-1-4, Other Provisions Effect.
- 23 • Part 6-9-1(A), General Policies.
- 24 • Part 7-5-2, Findings.
- 25 • Part 7-5-3, Display and Sale of Motor Vehicles.
- 26 • Section 8-2-2-15(D), Clear Sight Triangle.
- 27 • Section 9-2-1-4, Definitions, Commercial Property.
- 28 • Section 9-2-3-3(E), Permit Holders: General Duties and Requirements.
- 29 • Section 9-6-3-4(A), Operational Requirements.
- 30 • Section 9-9-2, Definitions, Residential, Office/Commercial,
- 31 Industrial/Manufacturing.
- 32 • Section 9-10-1-7(B)(3)(c), Storage of Solid Waste for Commercial and
- 33 Multi-Family Dwelling Collection.

- 1 • Section 9-10-1-9(E)(1), Dumping, Accumulating, and Scattering of
- 2 Refuse.
- 3 • Part 10-9-8, Delegation of Authority.
- 4 • Section 11-1-1-11(C)(2), Penalties for Public Nuisance Violations.
- 5 • Part 13-1-9(A), Zoning Notification.
- 6 • Part 13-2-6(C), Special Dispenser's Permits.
- 7 • Section 13-5-1-13(D), Exercise of Rights under a Franchise – Minimum
- 8 Conditions on Use of Property; Construction.
- 9 • Part 13-15-2(B), Purpose and Intent.
- 10 • Part 14-4-4(F), Size and Types of Numbers.
- 11 • Part 14-6-1, Prohibited in Residential Zones.
- 12 • Part 14-6-2(A)(5), Regulated in Nonresidential Zones.
- 13 • Section 14-8-2-3(B), Definitions.
- 14 • Section 14-11-7(C)(3), Permits for Solar Rights.
- 15 • Part 14-17-5(A), Establishment of a Family Housing Development.

16 Section 6. City Code of Ordinances Part 4-10-3(D), General Policies, is
17 amended as follows: “(D) Public improvements financed by a TIDD should
18 be in conformance with applicable long-range city policies for development,
19 including, but not limited to, the Albuquerque/Bernalillo County
20 Comprehensive Plan, the Integrated Development Ordinance, the Ordinance
21 adopting elements of a Planned Growth Strategy; the current city enactment
22 relating to the Capital Implementation Program; the Impact Fee Component
23 Capital Improvement Program; other ordinances applicable to the affected
24 land including annexation ordinances and any related annexation
25 agreements, if any; and all supplements and subsequent enactments
26 relating to these measures.”

27 Section 7. City Code of Ordinances Section 6-1-1-12(D), Variances and
28 Appeals, is amended as follows: “Variances to §§ 6-1-1-8 through 6-1-1-10
29 requirements. A variance to the regulations in §§ 6-1-1-8 through 6-1-1-10
30 may be issued by the Mayor, through the Development Review Board,
31 provided that the general intent of this article has been met and compliance
32 with this article is proven to cause practical difficulties and unnecessary
33 hardship. The variance procedure for this article will comply with the

1 variance procedure in the Integrated Development Ordinance as currently
2 adopted or subsequently amended. (This procedure is described in § 14-16-
3 5-5.2.K). Appeals of decisions of the Development Review Board are to the
4 City Council. Appeal procedures will comply with those in the Integrated
5 Development Ordinance, §14-16-6-4(U).”

6 Section 8. City Code of Ordinances Section 6-1-1-99(C), Penalty, is
7 amended as follows: “Any responsible party who violates any provision of
8 §§ 6-1-1-8 through 6-1-1-10 shall be deemed guilty of a misdemeanor, and
9 upon conviction thereof, shall be punished by a fine not to exceed \$500
10 and/or imprisonment for a period not to exceed 90 days. Application of
11 fines for violations of the regulations in §§ 6-1-1-8 through 6-1-1-10 will
12 comply with the Integrated Development Ordinance as currently adopted or
13 subsequently amended. (See §14-16-6).”

14 Section 9. City Code of Ordinances Section 6-5-5-3, Pedestrian Sidewalk,
15 Drive Pad, and Curb and Gutter Required, is amended as follows: “All
16 properties within the city shall have sidewalk, drive pad, curb ramps, curb
17 and gutter in accordance with the standards set forth by § 6-5-5-1 et seq.,
18 unless a variance from these standards is allowed through the procedures
19 established by § 6-5-5-1 et seq. or unless such sidewalks, curb ramps, drive
20 pads, curbs and gutters were constructed under standards previously in
21 force. Such previously constructed improvements shall be considered non-
22 conforming and as such may be repaired and maintained but if and when
23 replacement becomes necessary shall be replaced according to the current
24 standards or variance procedures of § 6-5-5-1 et seq. Compliance with the
25 provisions of § 6-5-5-1 et seq. shall be the responsibility of the property
26 owner. The cost of installing sidewalk shall be borne by the abutting
27 property. On property in residential zones where only houses and
28 townhouses are allowed, and where the lot abuts public streets at both its
29 front and the rear lot lines, the property does not bear the cost of
30 constructing missing sidewalk abutting the rear lot line where the property
31 does not have the legal right to vehicular access from that street; this
32 exception applies only to lots platted before June 29, 1983 (the effective
33 date of the city's Subdivision Ordinance, set forth in §14-16-5-4).”

1 Section 10. City Code of Ordinances Section 6-5-5-4, Definitions, is
2 amended as follows: “DRB. The Development Review Board, an
3 administrative board consisting of six representatives of city departments
4 and other agencies, including the Planning Director as Chairperson, Zoning
5 Enforcement Officer, City Engineer (who may also function as the AMAFCA
6 designee), Traffic Engineer, Parks and Recreation Director, and
7 Albuquerque-Bernalillo County Water Utility Authority Water Resources
8 Engineer.” ... “LANDSCAPE/BUFFER AREA. The part of the public right-of-
9 way that is not occupied or planned to be occupied by street, curb, gutter,
10 or sidewalk; that may be used for street furniture, street trees and
11 vegetation, and utilities; and that is typically located between the back of
12 curb and adjacent property line.”

13 Section 11. City Code of Ordinances Section 6-5-5-12, Setback Use, is
14 amended as follows: “LANDSCAPE/BUFFER AREA USE. The
15 landscape/buffer area may be used for the following public purposes so
16 long as such uses are not in conflict with the provisions of §§ 6-5-5-1 et seq.
17 or any other applicable provision of this code or any other ordinance of the
18 city.”

19 Section 12. City Code of Ordinances Section 6-5-5-14(B)(1)(d), Design
20 and Construction Standards and Procedures, is amended as follows: “2.
21 Land zoned for a residential density greater than allowed in the R-T
22 (Residential Townhouse) zone district.”

23 Section 13. City Code of Ordinances Section 6-5-5-14(E), Design and
24 Construction Standards and Procedures, is amended as follows:
25 “Transverse Slope. The transverse slope of the sidewalk and
26 landscape/buffer area shall be no greater than a ratio of 1:50 or 2%, sloping
27 toward the street.”

28 Section 14. City Code of Ordinances Section 6-5-5-15, Development
29 Review Board, is amended as follows: “The DRB as established by §14-16-
30 2(D) Development Review Board, will have responsibilities that may include,
31 but not be limited to, the following:”

1 Section 15. City Code of Ordinances Sections §6-5-5-16, Variances, and
2 §6-5-5-17, Appeals, are deleted and the subsequent sections are
3 renumbered to reflect the deletion.

4 Section 16. City Code of Ordinances Section § 6-5-5-18, Sidewalks, Drive
5 Pad, and Curb Ramp Repair and Maintenance; Permitting Commercial
6 Advertising on Transit Shelters, is amended as follows: “(A)(4) The lot was
7 platted before June 29, 1983, the effective date of the city's Subdivision
8 Ordinance, set forth in §14-16-5-4.” and sub-sections (D) and (F) are
9 amended to replace the words “sidewalk setback” with “landscape/buffer.”

10 Section 17. City Code of Ordinances Section 6-6-1-2, Definitions, is
11 amended as follows: “LANDSCAPE/BUFFER AREA. The part of the public
12 right-of-way that is not occupied or planned to be occupied by street, curb,
13 gutter, or sidewalk; that may be used for street furniture, street trees and
14 vegetation, and utilities; and that is typically located between the back of
15 curb and adjacent property line.”

16 Section 18. City Code of Ordinances Section §6-6-2-2, Intent, is amended
17 as follows: “Sections 6-6-2-1 et seq. are intended to secure the following
18 objectives, in accordance with Policy 5.1.9, Policy 7.1.3, Policy 7.2.1, Policy
19 7.6.2, and other policies of the Albuquerque/Bernalillo County
20 Comprehensive Plan.”

21 Section 19. City Code of Ordinances Section §6-6-2-3, Definitions, is
22 amended as follows: “DEVELOPMENT REVIEW BOARD. An administrative
23 board, consisting of six city departments and other agencies. Membership
24 consists of the Planning Director as Chairperson, Zoning Enforcement
25 Officer, City Engineer (who may also function as the AMAFCA designee),
26 Traffic Engineer, Parks and Recreation Director, and Albuquerque-Bernalillo
27 County Water Utility Authority Water Resources Engineer ”...

28 “LANDSCAPE/BUFFER AREA. The part of the public right-of-way that is not
29 occupied or planned to be occupied by street, curb, gutter, or sidewalk; that
30 may be used for street furniture, street trees and vegetation, and utilities;
31 and that is typically located between the back of curb and adjacent property
32 line.”...

Section 20. City Code of Ordinances Section §6-6-2-4(A), Required Street Trees, is amended as follows: “(1) All applicants for building permits for construction of a new building or building addition of 200 square feet or more shall submit a street tree plan for those parts of the lot abutting a major street, a major local street, or another street where street trees are required. (2) Any person who constructs a new building addition of 200 square feet or more or who paves a parking lot or required off-street parking area for apartments and/or non-residential development on a lot abutting a major street, a major local street, or another street where street trees are required shall plant street trees according to a street tree plan approved by the Mayor. Such planting shall occur no later than 60 calendar days after the completion of construction and shall occur before final inspection as required in the Building Code. (3) Street trees shown on an approved street tree plan and required to meet the requirements of §14-16-5-6 shall be maintained alive and healthy. Maintenance and trimming of street trees and replacement of dead trees are the responsibility of the owner of the lot abutting or on which the tree is located. (4) The City shall maintain a list of trees, as part of the Official Albuquerque Plant Palette and Sizing List, generally suitable for use as street trees in Albuquerque. This list shall include a description of the physical characteristics and cultural requirements of each species. (5) City staff, in coordination with appropriate private sector input, shall develop and make available information regarding the required soil volume for trees of a given mature size, and the Planning Director shall make this information available in the Development Process Manual. This soil volume consists of un-compacted and irrigated soil. The root space may be long and linear, to match a landscape/buffer area size, and/or the space may be created through mechanical de-compaction, or the use of either structural soils under pavements, or soil vault systems under pavements.”

Section 21. City Code of Ordinances Section §6-6-2-5, Street Tree Policies, is amended as follows: “(A)(1) Adequate room and spacing for Street Trees shall be accommodated/provided pursuant to the details and specifications developed by the City in the Development Process Manual. ...

(B) Street trees shall be placed between the curb and the public sidewalk and in the landscape/buffer area, unless traffic safety requires different locations of trees, as specified in division (2) of this division (B). ... (B)(1)(b) Where less than three feet of space exists, street trees shall not be planted into the landscape/buffer area. ... (C)(6)(a) Plantings of ten (10) or fewer trees may all be of the same genus; (b) Plantings of more than ten trees must use at least two different genera, with roughly equal numbers of each; ... (C)(7) One of every three street trees planted may be an accent tree per the Official Albuquerque Plant Palette and Sizing List, provided the guidelines in §14-16-5-6(D) are met.”

Section 22. City Code of Ordinances Section §6-6-2-7, More Detailed Regulations, is amended as follows: “Regulations detailing the provisions of §§ 6-6-2-1 et seq. should be enacted in coordination with and through the Departments with installation and maintenance responsibilities, and be amended by the Environmental Planning Commission for regulations in the Integrated Development Ordinance and by the DPM Executive Committee for technical standards in the Development Process Manual at an advertised public hearing.”

Section 23. City Code of Ordinances Section §6-6-2-9, Appeals, is amended as follows: “Appeals from the decision of the Mayor on requests for waivers or variances may be taken to the City Council, through the Land Use Hearing Officer, by filing written notice with the Planning Division within 15 days after the request for variance has been decided.”

Section 24. City Code of Ordinances Part 6-7-2(B), Definitions, is amended as follows: “Words not defined herein, but which are defined in §14-16-7-1 of the Integrated Development Ordinance, are to be construed as defined therein.”

Section 25. City Code of Ordinances Section 8-5-1-42(H), Mobile Food Units on Public Streets, is amended as follows: “This section establishes traffic code regulations pertaining to Mobile Food Units. Other aspects of Mobile Food Units are regulated in other parts of the Municipal Code. Please refer to Integrated Development Ordinance §14-16 and Health, Safety & Sanitation Code §9-6-5.”

1 Section 26. City Code of Ordinances Part 9-2-1-4, Definitions, is amended
2 as follows: "RESIDENTIAL ZONE. "Zone District, Residential" as defined in
3 the Integrated Development Ordinance."

4 Section 27. City Code of Ordinances Part 9-9-2, Definitions, is amended
5 as follows: "DOWNTOWN ARTS AND ENTERTAINMENT FOCUS AREA. The
6 area designated as the Downtown Arts and Entertainment Focus Area in the
7 Integrated Development Ordinance."

8 Section 28. City Code of Ordinances Section 9-10-1-7(B)(3)(e), Storage of
9 Solid Waste for Commercial and Multi-Family Dwelling Collection, is
10 amended as follows: "Commercial collection sites shall be paved with a
11 concrete apron meeting City of Albuquerque Solid Waste specifications for
12 the designated container. However, commercial collection sites approved
13 prior to October 1, 1985, which sites were paved in a way that met the off-
14 street parking requirements of the Zoning Code (§ 14-16-3-1(E)(1)) in effect
15 at the time of the issuance of building permit are exempt from the concrete-
16 paving requirement if the owner of the property agrees in writing to maintain
17 the paving and hold the city harmless for any damage to the pavement
18 resulting from solid waste collection."

19 Section 29. City Code of Ordinances Part 11-2-3, Definitions, is amended
20 as follows: "ADULT ENTERTAINMENT ESTABLISHMENT. An establishment
21 that meets the definition provided by §14-16-7-1 of the Integrated
22 Development Ordinance."

23 Section 30. City Code of Ordinances Part 12-2-28, Safety in Public
24 Places, is amended as follows: "ARTS AND ENTERTAINMENT DISTRICT.
25 The Arts and Entertainment District is roughly bordered by Copper Avenue
26 on the north, 8th Street on the west, the alley between Gold and Silver
27 Avenues to the south, and First Street to the East." ... "NOB HILL DISTRICT.
28 For purposes of this section, the Nob Hill District is the area within the
29 following streets: beginning at the intersection of Girard and Silver, then to
30 Monte Vista to Campus to Copper to Washington to Silver to Carlisle to
31 Silver to Girard."

32 Section 31. City Code of Ordinances Section 14-5-2-10(B), Multiple Use of
33 Rights-of-way and Easements, is amended as follows: "Certain drainage

rights-of-way may be credited toward requirements for detached open space in the Integrated Development Ordinance, except for any area which is exclusively used for the drainage control, flood control, stormwater control, or erosion control function.”

Section 32. City Code of Ordinances Section 14-8-2-3(A), Definitions, is amended as follows: “REGISTERED NEIGHBORHOOD OR HOMEOWNER ASSOCIATION. A neighborhood association other than the Recognized neighborhood association for an area, homeowners association, or other association that has notified the City Office of Neighborhood Coordination of two persons' addresses where it wishes notice to be sent pursuant to § 14-8-2-1 et seq.”

Section 33. City Code of Ordinances Section 14-8-2-4(D), Criteria for Recognition of Neighborhood Associations, is amended as follows: “The appropriate district City Councilor and the City Office of Neighborhood Coordination shall be furnished with names, addresses, email addresses, and available phone numbers of current neighborhood association officers and/or board members.”

Section 34. City Code of Ordinances Section 14-8-2-5, Responsibilities of Recognized and Non-Recognized Neighborhood or Homeowner Associations, is amended as follows: The word “non-recognized” is replaced with “registered” throughout this section, including the title; the word “Councillor” is replaced with “Councilor.”

Section 35. City Code of Ordinances Section 14-8-2-6, Responsibilities of the City, is amended as follows: “(A) The Mayor shall make reasonable attempts to provide electronic or mailed notice of City-initiated amendments of Rank 1, Rank 2, or Rank 3 plans or new Rank 2 or Rank 3 plans to recognized and registered neighborhood or homeowner associations located partially or completely within or adjacent to the relevant plan area. Notice is required at the initiation of the planning effort and at the application for approval; proof of both notices shall be required when the application is filed. The Mayor shall make reasonable attempts to provide notice to such associations concerning all subsequent public hearings of city boards, commissions, and task forces concerning such plan proposals,

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1 except hearings which have been deferred or continued to a specific time
2 announced at the prior hearing. (B) The Mayor shall make reasonable
3 attempts to give directly affected recognized and registered neighborhood
4 or homeowner associations prior mailed or electronic notice of pending
5 major city development and redevelopment projects and changes in
6 services by the city that will have a direct, significant impact on
7 neighborhoods adjacent to, for example, projects that would change the
8 size or type of city parks, building of new city facilities, relocation or
9 reconstruction of privately owned utilities that require a permit, or rerouting
10 of bus service. The Mayor shall provide prior electronic or mailed notice to
11 recognized and registered neighborhood or homeowner associations within
12 one mile of street construction, closure, and/or major repair. (C) The Mayor
13 shall require documentation of prior notice to recognized and registered
14 neighborhood or homeowner associations for development projects located
15 within or adjacent to the association boundary at the time of filing
16 applications, as specified in §14-16-6-1, Table 6-1-1. The Mayor shall send
17 electronic or mailed notices of the hearing to recognized and registered
18 associations for applications specified in §14-16-6-1, Table 6-1-1, as
19 specified in the relevant sub-section. (D) For the purpose of divisions (A),
20 (B), and (C) of this section, email or mailed notice to two contact addresses
21 of recognized or registered association representatives on file with the
22 Office of Neighborhood Coordination shall constitute reasonable attempt to
23 notify. (E) The city shall send an initial response electronically or by mail
24 within seven days of receipt of any correspondence received from any
25 recognized and registered association that requests an answer, definition,
26 or status of any city project within their boundaries.” ... “(F)(8) Along with
27 the district Councilor, serve when appropriate as a liaison between a
28 recognized neighborhood association and city agencies;” ... “(F)(12) Upon
29 request, assist the district Councilor and/or neighborhood associations in
30 the formation of alliances of neighborhood associations; and” ...

31 Section 36. City Code of Ordinances Section 14-8-2-7, Responsibilities of
32 Applicants and Developers, is amended as follows: “(A) Notification of land
33 use and development applications, shall be provided as required by §14-16-

6-1 of the Integrated Development Ordinance, which specifies requirements for mailed or electronic notice, posted signs, web postings, and/or published notice. (B) Notification of applications for issuance or transfer of liquor licenses shall provide notice of their proposal to any recognized and registered neighborhood or homeowner association that includes or is adjacent to the subject property. Certified letters, return receipt requested, mailed to the two designated association representatives on file at the City Office of Neighborhood Coordination constitutes a reasonable attempt to notify an association. Failure by an applicant to show proof of either notification in person or a reasonable attempt to give written notification of its proposal to such designated association representatives shall be grounds for a neighborhood association to request deferral of a hearing. The application for such hearing shall include a signed statement that such notification has been sent.”

Section 37. City Code of Ordinances Section 14-8-2-7(B), Responsibilities of Applicants and Developers, is deleted in whole and replaced with the following: “(C) Pre-Application meetings with City staff for land development applications shall be held as outlined in §14-16-6-1 of the Integrated Development Ordinance. The purpose and requirements for a Pre-Application Meeting are provided in §14-16-6-4(B). (D) Neighborhood meetings for land development applications shall be held as outlined in §14-16-6-1 of the Integrated Development Ordinance. The purpose and requirements for a Neighborhood Meeting are provided in §14-16-6-4(C). These meetings may be recommended for Facilitation, as provided in §14-16-6-4(D).”

Section 38. City Code of Ordinances Part 14-8-7, Board of Appeals for Zoning Special Exceptions, is deleted in whole.

Section 39. City Code of Ordinances Part 14-9-3, Definitions, is amended as follows: “WORKFORCE HOUSING. Dwelling units serving residents and their families whose annualized income is at or below 80% of the Area Median Income for Albuquerque (AMI) as adjusted for household size and determined by the U.S. Department of Housing and Urban Development, and whose monthly housing payment does not exceed 30% of the imputed

1 income limit applicable to such unit or 35% under special conditions to be
2 defined in the Workforce Housing Plan. "Dwelling unit" is used in this article
3 as defined in the Integrated Development Ordinance (see §14-16-7-1)."

4 Section 40. City Code of Ordinances Part 14-11-3(A), Intent, is amended
5 as follows: "This article is intended to help achieve Article IX of the Charter
6 of the City of Albuquerque. It is also a means of conforming solar rights to
7 local plans and laws: the Albuquerque/Bernalillo County Comprehensive
8 Plan and the Integrated Development Ordinance of this code of ordinances.
9 It is intended to create orderly, harmonious, and economically sound
10 development in order to promote the health, safety, convenience, and
11 general welfare of the citizens of the city."

12 Section 41. City Code of Ordinances Section 14-13-1-4(E), Impact Fees;
13 Other Development Related Charges, is amended in title and as follows:
14 "Waivers to impact fees are as is provided in §14-19-15 Exemptions."

15 Section 42. City Code of Ordinances Section 14-13-2-2, Rank Importance
16 of City Plans, is amended as follows: "Adopted City plans to coordinate
17 land use, development, facilities, and resources are of varying rank
18 importance. Lower-ranking plans should be consistent with higher-ranking
19 plans, and when this is indisputably not the case, the conflicting provision
20 of the lower-ranking plan is null and void. Plans should identify how they
21 relate to relevant, higher-ranking plans. Ranked plans shall only contain
22 policy and may not be regulatory. The highest ranks of City plans are as
23 follows in this section and in § 14-13-2-4" ... "(B)(2)" ... "(C)(1) Metropolitan
24 Redevelopment Plans provide guidance to the Metropolitan Redevelopment
25 Agency on redevelopment efforts, catalytic projects, and public/private
26 partnerships, subject to amendment per the Metropolitan Redevelopment
27 Agency Ordinance (§14-8-4-3(B)), for an area with common characteristics,
28 typically one square mile but occasionally considerably smaller. (2) Master
29 Plans provide guidance to the implementing department for the
30 development of a City facility or joint facilities, such as a community center,
31 library, and/or park. Master Plans typically include land uses, site layout,
32 and design standards. (3) Resource Management Plans provide guidance to
33 the Parks and Recreation Department's Open Space Division about how

best to manage and protect natural, historic, or cultural resources on City-owned or City-managed Major Public Open Space (MPOS). Resource Management Plans can also guide the overall planning, visitor uses, budgeting, and decision-making for specific MPOS properties.”

Section 43. City Code of Ordinances Section 14-13-2-3, Planned Growth Strategy, is amended as follows: “(B)(4) *Planned Communities in the City of Albuquerque*. (B)(5) The current annexation review and decision criteria in the Integrated Development Ordinance (Section 14-16-6-7(G)), in part, indicate conditions under which an annexation request may be denied by the City. (B)(6) The City shall request that the Albuquerque/Bernalillo County Water Utility Authority (ABCWUA) continue to establish and update new conservation goals below 135 gallons per person per day beyond 2024. The City shall continue to be involved in the ABCWUA’s implementation of the Water Resources Management Strategy including the updating of building codes, zoning regulations, and technical standards for rainwater harvesting.”

Section 44. City Code of Ordinances Section 14-13-2-4(B), Redevelopment Plans, is amended as follows: “Metropolitan Redevelopment Plans are Rank 3 plans that provide guidance to the Metropolitan Redevelopment Agency on redevelopment efforts, catalytic projects, and public/private partnerships, subject to amendment per the Metropolitan Redevelopment Agency Ordinance (§14-8-4-3(B)), for an area with common characteristics, typically one square mile or more but occasionally considerably smaller.”

Section 45. City Code of Ordinances Section 14-13-2-5, Procedure for Plan Adoption or Amendment; Fee, is deleted in whole.

Section 46. City Code of Ordinances Section 14-13-2-6, Annually Revised Planning Program, is deleted in whole.

Section 47. The City Council hereby amends Part 14-13-3, et seq., Environmental Planning Commission, is deleted in whole. Sections 14-13-3-5 Beautification Committee, 14-13-3-6 City of Albuquerque’s Greater Albuquerque Bicycling Advisory Committee, 14-13-3-7 Open Space Advisory Board, and 14-13-3-8 City of Albuquerque’s Greater Albuquerque

Recreational Trails Committee are moved to become new Part 2-6-14, Part 2-6-15, Part 2-6-16, and Part 2-6-17, respectively.

Section 48. City Code of Ordinances Part 14-17-5, Establishment of a Family Housing Development, is amended as follows: “(C) Financial Guarantee. In exchange for the density bonus, as specified in the Integrated Development Ordinance Section 14-16-5-1, the developer and/or builder shall provide a financial guarantee in favor of the city that is equal to the appraised value of the increased density. The financial guarantee shall become due and payable to the city, if the developer and/or builder fails to sell a family affordable ownership unit to a qualified home buyer. The value of the increased density shall be determined by a qualified appraiser who shall perform an appraisal of the property. The city shall release the financial guarantee as the developer and/or builder provides documentation to the city that the family affordable ownership units have been sold to qualified home buyers.” ... “(D)(1) That the proportionate amount of the value of the density bonus and the fee rebate, provided for in the Integrated Development Ordinance Section 14-16-5-1 and subparagraph E(2) of this section, for the family housing development that is attributable to each family affordable ownership unit shall be passed on by the developer and/or builder to each qualified home buyer in the form of a deferred loan of a portion of the purchase price of the family affordable ownership unit;” ... “(E)(1) Density Bonus. Any Family Housing Development (FHD) located in the R-1, RA or R-T zones is eligible for a density bonus. In these zones, the FHD may be developed at a density that is at most 20% higher than normally allowed under the Integrated Development Ordinance. All of the controlling setback and open space requirements must be met for the zone in which the FHD is located. (See the Integrated Development Ordinance, Section 14-16-2-3(A), Section 14-16-2-3(B), Section 14-16-2-3(D), and Section 14-16-5-1(C))”

Section 49. City Code of Ordinances Part 14-19-15(A)(6), Exemptions, is amended as follows: “Full or partial waivers of impact fees shall be provided for projects within metropolitan redevelopment areas that meet the criteria set forth in the Development Process Manual. Notwithstanding the provisions of the Development Process Manual, such waivers shall be

1 provided for both non-residential and residential development within the
2 metropolitan redevelopment area that conforms to the metropolitan
3 redevelopment area plan and any others applicable within the metropolitan
4 redevelopment area.”

5 Section 50. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
6 clause, word or phrase of this ordinance is for any reason held to be invalid
7 or unenforceable by any court of competent jurisdiction, such decision shall
8 not affect the validity of the remaining provisions of this ordinance. The
9 Council hereby declares that it would have passed this ordinance and each
10 section, paragraph, sentence, clause, word or phrase thereof irrespective of
11 any provisions being declared unconstitutional or otherwise invalid.

12 Section 51. COMPILATION. Sections 1 through 48 of this ordinance shall
13 amend, be incorporated in and made part of the Revised Ordinances of
14 Albuquerque, New Mexico, 1994.

15 Section 52. EFFECTIVE DATE AND PUBLICATION; INTERIM
16 AMENDMENTS. This legislation shall take effect six months after
17 publication by title and general summary. Any amendments to the IDO
18 proposed prior to the effective date shall be introduced through the normal
19 City Council process for direct review by Council or Committee of the
20 Council without any requirement for initial referral to the Environmental
21 Planning Commission or any other review board or body.
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1 PASSED AND ADOPTED THIS 13th DAY OF November, 2017
2 BY A VOTE OF: 6 FOR 3 AGAINST.

3
4 For: Benton, Davis, Gibson, Harris, Jones, Lewis

5 Against: Peña, Sanchez, Winter
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10 
11 Isaac Benton, President
12 City Council
13

14 APPROVED THIS 16 DAY OF NOVEMBER, 2017
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18 Bill No. C/S O-17-49
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22 
23 Richard J. Berry, Mayor
24 City of Albuquerque
25
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27 ATTEST:
28

29 
30 Natalie Y. Howard, City Clerk
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32
33

CITY of ALBUQUERQUE

TWENTY SECOND COUNCIL

COUNCIL BILL NO. C/S R-17-213

ENACTMENT NO. R-2017-102

SPONSORED BY: Trudy E. Jones and Isaac Benton

RESOLUTION

1 REPEALING RESOLUTIONS AND PLANS WHOSE REGULATORY PURPOSE
2 AND CONTENT HAS BEEN REPLACED BY THE INTEGRATED DEVELOPMENT
3 ORDINANCE (§14-16, ET SEQ.), INCLUDING PART §1-1-2, PART §1-1-4, PART
4 §1-1-5, PART §1-1-6, PART §1-1-10, PART §1-1-11, PART §1-1-12, PART §1-1-
5 14, PART §1-1-16, PART §1-2-1, ARTICLE 3: METROPOLITAN AREAS AND
6 URBAN CENTERS PLAN, ARTICLE 4: REVITALIZATION STRATEGIES,
7 ARTICLE 6: REDEVELOPMENT PLANS, ARTICLE 7: SECTOR DEVELOPMENT
8 AND COMMUNITY DEVELOPMENT PLANS, ARTICLE 10: OVERLAY ZONES,
9 ARTICLE 11: AREA PLANS, ARTICLE 13: CORRIDOR PLANS, PART §1-13-1,
10 AND PART §2-5-1; CREATING A NEW ARTICLE 14: RANK 2 FACILITY PLANS,
11 ARTICLE 15: RANK 3 MASTER PLANS AND RESOURCE MANAGEMENT
12 PLANS, ARTICLE 16: FRAMEWORK PLANS THAT ARE CONSISTENT WITH
13 THE TERMINOLOGY IN THE IDO; REPLACING REFERENCES TO REPEALED
14 ORDINANCES AND RESOLUTIONS IN VARIOUS LOCATIONS OF THE CODE
15 OF RESOLUTIONS OF ALBUQUERQUE, NEW MEXICO, WITH REFERENCES
16 TO THE INTEGRATED DEVELOPMENT ORDINANCE TO MAINTAIN
17 CONSISTENCY, INCLUDING PART §1-6-7, PART §1-6-8, PART §1-6-9, PART §1-
18 6-16, PART §1-7-16, PART §1-7-43, PART §1-11-9, PART §1-11-12, PART §1-12-
19 12, PART §1-13-2, PART §1-13-3, PART §1-13-4, PART §5-1-1; AND REVISING
20 THE LOCATION IN THE CODE OF RESOLUTIONS FOR SELECT PLANS TO
21 COMPILE RELEVANT SECTIONS OF THE CODE OF RESOLUTIONS AND TO
22 MAINTAIN CONSISTENCY WITH THE IDO, INCLUDING PART §1-4-2, PART §1-
23 4-3, PART §1-6-8, PART §1-6-10, PART §1-6-11, PART §1-6-12, PART §1-6-13,
24 PART §1-6-14, PART §1-6-15, PART §1-11-5, PART §1-11-6, PART §1-11-7,
25 PART §1-11-13, PART §1-11-14, PART §1-13-2, PART §1-13-3, PART §1-13-4,

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1 PART §1-13-5, PART §4-2-5, PART §4-2-1, PART §4-2-9, PART §4-4-2, PART §4-
2 3-1, AND PART §4-4-3.

3 WHEREAS, the City Council, the Governing Body of the City of
4 Albuquerque, has the authority to adopt and amend plans for the physical
5 development of areas within the planning and platting jurisdiction of the City
6 authorized by statute, Section 3-19-3, NMSA 1978, and by its home rule
7 powers; and

8 WHEREAS, the City's zoning powers are established by the City charter, in
9 which Article I, Incorporation and Powers, allows the City to adopt new
10 regulatory structures and processes to implement the Albuquerque-Bernalillo
11 County Comprehensive Plan ("Comp Plan") and help guide future legislation;
12 Article IX, Environmental Protection, empowers the City to adopt regulations
13 and procedures to provide for orderly and coordinated development patterns
14 and encourage conservation and efficient use of water and other natural
15 resources; and Article XVII, Planning, establishes the City Council as the
16 City's ultimate planning and zoning authority; and

17 WHEREAS, the City adopted a Planning Ordinance (§14-13-2) that
18 established a ranked system of plans, with the jointly adopted Comp Plan as
19 the Rank 1 plan that provides a vision, goals, and policies for the Albuquerque
20 metropolitan area, including the entire area within the city's municipal
21 boundaries, Rank 2 plans that provide more detailed policies for a particular
22 type of facility or a sub-area of the city in order to implement the Comp Plan,
23 and Rank 3 plans that provide an even greater level of detail about an even
24 smaller sub-area; and

25 WHEREAS, the City amended the Comp Plan in 2001 via R-01-344
26 (Enactment No. 172-2001) to include a Centers and Corridors vision for future
27 growth and development as recommended by the City's Planned Growth
28 Strategy (§14-13-1) in order to maintain a sustainable urban footprint and
29 service boundary for infrastructure; and

30 WHEREAS, the City amended the Comp Plan in 2001 via R-01-343
31 (Enactment No. 171-2001) to identify Community Planning Areas and provide
32 goals and policies to protect and enhance distinct community identity in each
33 area; and

1 WHEREAS, the City's Comprehensive Zoning Code ("Zoning Code"), which
2 is the primary implementation tool for the Comp Plan, has been amended
3 piecemeal hundreds of times but has not been comprehensively updated
4 since 1975; and

5 WHEREAS, the Zoning Code was not updated comprehensively after the
6 Comp Plan amendments adopting the Centers and Corridors vision and
7 community identity goals and policies for Community Planning Areas; and

8 WHEREAS, zoning codes typically have a lifespan of 20 years before a
9 comprehensive update is needed; and

10 WHEREAS, the Zoning Code does not include integrated tools to address
11 the unique needs of sub-areas or establish regulations to protect the character
12 of built environments in particular sub-areas; and

13 WHEREAS, lower-ranked plans are intended to implement the Rank 1 Comp
14 Plan and supplement the Zoning Code by providing a greater level of detailed
15 planning policy and/or land use and zoning regulations for sub-areas of the
16 city; and

17 WHEREAS, the City has adopted six Rank 2 Facility Plans – for Arroyos
18 (adopted 1986), for the Bosque (adopted 1993), for Major Public Open Space
19 (adopted 1999), for the Electric System: Transmission & Generation (last
20 amended in 2012), for Route 66 (adopted 2014), and for Bikeways & Trails (last
21 amended in 2015) – to provide policy guidance and implementation actions for
22 implementing departments; and

23 WHEREAS, the City's Rank 2 Facility Plan for Arroyos identifies major
24 arroyos that serve a drainage function as well as, in many cases, recreational
25 opportunities through multi-use trails or parks and provides policy guidance
26 for the design and management of these facilities; and

27 WHEREAS, the City has adopted three Rank 3 Arroyo Corridor Plans –
28 Pajarito (adopted in 1990), Amole (adopted in 1991), and Bear Canyon
29 (adopted in 1991) – which include policy guidance to the City for the
30 management of these facilities as well as regulations pertaining to private
31 property abutting these facilities; and

1 WHEREAS, Rank 2 Area Plans and Rank 3 Sector Development Plans have
2 been created and adopted over the last 40 years for approximately half the
3 area of the city; and

4 WHEREAS, the City has adopted five Rank 2 Area Plans – the Sandia
5 Foothills Area Plan in 1983 (never amended), the Southwest Area Plan in 1988,
6 (last amended in 2002), the East Mountain Area Plan in 1992 (never amended),
7 the North Valley Area Plan in 1993 (never amended), and the West Side
8 Strategic Plan in 1997 (last amended in 2014) – that provide policy guidance
9 about sub-areas to help implement the Comp Plan, yet three have not been
10 amended since 2001, when the Comp Plan was amended to adopt a Centers
11 and Corridors vision for future growth and development; and

12 WHEREAS, the Southwest Area Plan and East Mountain Area Plan were
13 jointly adopted with Bernalillo County, as the plan areas include land that is
14 predominantly within the unincorporated County area; and

15 WHEREAS, the City has adopted over 50 Sector Development Plans – some
16 of which include policies and some of which include tailored zoning,
17 regulations, and approval processes for properties within the plan boundary;
18 and

19 WHEREAS, approximately 51% of the adopted Rank 3 Sector Development
20 Plans were adopted or amended after 2001, when the Comp Plan was
21 amended to adopt a Centers and Corridors vision for future growth and
22 development; and

23 WHEREAS, the City intended to update each Sector Development Plan
24 every 10 years, but some have never been amended, some have been
25 amended multiple times, and over half are now more than 10 years old; and

26 WHEREAS, the Code of Resolutions indicates that the City has adopted
27 plans that the Planning Department cannot find, which may have been
28 repealed or replaced in whole or in part, and there may be other adopted
29 ranked plans that the Planning Department is no longer aware of and have not
30 been listed on the Planning Department's publication list; and

31 WHEREAS, approximately half the properties in the city have not had the
32 benefit of long-range planning for specific sub-areas with trend analysis by

1 staff or engagement by area stakeholders, which is an inequitable and
2 untenable existing condition; and

3 WHEREAS, City staff and the budget have been restructured and allocated
4 over the years in such a way as to no longer be adequate to maintain and
5 update over 50 standalone Sector Development Plans, three Area Plans, and
6 three Arroyo Corridor Plans, much less the additional plans that would be
7 needed to provide an equal level of policy guidance and tailored regulations
8 for the half of the city not currently covered by Rank 2 Area Plans or
9 Rank 3 Sector Development Plans; and

10 WHEREAS, the mix of policy and regulations in Rank 3 Plans has
11 sometimes created confusion as to whether language is narrative, policy,
12 and/or regulatory; and

13 WHEREAS, the adopted Rank 3 Sector Development Plans have created
14 over 235 unique SU-2 zones outside of the Zoning Code, many of which
15 establish zone abbreviations unique to each plan; and

16 WHEREAS, there are enumerable SU-1 zones adopted for individual
17 properties throughout the city totaling over 28,500 acres (almost 25% of the
18 city's total acreage); and

19 WHEREAS, the Zoning Code has 24 base zone districts, not including SU-1,
20 SU-2, and SU-3 zones or overlay zones; and

21 WHEREAS, the City has struggled to administer and enforce all of these
22 unique zones consistently over time; and

23 WHEREAS, the separation of land use and zoning regulation from the
24 Zoning Code into multiple standalone plans has sometimes resulted in
25 conflicting language and/or regulations being lost or overlooked by staff and
26 decision-makers in the review/approval and enforcement processes, which are
27 the primary responsibility of the Planning Department and the City Council as
28 the ultimate land use and zoning authority; and

29 WHEREAS, some Rank 3 Sector Development Plans establish separate
30 decision-making processes and/or criteria, which introduces an uneven
31 playing field for development and inconsistent protections for neighborhoods
32 and natural/cultural resources from area to area; and

1 WHEREAS, the City Council directed the City in April 2014 via R-14-46
2 (Enactment No. R-2014-022) to update the Comp Plan *and the land*
3 *development regulations intended to implement it; and*

4 WHEREAS, the City Planning Department and Council Services initiated a
5 project in February 2015 called “ABC-Z” to update the Albuquerque-Bernalillo
6 County Comprehensive Plan and develop an Integrated Development
7 Ordinance (“IDO”) to help implement it; and

8 WHEREAS, the public engagement process for ABC-Z offered a range of
9 opportunities for input, discussion, and consensus-building with over 130
10 workshops and public meetings, including daytime focus groups organized by
11 topic, evening meetings with a more traditional presentation and question and
12 answer session, “Comp Plan 101” and “Zoning 101” meetings, and periodic
13 “Ask an Expert” zoning clinics; and

14 WHEREAS, the project team spoke at over 100 meetings and local
15 conferences by invitation of various stakeholders; and

16 WHEREAS, the project team staffed booths and passed out promotional
17 material at community events and farmers markets to reach more people and a
18 broader cross-section of the community and met with individuals and small
19 groups during weekly office hours; and

20 WHEREAS, articles about the ABC-Z project appeared monthly in the City’s
21 Neighborhood News, ads specifically for the proposed IDO were placed in
22 print and social media, as well as on local radio stations, and the project team
23 maintained a project webpage and a social media page on Facebook for the
24 ABC-Z project; and

25 WHEREAS, the Planning Department has expended additional funds from
26 its general operating budget, and the City Council also provided
27 supplementary funds as part of a budget amendment in November 2015 (R-15-
28 266, Floor Amendment 2, Enactment No. R-2015-113) that were subsequently
29 used for additional paid advertising in print, radio, and social media, including
30 Spanish-language media outlets, to reach a broader and more diverse
31 audience; and

32 WHEREAS, the City Council adopted an updated Albuquerque-Bernalillo
33 County Comprehensive Plan (“ABC Comp Plan”) on March 20, 2017 via R-16-

1 108 (Enactment No. R-2017-026), including an updated community vision that
2 is still based on a Centers and Corridors approach to growth; and

3 WHEREAS, the 2017 ABC Comp Plan adopted an updated Centers and
4 Corridors map that establishes boundaries for the Centers; designates priority
5 for transportation modes on certain Corridors; and identifies Downtown,
6 Urban Centers, Activity Centers, Premium Transit Corridors, Major Transit
7 Corridors, and Main Street Corridors as the Centers and Corridors that are
8 intended to be walkable, with a mix of residential and non-residential land
9 uses, and with higher-density and higher-intensity uses; and

10 WHEREAS, the 2017 ABC Comp Plan established a hierarchy of Centers
11 and Corridors from the most to the least walkable, mixed-use, and dense, with
12 Downtown, Urban Centers, Premium Transit Corridors, and Main Street
13 Corridors all intended to be highly walkable, mixed-use, and dense; and

14 WHEREAS, the IDO, as a regulatory document that applies citywide, is the
15 primary mechanism to implement the 2017 ABC Comp Plan for land within the
16 municipal boundaries of the City of Albuquerque; and

17 WHEREAS, the IDO has been drafted to be consistent with and implement
18 Comp Plan goals and policies; and

19 WHEREAS, the IDO's stated purpose is to implement the 2017 ABC Comp
20 Plan; ensure that all development in the City is consistent with the spirit and
21 intent of other plans and policies adopted by City Council; ensure provision of
22 adequate public facilities and services for new development; protect quality
23 and character of residential neighborhoods; promote economic development
24 and fiscal sustainability of the City; provide efficient administration of City
25 land use and development regulations; protect health, safety, and general
26 welfare of the public; provide for orderly and coordinated development
27 patterns; encourage conservation and efficient use of water and other natural
28 resources; implement a connected system of parks, trails, and open spaces to
29 promote improved outdoor activity and public health; provide reasonable
30 protection from possible nuisances and hazards and to otherwise protect and
31 improve public health; and encourage efficient and connected transportation
32 and circulation systems for motor vehicles, bicycles, and pedestrians; and

1 WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors
2 map with a new Downtown Center designation as the most urban, walkable,
3 dense, intense, and mixed-use Center in Albuquerque, with the same
4 boundary as the adopted Rank 3 Downtown 2025 Sector Development Plan;
5 and

6 WHEREAS, the IDO helps to implement the Downtown Center by carrying
7 over and updating zoning regulations and design standards from the adopted
8 Rank 3 Downtown 2025 Sector Development Plan as a mixed-use, form-based
9 zone district (MX-FB-DT); and

10 WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors
11 map with a new Center designation of Urban Centers – intended to be highly
12 walkable, with mixed-use development and high-density, high-intensity uses –
13 for Volcano Heights and Uptown, with the same boundaries as identified in the
14 2013 Comp Plan, which followed boundaries established by SU-2 zoning in the
15 adopted Rank 3 Volcano Heights and Uptown Sector Development Plans; and

16 WHEREAS, the IDO helps implement these Urban Centers by allowing
17 additional building height and reducing parking requirements in these
18 Centers; and

19 WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors
20 map with a new Corridor designation of Premium Transit Corridors in order to
21 prioritize transit service in the public right-of-way and encourage higher-
22 density and mixed-use transit-oriented development that can support and be
23 supported by transit service; and

24 WHEREAS, the IDO helps implement Premium Transit Corridors for which
25 funding has been secured and transit station locations have been identified by
26 allowing additional building height and reducing parking requirements within
27 660 feet (one-eighth of a mile, a distance of two typical city blocks, considered
28 a 5-minute walk) of Premium Transit stations; and

29 WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors
30 map with a new Corridor designation of Main Streets, intended to be
31 pedestrian-oriented and encourage mixed-use and high-density residential
32 development along them; and

1 WHEREAS, the IDO helps implement Main Street Corridors by allowing
2 additional building height and reducing parking requirements on parcels
3 within 660 feet (one-eighth of a mile, a distance of two typical city blocks,
4 considered a 5-minute walk) of the centerline of Main Street Corridors; and

5 WHEREAS, the 2017 ABC Comp Plan updated the Centers and Corridors
6 map with a new Center designation of Activity Centers, intended to serve
7 surrounding neighborhoods, be more walkable and allow higher-density and
8 higher-intensity uses than non-Center areas; and

9 WHEREAS, the IDO helps implement Activity Centers by requiring
10 enhanced building façade design and site design for drive-throughs that
11 results in more pedestrian-oriented layouts within the boundary of these
12 Centers; and

13 WHEREAS, the IDO helps implement the Centers and Corridors vision by
14 converting existing mixed-use and non-residential zoning in Centers and
15 Corridors intended to be walkable, mixed-use, and dense to IDO zone districts
16 with the closest matching set of permissive uses, as described in more detail
17 below; and

18 WHEREAS, the IDO helps implement the Centers and Corridors vision by
19 providing different dimensional standards for density, height, and setbacks,
20 lower parking standards, additional building design and site layout standards,
21 and reduced buffering and landscaping requirements that will allow more
22 urban development forms as relevant for walkable, mixed-use, dense Centers
23 and Corridors (excluding Old Town, Employment Centers, and Commuter
24 Corridors); and

25 WHEREAS, the 2017 ABC Comp Plan included an updated map of City
26 Development Areas Map that replaced the 1975 Development Areas with one
27 of two new Development Area designations: Areas of Change, including all
28 Centers but Old Town and all Corridors but Commuter Corridors, or Areas of
29 Consistency, including single-family neighborhoods, parks, Major Public Open
30 Space, golf courses, airport runway zones, and many arroyos, acequias; and

31 WHEREAS, the 2017 ABC Comp Plan includes policies to encourage
32 growth and development in Areas of Change and policies to protect the

[Bracketed/Underscored Material] - New
[Bracketed/Strikethrough Material] - Deletion

1 character and built environment in Areas of Consistency from new
2 development or redevelopment; and

3 WHEREAS, the IDO helps implement the Comp Plan by providing
4 Neighborhood Edge regulations (§14-16-5-9) that require a transition and
5 buffering between Areas of Change and Residential zones, as well as other
6 design requirements for development in Areas of Change to minimize negative
7 impacts on Areas of Consistency; and

8 WHEREAS, the IDO helps implement the Comp Plan by including
9 regulations (§14-16-5-2) to avoid sensitive lands such as flood plains, steep
10 slopes, unstable soils, wetlands, escarpments, rock outcroppings, large
11 stands of mature trees, archaeological sites; and

12 WHEREAS, the IDO helps implement the Comp Plan by including specific
13 regulations (§14-16-5-2(C)) to ensure that development near sensitive lands,
14 including archaeological sites (§14-16-5-2(D)), arroyos (§14-16-5-2(E)), and
15 acequias (§14-16-5-2(F)), is context-sensitive; and

16 WHEREAS, the IDO helps implement the Comp Plan by incorporating and
17 updating regulations from adopted Rank 3 Arroyo Corridor Plans as general
18 regulations for private property abutting any arroyo identified in the Rank 2
19 Facility Plan for Arroyos in order to ensure context-sensitive development
20 next to these natural resources, which function as drainage facilities as well
21 as providing open space and, in some cases, recreational opportunities
22 through multi-use trails or parks; and

23 WHEREAS, the IDO helps implement the Comp Plan by including specific
24 use restrictions and design standards (§14-16-5-2(H)) to ensure that
25 development adjacent to or within 330 feet (one-sixteenth of a mile, a distance
26 of one typical city block) of Major Public Open Space is context-sensitive; and

27 WHEREAS, the 2017 ABC Comp Plan includes goals and policies to protect
28 historic assets and cultural resources, and the IDO implements these goals
29 and policies by incorporating Historic Protection Overlay zones (§14-16-3-3)
30 with design standards to ensure compatible new development and
31 redevelopment in historic districts, View Protection Overlay zones (§14-16-3-
32 4), and regulations for development next to sensitive lands (§14-16-5-2); and

1 WHEREAS, the 2017 ABC Comp Plan includes goals and policies to protect
2 community health and maintain safe and healthy environments where people
3 can thrive; and

4 WHEREAS, the IDO helps to implement these goals and policies by
5 providing a set of zones (§14-16-2) that range from low intensity to high
6 intensity and designating the appropriate mix of land uses in each zone; and

7 WHEREAS, the IDO helps implement these goals and policies by providing
8 use-specific standards (§14-16-4-3) that require a distance separation for
9 certain nuisance uses – such as alcohol sales and heavy manufacturing –
10 from residential areas, schools, and churches to mitigate the potential
11 negative impact on quality of life; and

12 WHEREAS, the IDO helps implement these goals and policies by providing
13 use-specific standards (§14-16-4-3) that require distance separations between
14 uses that pose potential negative impacts on nearby properties – such as
15 pawn shops, bail bonds, small loan businesses, and liquor retail – to prevent
16 clustering of such uses; and

17 WHEREAS, the 2017 ABC Comp Plan recommends a transition from long-
18 range planning with communities on an as-needed basis to create standalone
19 Rank 2 and 3 plans to a 5-year cycle of planning with each of 12 Community
20 Planning Areas in order to provide opportunities for all areas of the city to
21 benefit from area-specific long-range planning, including regular and ongoing
22 opportunities for stakeholder engagement and analysis by staff of trends,
23 performance measures, and progress toward implementation actions in the
24 Comp Plan; and

25 WHEREAS, the IDO implements the new proactive approach to long-range
26 planning by committing the City to a proactive, equitable system of
27 assessments (§14-16-6-3(D)) done every five years with residents and
28 stakeholders in each of 12 Community Planning Areas established by the ABC
29 Comp Plan; and

30 WHEREAS, the IDO furthers the purpose and intent of the Planning
31 Ordinance (§14-13-2) and the Planned Growth Strategy (§14-13-2-3) by
32 establishing a regulatory framework that ensures that development is
33 consistent with the intent of other plans, policies, and ordinances adopted by

1 the City Council; that updated development standards help ensure provision
2 of adequate light, air, solar access, open spaces, and water; that clarified and
3 streamlined development processes will help ensure the harmonious, orderly,
4 and coordinated development of land in the City, and help create efficiency in
5 governmental operations; that land use is coordinated with transportation
6 corridors to help promote the convenient circulation of people, goods, and
7 vehicles while minimizing traffic hazards; that subdivision standards and
8 review/approval processes serve as a framework to help Staff and the public
9 ensure the safety and suitability of land for development; and

10 WHEREAS, the IDO (§14-16-6-3) describes a Planning System (§14-16-6-3)
11 that incorporates the ranked system of plans described in the Planning
12 Ordinance (§14-13-2): the Rank 1 plan with which the lower-ranking plans must
13 be consistent and that the lower-ranking plans are intended to help implement,
14 Rank 2 plans for facilities that exist throughout the City in various areas and
15 need to be coordinated and managed with a consistent approach (i.e. Facility
16 Plans), and Rank 3 plans for specific areas that benefit from more detailed
17 guidance related to the area's unique needs and opportunities (i.e.
18 Metropolitan Redevelopment Plans, Master Plans, and Resource Management
19 Plans); and

20 WHEREAS, the Planning Ordinance (§14-13-2) is being amended with the
21 Ordinance adopting the IDO (O-17-49) to clarify that Ranked plans will hereby
22 include narrative and policies but not regulations; and

23 WHEREAS, adopted Rank 2 Facility Plans will remain in effect, to be
24 amended pursuant to the IDO (§14-16-6-3(B)) or as specified in the adopted
25 plan; and

26 WHEREAS, the 2017 ABC Comp Plan included and updated policies from
27 adopted Rank 2 Area Plans and Rank 3 Sector Development Plans; and

28 WHEREAS, the 2017 ABC Comp Plan included Sector Development Plans
29 adopted as of March 2017 in the Appendix so that they can be used as
30 informational, reference documents for relevant sub-areas, especially in
31 creating and/or amending Community Planning Area assessments in the
32 future; and

1 **WHEREAS, the IDO is intended to contain all the zoning and land use laws**
2 **of the City, superseding any and all other zoning and land use laws whether**
3 **written or based on prior practice; and**

4 **WHEREAS, the IDO is intended to integrate and adopt regulations**
5 **pertaining to land use and development on private land within the City's**
6 **municipal boundaries into one document in order to eliminate duplication,**
7 **inconsistencies, and conflicts and to strengthen consistency, coordination,**
8 **efficiency, effectiveness, and enforcement of these regulations; and**

9 **WHEREAS, the IDO does not apply to properties within other jurisdictions,**
10 **such as the State of New Mexico, Federal lands, and lands in unincorporated**
11 **Bernalillo County or other municipalities; and**

12 **WHEREAS, the IDO includes the flexibility to tailor uses, overlay zones,**
13 **development standards, and review/approval processes for specific sub-areas**
14 **to protect character, enhance neighborhood vitality, and respect historic and**
15 **natural resources; and**

16 **WHEREAS, regulations from the adopted Rank 3 Sector Development Plans**
17 **and Rank 3 Arroyo Corridor Plans have been coordinated, updated, and**
18 **included in the IDO either as citywide regulations or as regulations applying to**
19 **a mapped area consistent with the applicable area identified in the relevant**
20 **adopted Sector Development Plan; and**

21 **WHEREAS, the IDO carries over as Character Protection Overlay zones**
22 **(§14-16-3-2) distinct sets of building and site design standards intended to**
23 **reinforce the existing character of sub-areas of the city from adopted Rank 3**
24 **Sector Development Plans, including Coors Corridor Plan (last amended in**
25 **2013), Downtown Neighborhood Area (adopted 2012), Huning Highland (last**
26 **amended in 2005), Los Duranes (adopted 2012), Nob Hill Highland (last**
27 **amended in 2014), Rio Grande Boulevard Corridor (adopted 1989),**
28 **Sawmill/Wells Park (last amended in 2002), Volcano Cliffs (last amended in**
29 **2014), Volcano Heights (last amended in 2014), and Volcano Trails (last**
30 **amended in 2014); and**

31 **WHEREAS, within the Nob Hill Character Protection Overlay zone, the IDO**
32 **tailors the dimensional standards associated with Premium Transit stations**
33 **and Main Street Corridors, as well as the building height bonus associated**

1 with Workforce Housing, to recognize the lower building heights that
2 contribute to the distinctive character of “Lower Nob Hill” between Girard
3 Blvd. and Aliso Dr., consistent with the intent of the adopted Rank 3 Nob Hill
4 Highland Sector Development Plan; and

5 WHEREAS, the IDO carries over as Historic Protection Overlay zones (§14-
6 16-3-3) historic design standards from the Historic Zone (H-1) and adopted
7 historic overlay zones, including East Downtown (adopted 2005),
8 Eighth/Forrester (last amended in 1998), Fourth Ward (adopted 2002), Huning
9 Highland (adopted 2010), and Silver Hill (last amended in 2010); and

10 WHEREAS, the IDO carries over and updates view preservation regulations
11 from the Rank 3 Coors Corridor Plan (last amended in 2013) and Rank 3
12 Northwest Mesa Escarpment Plan (last amended in 2016) as View Protection
13 Overlay zones (§14-16-3-4) to protect views from public rights-of-way to
14 cultural landscapes designated by the 2017 ABC Comp Plan; and

15 WHEREAS, the IDO includes and updates standards and review/approval
16 procedures for development from the existing Landmarks and Urban
17 Conservation Ordinance (§14-12-1 et seq.) in order to protect structures and
18 areas of historical, cultural, architectural, engineering, archeological, or
19 geographic significance; and

20 WHEREAS, the IDO includes and updates portions of the Development
21 Process Manual (DPM) that pertain to the engineering technical standards for
22 development on private land and these updates have been coordinated with
23 technical subcommittees that are updating relevant portions of the DPM as
24 part of a parallel effort in order to remove conflicts between zoning regulations
25 and technical standards related to street and parking design, drainage, flood
26 control, and sewer service; to ensure an orderly and harmonious process and
27 outcome for coordinating land use, transportation, and infrastructure on
28 private property and within the public right-of-way; and to improve the viability
29 of multiple transportation methods throughout the city; and

30 WHEREAS, the IDO incorporates the purpose and updates the content of
31 the existing Zoning Code (§14-16 et seq.); and

32 WHEREAS, the IDO includes three categories of uses – Residential, Mixed-
33 use, and Non-residential – with zones in each category that range from the

1 least to the most intense that are appropriate to a mid-size, Southwestern, 21st
2 century city; and

3 WHEREAS, the existing Official Zoning Map is included by reference in the
4 Zoning Code (§14-16-4-9); and

5 WHEREAS, the IDO adopts an Official Zoning Map (§14-16-1-6) with zones
6 converted from existing zone districts pursuant to the zoning conversion rules
7 described below; and

8 WHEREAS, properties with zoning from the Zoning Code have been
9 converted on the zoning conversion map to the IDO zone district with the
10 closest matching set of permissive uses on a conversion map that has been
11 available to the public for review and comment since April 2016; and

12 WHEREAS, properties with SU-2 or SU-3 zoning from adopted Rank 3
13 Sector Development Plans have been converted on the zoning conversion
14 map to the IDO zone district with the closest matching set of permissive uses;
15 and

16 WHEREAS, properties with Residential and Related Uses – Developing
17 Area (RD) zoning, Planned Residential Development (PRD) zoning, or Planned
18 Development Area (PDA) zoning have been converted on the zoning
19 conversion map to the Planned Development (PD) zone district in the IDO,
20 which is site-plan controlled and allows uses as specified on the approved site
21 plan; and

22 WHEREAS, properties with SU-1 zoning in an adopted Rank 3 Sector
23 Development Plan that describes the zones by referring to the existing Zoning
24 Code (other than SU-1 for PRD or SU-1 for PDA, whose conversion is
25 described above) have been converted in the conversion zoning map to the
26 IDO zone with the closest matching set of permissive uses; and

27 WHEREAS, properties with SU-1 zoning whose zone descriptions refer to
28 zones from the existing Zoning Code have been converted on the zoning
29 conversion map to the IDO zone with the closest matching set of permissive
30 uses; and

31 WHEREAS, properties with SU-1 zoning with zoning descriptions that refer
32 to permitted uses but do not refer to zones from the existing Zoning Code

1 have been converted on the conversion zoning map to the IDO zone district
2 that is site plan controlled – Planned Development (PD); and

3 WHEREAS, the zoning conversion rules for properties with C-2 zoning, or
4 SU-1, SU-2, or SU-3 zones that reference C-2 zones as the highest uses
5 allowed permissively, were different for the east and west sides of the Rio
6 Grande in order to address the imbalance of jobs and housing on the West
7 Side, so that C-2 properties on the East Side were converted to MX-M to
8 encourage an ongoing mix of residential and commercial uses, while
9 properties on the West Side were converted to Non-Residential Commercial
10 (NR-C) to ensure the addition of retail and services that are currently lacking;
11 and

12 WHEREAS, the zoning conversion rules for properties with C-3 zoning, or
13 SU-1 and SU-2 zones that reference C-3 zones as the highest uses allowed
14 permissively, were different inside and outside of Centers to help implement
15 the ABC Comp Plan and result in more mixed-use, walkable development
16 within Centers, so that C-3 properties outside of Centers were converted to
17 Non-Residential Commercial (NR-C), while properties east of the river within
18 Urban Centers or Activity Centers or within 660 feet of Premium Transit station
19 areas or 660 feet of the centerline of a Main Street Corridor were converted to
20 MX-H, west of the river only properties within 660 feet of Premium Transit
21 station areas were converted to MX-H; and

22 WHEREAS, the City and Bernalillo County jointly adopted the Planned
23 Communities Criteria (Code of Resolutions §1-1-10) that establish a procedure
24 for planning large areas that are intended to function self-sufficiently within
25 their jurisdictions, with development and services that have no net cost to the
26 local jurisdiction and that implement the Comp Plan; and

27 WHEREAS, the City has approved two Planned Communities – Mesa del
28 Sol and Westland – with Level A “Master Plans,” which will be called
29 Framework Plans in the IDO, and Level B “Master Plans,” which will be called
30 Site Plans or Master Development Plans, based on the zoning designation;
31 and

32 WHEREAS, properties within a Planned Community have been converted to
33 the IDO’s Planned Community (PC) zone, which will still be regulated pursuant

1 to the relevant approved “Master Plan” as an approved Site Plan – EPC, with
2 uses regulated pursuant to the matching IDO conversion zone for any named
3 zone out of the existing Zoning Code; and

4 WHEREAS, the IDO includes a Use Table (§14-16-4-2) that clearly indicates
5 land uses that are permitted, conditional, accessory, conditional accessory,
6 conditional vacant, or temporary in each zone district; and

7 WHEREAS, the IDO includes use-specific standards (§14-16-4-3) to
8 establish use regulations, further design requirements, allowances, area-
9 specific regulations, and/or processes to avoid or mitigate off-site impacts and
10 ensure high-quality development, including those carried over from adopted
11 Rank 3 Sector Development Plans and generalized to apply citywide or
12 mapped to continue to apply to a small area; and

13 WHEREAS, the IDO includes general development standards (§14-16-5)
14 related to site design and sensitive lands; access and connectivity; parking
15 and loading; landscaping, buffering, and screening; walls; outdoor lighting;
16 neighborhood edges; solar access; building design; signs; and operation and
17 maintenance; and

18 WHEREAS, the IDO includes and updates standards for the subdivision of
19 land (§14-16-5-4) and associated administrative and enforcement procedures
20 (§14-16-6) in the existing Subdivision Ordinance (§14-14-1 et seq.) in order to
21 ensure that land suitable for development is served by the necessary public
22 services and infrastructure, including a multi-modal transportation network,
23 and platted accordingly; and

24 WHEREAS, the IDO establishes review and approval processes (§14-16-6)
25 appropriate for each type of land development application in order to clearly
26 establish notice requirements, decision-making bodies, and criteria for
27 decision-making bodies; and

28 WHEREAS, the IDO establishes thresholds and criteria for administrative
29 review and decision by staff (§14-16-6-5) for minor projects based on objective
30 standards for high-quality, context-sensitive development established by the
31 IDO; and

32 WHEREAS, the IDO establishes thresholds, criteria, and the appropriate
33 decision-making body for major projects (§14-16-6-6) that require a public

1 meeting and/or hearing and whose approval should be based on consideration
2 of objective standards for high-quality, context-sensitive land use and
3 development established by the IDO; and

4 WHEREAS, the IDO requires review and decision by the Environmental
5 Planning Commission for a zone change (§14-16-6-7(E)) and site plan approval
6 (§14-16-6-7(F)) based on consideration of policy as well as objective standards
7 for high-quality, context-sensitive development established by the IDO in
8 Planned Development (PD), Non-residential Sensitive Use (NR-SU) zone
9 districts, and new Master Development Plans in Non-residential Business Park
10 (NR-BP) zone districts; and

11 WHEREAS, the IDO incorporates and updates criteria for amendments of
12 the zoning map (i.e. zone changes) adopted by R-270-1980 and differentiates
13 between criteria for Areas of Change and Areas of Consistency to help
14 implement the 2017 ABC Comp Plan; and

15 WHEREAS, the IDO requires applicants requesting amendments of the
16 zoning map on properties wholly or partially within Areas of Consistency to
17 demonstrate that the new zone would clearly reinforce or strengthen the
18 established character of the surrounding Area of Consistency and would not
19 permit development that is significantly different from that character; and

20 WHEREAS, the IDO requires review and decision by the Environmental
21 Planning Commission (§14-16-6-7(E)) based on consideration of policy as well
22 as objective standards for high-quality, context-sensitive development
23 established by the IDO for amendments to the zoning map up to 10 acres in
24 Areas of Consistency and up to 20 acres in Areas of Change, above which
25 Council has authority; and

26 WHEREAS, the IDO requires review and recommendation by the
27 Environmental Planning Commission and review and final decision by the City
28 Council for amendment of a Rank 1 Plan (§14-16-6-7(A)), adoption or
29 amendment of a Rank 2 Facility Plan (§14-16-6-7(B)), text amendments to the
30 IDO (§14-16-6-7(D)), or annexations (§14-16-6-7(G)) based on consideration of
31 policy as well as objective standards for high-quality, context-sensitive
32 development established by the IDO for zone changes of 10 acres or more in
33 Areas of Consistency and 20 acres or more in Areas of Change; and

1 WHEREAS, the IDO establishes procedures and criteria for alterations and
2 demolition within and outside Historic Protection Overlay zones and for
3 amending existing and designating new Historic Protection Overlay zones and
4 landmarks (§14-16-6-7(C)); and

5 WHEREAS, the IDO requires appeals of all decisions to be reviewed and
6 recommended by the Land Use Hearing Officer and reviewed and decided by
7 the City Council as the City's ultimate land use and zoning authority; and

8 WHEREAS, the IDO establishes criteria and thresholds appropriate for staff
9 review and decision of minor deviations from zoning dimensional standards
10 (§14-16-6-4(X)(2)); and

11 WHEREAS, the IDO establishes procedures and criteria for the Zoning
12 Hearing Examiner to decide on requests for conditional uses (§14-16-6-6(A)) or
13 for variances from dimensional zoning standards (§14-16-6-6(L)); and

14 WHEREAS, the IDO establishes procedures for the Development Review
15 Board (§14-16-6-6(J)) to grant variances to sidewalks, public right-of-way
16 standards, and subdivision standards, based on criteria established in the
17 Development Process Manual; and

18 WHEREAS, the IDO establishes procedures and criteria for the
19 Environmental Planning Commission to grant exceptions to zoning
20 dimensional standards that provide civic benefits or that benefit the natural
21 environment (§14-16-6-6(K)); and

22 WHEREAS, the IDO establishes notice and meeting requirements (§14-16-6-
23 4) that provide public awareness of development projects and input
24 opportunities appropriate to the scale of the development project – minor
25 projects that are administratively decided requiring notice but no meetings or
26 hearings, major projects that require notice and either a meeting or hearing,
27 and projects requiring discretionary decision-making based on consideration
28 of policy in addition to IDO regulations that are heard and decided at public
29 hearings; and

30 WHEREAS, approved site plans and permits shall remain valid (as
31 described in §14-16-6-4(W)) unless they expire (as described in §14-16-6-
32 4(W)(2)) or are amended (as described in §14-16-6-4(W)(3)); and

1 WHEREAS, the IDO establishes the period of validity for development
2 approvals that are subject to expiration; and

3 WHEREAS, the expiration of approvals granted prior to the effective date of
4 the IDO shall be calculated from the effective date of the IDO; and

5 WHEREAS, any compliance periods specified in the Zoning Code that are
6 carried over or replaced with new time periods for compliance in the IDO are
7 to be calculated from the effective date of the IDO; and

8 WHEREAS, all existing development that conforms to the Zoning Code on
9 the date the IDO becomes effective but that does not comply with the IDO shall
10 be considered nonconforming and allowed to continue, subject to limits on
11 expansion and thresholds after which the property must be brought into
12 compliance with the IDO as specified in §14-16-6-8; and

13 WHEREAS, the IDO establishes adequate provisions for the continuation
14 and expansion of nonconforming uses, structures, lots, signs, and site
15 features (§14-16-6-8), as well as appropriate thresholds or timeframes for when
16 nonconformities must come into compliance with the IDO; and

17 WHEREAS, the IDO establishes appropriate standards and procedures for
18 enforcing violations and assessing penalties (§14-16-6-9); and

19 WHEREAS, any violation of the City zoning, subdivision, or land
20 development regulations in effect prior to the effective date of this IDO will
21 continue to be a violation under this IDO and subject to enforcement actions,
22 unless the development or other activity that was a violation of the previous
23 regulations is consistent with the requirements and regulations of this IDO;
24 and

25 WHEREAS, the City and private property owners will need time to transition
26 from processes related to the existing zoning code to the new IDO, and the
27 IDO is therefore intended to become effective six months from its adoption
28 date; and

29 WHEREAS, the Planning Department intends to submit and sponsor a
30 series of zone change requests for review/approval within a year of the IDO
31 effective date to address mismatches of land use and zoning that pre-existed
32 the IDO adoption, to address properties with uses that become nonconforming
33 upon the IDO becoming effective, and to consider requests from property

owners desiring to downzone their existing zoning to a less intense, less dense zone district in Areas of Consistency; and

WHEREAS, the Planning Department intends to initiate the Community Planning Areas assessments within two years after the effective date of the IDO to assess current and anticipated trends and conditions, to understand planning issues and develop solutions to address them, and to track progress on performance measures identified in the ABC Comp Plan over time; and

WHEREAS, the IDO requires the City to create an update process and annual schedule for updates to the IDO; and

WHEREAS, the Office of Neighborhood Coordination sent e-mail notification to neighborhood representatives on December 29, 2016, as required, as part of the Environmental Planning Commission (EPC) application process, and Planning Staff sent a re-notification reminder and Notice of Decision for each hearing to neighborhood representatives on March 21, April 11, April 25, and May 5, 2017; and

WHEREAS, the proposed IDO was announced in the *Albuquerque Journal*, the *Neighborhood News*, and on the Planning Department's webpage in January 2017; and

WHEREAS, staff prepared summary handouts for each adopted Sector Development Plan to explain how Sector Development Plan policies were incorporated into the 2017 ABC Comp Plan, how regulations from Sector Development Plan regulations were incorporated into the Integrated Development Ordinance as either a best practice approach to land-use regulation and zoning that was extended citywide or as a regulation that was mapped to apply to the same area as specified in the Sector Development Plan, either as a zone district (§14-16-2-3), a Character Protection Overlay zone (§14-16-3-2), a Historic Protection Overlay zone (§14-16-3-3), a View Protection Overlay zone (§14-16-3-4), a use-specific standard (§14-16-4-3), a development standard (§14-16-5), or an administrative procedure (§14-16-6); and

WHEREAS, the public and staff from City departments and outside agencies had opportunities to make written and verbal comments prior to and during the EPC's review of the IDO, and the IDO was revised to reflect Conditions of Approval recommended by the EPC; and

1 WHEREAS, the EPC voted on May 15, 2017 after five hearings to
2 recommend approval of the IDO with a vote of 6-1 (with one Commissioner
3 absent and one Commissioner's position vacant); and

4 WHEREAS, the public and staff had an opportunity to make written and
5 verbal comments prior to and during the Land Use, Planning, and Zoning
6 Committee's review of the IDO, and the IDO was revised to reflect changes
7 recommended by the LUPZ Committee; and

8 WHEREAS, the public and staff had an opportunity to make written and
9 verbal comments prior to and during the full Council's review of the IDO, and
10 the Council adopted Floor Amendments to change the IDO in response; and

11 WHEREAS, the policy purpose of the Rank 2 Area Plans and Rank 3 Sector
12 Development Plans has been replaced by the 2017 ABC Comp Plan update;
13 and

14 WHEREAS, the planning purpose of Rank 2 Area Plans and Rank 3 Sector
15 Development Plans for sub-areas of the city has been replaced with the 2017
16 ABC Comp Plan implementation policies and IDO Planning System (§14-16-6-
17 3) to provide a proactive, equitable system of long-range planning for all areas
18 of the city as assessments done every five years with residents and
19 stakeholders in each of 12 Community Planning Areas established by the ABC
20 Comp Plan; and

21 WHEREAS, the regulatory purpose of the Rank 3 Sector Development
22 Plans has been replaced by the IDO, which includes best practices for
23 coordinating land use and transportation, establishing appropriate land use
24 controls through zoning, protecting single-family neighborhoods and
25 sensitive lands, and providing appropriate tools to protect character in
26 historic districts and unique neighborhoods; and

27 WHEREAS, the land use and zoning purpose of the Rank 3 Sector
28 Development Plans has been replaced with the IDO, which includes
29 regulations from adopted Rank 3 Sector Development Plans, and the zoning
30 conversion map, which converts SU-2 zoning from Rank 3 Sector
31 Development Plans to zones in the IDO with the closest matching set of
32 permissive uses; and

1 WHEREAS, the regulatory purpose of the Rank 3 Arroyo Corridor Plans has
2 been replaced by the IDO, which incorporates and updates regulations from
3 adopted Arroyo Corridor Plans and applies then citywide along arroyos
4 designated in the Rank 2 Facility Plan for Arroyos to ensure that development
5 on private land adjacent to arroyos is context-sensitive; and

6 WHEREAS, the Rank 3 Arroyo Corridor Plans will continue to be used as
7 Resource Management Plans by the relevant implementing departments to
8 provide policy guidance for the management of these resources; and

9 WHEREAS, Master Plans for City facilities, such as the Balloon Fiesta Park
10 Master Plan and BioPark Master Plan, will continue to be used as Rank 3
11 Master Plans by the relevant implementing departments for guidance on
12 management and planning these individual facilities, to be developed and
13 amended as specified by the relevant implementing departments; and

14 WHEREAS, several Sector Development Plans were jointly adopted as
15 Metropolitan Redevelopment Area Plans, including St. Joseph Hospital/Civic
16 Auditorium Area Sector Development Plan (adopted in 1979), McClellan Park
17 Metropolitan Redevelopment Plan (last amended in 1995), Los Candelarias
18 Village Center & Metropolitan Redevelopment Plan (adopted in 2001), South
19 Broadway Sector Development Plan and Metropolitan Redevelopment Plan
20 (last amended in 2002), and Downtown 2025 Sector Development Plan (last
21 amended in 2014); and

22 WHEREAS, adopted Metropolitan Redevelopment Plans – including
23 Metropolitan Plans that were adopted as joint Sector Development Plans and
24 Metropolitan Plans – will continue to be used by the Metropolitan
25 Redevelopment Agency as Rank 3 Metropolitan Redevelopment Plans to
26 provide guidance on redevelopment efforts, catalytic projects, and
27 public/private partnerships, subject to amendment pursuant to the
28 Metropolitan Redevelopment Agency Ordinance (§14-8-4-3(B)); and

29 WHEREAS, the City adopted a Rank 2 Bikeways and Trails Facility Plan that
30 replaced the former Trails and Bikeways Plan and On-Street Comprehensive
31 Bike Plan; and

32 WHEREAS, references in the Code of Resolutions to previous amendments
33 to the Comp Plan and other plans that are no longer necessary should be

1 removed to be consistent with changes to §14-13-2-2 in the Planning
2 Ordinance amended via O-17-49 and codified in §14-16-6-3 of the IDO; and

3 WHEREAS, references in the Code of Resolutions to zone districts the
4 Zoning Code should be updated to reflect the new zone districts in the IDO;
5 and

6 WHEREAS, references in the Code of Resolutions to former Commissions
7 and procedures that are no longer current practice, such as the Extraterritorial
8 Zoning Commission and prior notice of annexations by City Council, need to
9 be updated to match changes to State Law; and

10 WHEREAS, many resolutions in the Code of Resolutions refer to plans and
11 practices that are no longer in use, and deleting outdated references and
12 reorganizing the remaining content is intended to clarify requirements and
13 increase governmental efficiency, effectiveness, and consistency.

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

16 Section 1. The City hereby repeals the Rank 2 Area Plans, whose policy
17 content has been updated, incorporated into, and replaced by the 2017 ABC
18 Comp Plan via R-16-08 (Enactment No. R-2017-026) and whose policy purpose
19 has been invalidated by the amendments to the Planning Ordinance in the
20 companion legislation adopting the Integrated Development Ordinance (O-17-
21 49). The Code of Resolutions Land Use – Article 11: Area Plans is hereby
22 repealed, with the following related actions:

23 (A) The following Parts are repealed in their entirety:

- 24 • §1-11-2 Southwest Area Plan
- 25 • §1-11-3 East Mountain Area Plan
- 26 • §1-11-4 North Valley Area Plan
- 27 • §1-11-8 West Side Strategic Plan
- 28 • §1-11-10 Sandia Foothills Area Plan

29 (B) The following Part is moved as follows:

- 30 • §1-11-5 Trails and Bikeways Plan; On-Street Comprehensive Bike Plan
31 adopting resolutions, which were replaced with the Bikeways & Trails
32 Facility Plan, are moved to become a new §4-2-9, for historical
33 reference, and sections (A)(1), (A)(2), (B)(1), and (B)(2) are hereby

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- 1 rescinded. A reference to §1-14-1 Bikeways & Trails Facility Plan shall
2 be added.
- 3 **(C) The following Parts are moved to a new Article 15: Rank 3 Master Plans and**
4 **Resource Management Plans, and the City hereby designates the**
5 **referenced plans as Rank 3 Plans.**
- 6 • §4-2-5 Albuquerque International Airport Master Plan and Airport Noise
7 Compatibility Program is moved to become a new §1-15-1, with a
8 reference to §1-11-7 Airport Master Plan. The text in §1-11-7 is
9 rescinded.
 - 10 • §1-11-6 Bosque Action Plan is moved to become a new §1-15-2.
 - 11 • §4-4-2 Rio Grande Zoological Park Master Plan is moved to become a
12 new §1-15-3.
 - 13 • §1-11-13 Los Poblanos Fields Open Space Resource Management Plan
14 is moved to become a new §1-15-23.
 - 15 • §4-4-3 Rio Grande Valley State Park Management Plan is hereby
16 designated a Resource Management Plan and moved to become a new
17 §1-15-25.
 - 18 • §1-11-14 Tijeras Arroyo Biological Zone Resource Management Plan is
19 moved to become a new §1-15-26.
- 20 **(D) The following Parts are moved to a new Article 16: Framework Plans, and**
21 **the City hereby designates the referenced plans as adopted Framework**
22 **Plans.**
- 23 • §1-11-9 Level A Community Master Plan for Mesa del Sol is moved to
24 become a new §1-16-1.
 - 25 • §1-11-12 Westland Master Plan is moved to become a new §1-16-2, and
26 shall be updated with the text of R-15-5, Enactment No. R-2016-007.
- 27 **Section 2. The following approved, but uncodified Facility Plans are hereby**
28 **incorporated into a new Article 14: Rank 2 Facility Plans, created in Section 1**
29 **above. The City hereby designates following plans as Rank 2 Facility Plans:**
- 30 • Bikeways & Trails Facility Plan. The resolution adopting this plan (R-14-
31 142 / Enactment No. R-2015-045) shall be added as a new §1-14-1, with
32 references to §4-2-1 Bikeway Network Plan and §4-2-9 Trails and

1 Bikeways and On-Street Comprehensive Bike Plan. The text in §1-14-1
2 is hereby rescinded.

- 3 • Facility Plan: Electric System Transmission and Generation (2010-
4 2020). The resolution adopting this plan (R-11-311 / Enactment No. R-
5 2012-023) shall be added as a new §1-14-2, with a reference to §4-3-1
6 Facility Plan: Electric Service Transmission and Sub-transmission
7 Facilities (1995-2005). The text of §4-3-1 is hereby rescinded.
- 8 • Facility Plan for Arroyos. The resolution adopting this plan (no number)
9 shall be added as a new §1-14-3.
- 10 • Major Public Open Space Facility Plan. The resolution adopting this
11 plan (R-1-1999) shall be added as a new §1-14-4.
- 12 • Route 66 Action Plan. The resolution adopting this plan (R-14-115 /
13 Enactment No. R-2014-094) shall be added as a new §1-14-5.

14 Section 3. The City hereby repeals the existing Rank 3 Sector Development
15 Plans as regulatory documents whose purposes are replaced by the
16 Integrated Development Ordinance, whose regulatory content has been
17 updated, incorporated into, and replaced by the Integrated Development
18 Ordinance, and whose policy content has been updated, incorporated into,
19 and replaced by the 2017 ABC Comp Plan via R-16-08 (Enactment No. R-2017-
20 026). Code of Resolutions Land Use – Article 7: Sector Development and
21 Community Development Plans is hereby repealed, with the following related
22 actions:

23 (A) Article 4 is amended to repeal the following Parts in their entirety:

- 24 • §1-4-1 Downtown 2025 Sector Development Plan

25 (B) Article 7 is amended to repeal the following Parts in their entirety:

- 26 • §1-7-1 Designation of Community Development Areas
- 27 • §1-7-2 Academy-Tramway-Eubank Sector Development Plan
- 28 • §1-7-3 Los Duranes Sector Development Plan and Community
29 Development Plan
- 30 • §1-7-4 Downtown Neighborhood Area Sector Development Plan and
31 Community Development Plan
- 32 • §1-7-5 University of Albuquerque Sector Development Plan

- 1 • §1-7-6 La Mesa Sector Development Plan and Community Development
- 2 Plan
- 3 • §1-7-7 West Mesa Sector Development Plan and Community
- 4 Development Plan
- 5 • §1-7-8 Los Griegos Sector Development Plan and Community
- 6 Development Plan
- 7 • §1-7-9 Boys' Club Sector Development Plan
- 8 • §1-7-10 North Barelvas Sector Development Plan and Community
- 9 Development Plan
- 10 • §1-7-11 Old Town Sector Development Plan and Community
- 11 Development Plan
- 12 • §1-7-12 Huning Highland Sector Development Plan
- 13 • §1-7-13 University Neighborhood Sector Development Plan
- 14 • §1-7-14 Sawmill/Wells Park Sector Development Plan
- 15 • §1-7-15 South Broadway Neighborhoods Sector Development Plan
- 16 • §1-7-17 Trumbull Neighborhood Sector Development Plan
- 17 • §1-7-18 Huning Castle and Raynolds Addition Neighborhood Sector
- 18 Development Plan
- 19 • §1-7-19 Uptown Sector Development Plan
- 20 • §1-7-20 El Rancho Atrisco Sector Development Plan
- 21 • §1-7-21 La Cuesta Sector Development Plan
- 22 • §1-7-22 Heritage Hills East Sector Development Plan
- 23 • §1-7-23 East Gateway Sector Development Plan
- 24 • §1-7-24 McClellan Park District Sector Development Plan
- 25 • §1-7-25 Lava Shadows Sector Development Plan
- 26 • §1-7-26 East Atrisco Sector Development Plan
- 27 • §1-7-27 Coors Corridor Sector Development Plan
- 28 • §1-7-28 Seven Bar Ranch Neighborhood Sector Development Plan
- 29 • §1-7-29 Riverview Neighborhood Sector Development Plan
- 30 • §1-7-30 North Interstate 25 Sector Development Plan
- 31 • §1-7-31 West Route 66 Sector Development Plan
- 32 • §1-7-32 Nob Hill Sector Development Plan

- 1 • §1-7-33 Rio Bravo Sector Development Plan
- 2 • §1-7-34 Tower/Unser Sector Development Plan
- 3 • §1-7-35 Martineztown/Santa Barbara Neighborhoods Sector
- 4 Development Plan
- 5 • §1-7-36 Vineyard Sector Development Plan
- 6 • §1-7-37 High Desert Sector Development Plan
- 7 • §1-7-38 Quintessence Sector Development Plan
- 8 • §1-7-39 Barelax Sector Development Plan
- 9 • §1-7-40 South Martineztown Sector Development Plan
- 10 • §1-7-41 Window G Sector Development Plan
- 11 • §1-7-42 La Cueva Sector Development Plan
- 12 • §1-7-44 East Gateway Sector Planning and Interim Development
- 13 Management Area
- 14 • §1-7-45 Volcano Heights Sector Development Plan
- 15 • §1-7-46 2008 South Yale Sector Development Plan
- 16 • §1-7-47 North 4th Street Corridor Plan
- 17 • §1-7-48 Volcano Cliffs Sector Development Plan
- 18 • §1-7-49 Volcano Trails Sector Development Plan

19 (C) Article 11 is amended to repeal the following Parts in their entirety:

- 20 • §1-11-11 Northwest Mesa Escarpment Plan

21 (D) Article 13 is amended to repeal the following Parts in their entirety:

- 22 • §1-13-1 Rio Grande Boulevard Corridor Plan

23 Section 4. The City hereby severs and invalidates the regulatory content of
24 the jointly adopted Rank 3 Sector Development Plans and Metropolitan
25 Redevelopment Plans, which will no longer serve as Sector Development
26 Plans but will continue to serve as Metropolitan Redevelopment Plans to guide
27 the Metropolitan Redevelopment Agency on redevelopment efforts, catalytic
28 projects, and public/private partnerships, subject to amendment pursuant to
29 the Metropolitan Redevelopment Agency Ordinance (§14-8-4-3(B)). Code of
30 Resolutions Land Use - Article 6: Redevelopment Plans is hereby repealed,
31 and Articles 7 and 12 are amended with the following related actions:

(A) The City hereby designates the following plans as Rank 3 Metropolitan Redevelopment Area Plans only, with regulatory content voided and amended with the following changes:

- Part §1-6-7 McClellan Park Metropolitan Redevelopment Plan, is moved to become a new §1-12-17 and is revised to delete subsection (C).
- Part §1-6-9 South Broadway Neighborhoods Metropolitan Redevelopment Plan is moved to become a new §1-12-18 and is revised as follows: "The South Broadway Neighborhoods Metropolitan Redevelopment Plan is hereby approved in all respects."
- Part §1-7-16 St. Joseph/Civic Auditorium Area Sector Development Plan, is moved to become a new (A) through (F) of Part §1-12-4, and sections (A) and (B) are renumbered to reflect the insertion.
- Part §1-7-43 Downtown 2010 Sector Development Plan, is moved to become a new Part §1-12-19, Downtown 2025 Metropolitan Redevelopment Plan. References to the "Downtown 2010 Sector Development Plan" shall be deleted and replaced with "Downtown 2025 Metropolitan Redevelopment Area Plan."
- Part §1-12-12 Los Candelarias Village Center Metropolitan Redevelopment Area, is revised to delete the words "Sector Development Plan" in and replace with "Metropolitan Redevelopment Area Plan."

(B) The following Metropolitan Redevelopment Plan resolutions are amended to update their citation reference in the Code of Ordinances and amended with the following changes:

- Part §1-4-2 Sawmill Revitalization Strategy is hereby rescinded in its entirety, whose purpose and intent has been incorporated into the Sawmill Metropolitan Redevelopment Area Plan.
- Part §1-4-3 Bridge/Isleta Revitalization Plan is moved to become a new §1-12-20.
- Part §1-6-8 Soldiers and Sailors Park Metropolitan Redevelopment Plan, is moved to become a new §1-12-21 and is revised as follows: "(A)(2) The Plan conforms to the general plans of the city as a whole; and"

- 1 • §1-6-10 South Barelás Industrial Park Redevelopment Plan, is moved to
- 2 become a new §1-12-22, and it is renamed “South Barelás Industrial
- 3 Park Redevelopment Area Plan.”
- 4 • §1-6-11 Barelás Neighborhood Commercial Area Revitalization and
- 5 Metropolitan Redevelopment Plan, is moved to become a new §1-12-23.
- 6 • §1-6-12 Near Heights Metropolitan Redevelopment Plan, is moved to
- 7 become a new §1-12-24, and it is renamed “Near Heights Metropolitan
- 8 Redevelopment Area Plan.”
- 9 • §1-6-13 Highland Central Metropolitan Redevelopment Plan, is moved to
- 10 become a new §1-12-25, and it is renamed “Highland Central
- 11 Metropolitan Redevelopment Area Plan.”
- 12 • §1-6-14 Clayton Heights Metropolitan Redevelopment Plan, is moved to
- 13 become a new §1-12-26, and it is renamed “Clayton Heights
- 14 Metropolitan Redevelopment Area Plan.”
- 15 • §1-6-15 Historic Central Metropolitan Redevelopment Plan, is moved to
- 16 become a new §1-12-27, and it is renamed “Historic Central Metropolitan
- 17 Redevelopment Area Plan.”

18 Section 5. The City hereby severs and invalidates the regulatory content of
19 the Rank 3 Arroyo Corridor Plans, which has been included or updated in the
20 Integrated Development Ordinance, and shall consider these plans as
21 Resource Management Plans that provide policy guidance to the
22 implementing department(s). Code of Resolutions Land Use - Article 13:
23 Corridor Plans is hereby repealed, with the following related actions:

24 (A) The following Parts are moved to a new Article 15, and the City hereby
25 designates the referenced plans as Rank 3 Resource Management Plans.

- 26 • §1-13-2 Pajarito Arroyo Corridor Plan is moved to become a new §1-15-
- 27 24, and it is amended as follows: “The Pajarito Arroyo Plan, attached to
- 28 Resolution No. 115-1990 is hereby adopted as a Rank Three Plan. All
- 29 management, operations, and improvement activities within the corridor
- 30 shall be guided by this plan.”
- 31 • §1-13-3 Bear Canyon Arroyo Plan is moved to become a new §1-15-22,
- 32 and it is amended as follows: “(A) The Bear Canyon Arroyo Plan,
- 33 attached to Resolution No. 100-1991 is hereby adopted as a Rank 3 Plan.

1 All management, operations, and improvement activities within the
2 corridor shall be guided by this plan.”

- 3 • §1-13-4 Amole Arroyo Plan is moved to become a new §1-15-21, and it is
4 amended as follows: “(A) The Amole Arroyo Plan, attached to
5 Resolution No. 165-1991 is hereby adopted as a Rank Three Plan. All
6 management, operations, and improvement activities within the corridor
7 shall be guided by this plan.”

8 (B) The following Part is moved to Chapter 4: Programs and Plans, Article 2:
9 Transportation.

- 10 • Part §1-13-5 Interstate Corridor Enhancement Plan is moved to become
11 a new Part §4-2-11, and Parts §4-2-10 and §4-2-11 are renumbered to
12 reflect the insertion.

13 (C) The following Parts are moved to a new Article 15, and the City hereby
14 designates the referenced plans as Rank 3 Resource Management Plans.

- 15 • Part §1-11-13 Los Poblanos Fields Open Space Resource Management
16 Plan is moved to become a new §1-15-23.
17 • Part §1-11-14 Tijeras Arroyo Biological Zone Resource Management
18 Plan is moved to become a new §1-15-25.

19 Section 6. The City hereby repeals Article 10: Overlay zones, including the
20 Historic Overlay Zones resolutions (§1-10-1, §1-10-2, §1-10-3), the Design
21 Overlay Zones resolutions (§1-10-20 through §1-10-23), and the Airport
22 Overlay Zone resolutions (§1-10-30), whose regulatory purpose has been
23 replaced by the Integrated Development Ordinance (O-17-49).

24 (A) The following Overlay Zone plans are hereby rescinded:

- 25 • Alameda Boulevard Design Overlay Zone (July 28, 1998)
26 • Atrisco Vista Wall Overlay Zone (Z-84-115)
27 • Central Avenue Design Overlay Zone (R-13-165, Enactment No. R-2013-
28 065)
29 • Sunport Boulevard Design Overlay Zone (R-453, Enactment No. 110-
30 1992)
31 • Unser Boulevard Overlay Zone (R-14, Enactment No. 95-1992)

32 (B) The City hereby invalidates other Overlay Zones and plans that may have
33 been adopted that are not otherwise listed in Section 6(A) above.

1 Section 7. The City hereby repeals §1-1-2, Policies for Zone Map Change
2 Applications, which is commonly referred to by its enactment number of “R-
3 270-1980,” whose procedures and criteria for zone change requests have been
4 replaced by the Integrated Development Ordinance (O-17-49).

5 Section 8. The City hereby repeals §1-1-4, Annexation Policies, and §1-1-5,
6 Withdrawal of Petitioners for Annexation, whose procedures and criteria for
7 annexation of land into the City has been replaced by the Integrated
8 Development Ordinance (O-17-49).

9 Section 9. The City hereby repeals §1-1-6, Annual Revised Program of
10 Planning Priorities, whose procedures have been replaced by the Integrated
11 Development Ordinance (O-17-49).

12 Section 10. The City hereby repeals §1-1-11, Bed and Breakfast
13 Establishments in Residential Areas, whose procedures and criteria for
14 establishing bed and breakfast zoning has been replaced by the Integrated
15 Development Ordinance (O-17-49).

16 Section 11. The City hereby repeals §1-1-12, High Quality in Site
17 Development Type Plans, whose procedures and criteria for creating site
18 development plans has been replaced by the Integrated Development
19 Ordinance (O-17-49).

20 Section 12. The City hereby repeals §1-1-16, Establishing a Policy Pursuant
21 to the Pre-Development Facility Fee to Require Plat Review by Albuquerque
22 Public Schools Prior to City Approval for Preliminary Plats and Final Plats
23 Containing Residential Uses, whose procedures and criteria for referral of
24 platting applications to APS has been updated, integrated into, and replaced
25 by the Integrated Development Ordinance (O-17-49).

26 Section 13. The City hereby repeals Article §1-3, Metropolitan Areas and
27 Urban Centers Plan, whose policies have been replaced by the ABC Comp
28 Plan Centers and Corridors Map via R-16-08 (Enactment No. R-2017-026) and
29 whose regulatory intent has been replaced by the Integrated Development
30 Ordinance (O-17-49).

31 Section 14. The City hereby repeals Part §2-5-1 Extraterritorial Zoning
32 Commission in its entirety, whose purpose has been invalidated by changes
33 to State Law.

1 Section 15. The City hereby repeals Part §1-1-14 City Council's Prior
2 Notice of Annexations Required in its entirety, whose purpose has been
3 invalidated by changes to State Law.

4 Section 16. The City hereby amends Part §1-1-10 Criteria to Guide the
5 Planning and Development of Planned Communities in the Reserve Area to
6 ensure consistency with the 2017 ABC Comp Plan via R-16-08 (Enactment No.
7 R-2017-026) and the Integrated Development Ordinance (O-17-49).

- 8 • Subsection §1-1-10(A) is revised as follows: "Acceptance of planned
9 communities criteria: policy element. The Planned Community Criteria:
10 Policy Element, attached to Resolution No. 151-1990 are accepted and
11 approved in fulfillment of Subsection 2.D of Resolution 138-1988,
12 conditioned upon public hearing and approval by the Albuquerque City
13 Council and the Bernalillo County Commission."
- 14 • Subsections §1-1-10(A)(1) through (A)(4) are deleted.
- 15 • Subsection §1-1-10(C) et seq. is deleted with subsequent sections
16 renumbered to reflect the deletion.
- 17 • Subsection §1-1-10(E) is revised as follows: "Plan ranking. Planned
18 community master plan ranking relationships are as follows: (1)
19 Planned community master plans will implement and be compatible with
20 the Rank 1 Comprehensive Plan. (2) Planned community master plans
21 will implement and be compatible with relevant Rank 2 plans. However,
22 planned community Level A Community Master Plans may, when
23 specifically so adopted constitute or contain an amendment to a Rank 2
24 Area Plan previously adopted. (3) Planned community Level B Village
25 Plans shall not conflict with other Rank 2 or Rank 3 plans affecting the
26 same area."
- 27 • Subsection §1-1-10(F) et seq. is deleted.

28 Section 17. The City hereby amends Part §1-2-1 Comprehensive Plan for
29 Albuquerque and Bernalillo County to ensure consistency with the 2017 ABC
30 Comp Plan via R-16-08 (Enactment No. R-2017-026) and the Integrated
31 Development Ordinance (O-17-49).

- 32 • Subsections §1-2-1(B)4 and §1-2-1(B)5 are deleted.

- Subsection §1-2-1(C) is amended as follows: “The Implementation Chapter shall be used as a foundation for procedures to evaluate accomplishments and recommend amendments to the plan and revisions to the work priorities associated with implementation; and such evaluation and adjustment shall be done at least every 5 years.”
- Subsections §1-2-1(D) et seq., §1-2-1(E), and §1-2-1(H) through §1-2-1(BB) are deleted. This resolution shall become a new §1-2-1(D).

Section 18. The City hereby amends Part §1-6-16 Railyards Master Development Plan to ensure consistency with the Integrated Development Ordinance (O-17-49).

- The title is amended to read: “Rail Yards Master Plan”
- Subsection §1-6-12(A) is amended as follows: “The Rail Yards Master Plan and accompanying Site Plan (attached hereto as Exhibit A) are hereby approved and adopted.”
- Subsection §1-6-12(B) is amended as follows: “The City Council adopts the following Findings as recommended by the Environmental Planning Commission: (1) This is a Master Plan and accompanying Site Plan for Tract A of the Plat of Tract A of AT&SF Railway Co. Machine Shop located on 2nd Street SW between Cromwell Avenue and Hazeldine Avenue and containing approximately 27.3 acres. (2) The Rail Yards are zoned PD. The Master Plan allows for a wide range of permissive uses, including multifamily residential (R-MH), community commercial uses such as retail, restaurants, services (MX-M), and light industrial (NR-BP) each with some limited exceptions. The Master Plan was reviewed by the EPC and approved by the City Council prior to the issuance of a building permit for the site (with very limited exceptions). (3) The Master Plan as submitted contains a site development plan for subdivision with an accompanying Master Plan document. The Master Plan is the document that will guide redevelopment of the City-owned Albuquerque Rail Yards site. The Albuquerque Rail Yards are located within the Barelas neighborhood and adjacent to the South Broadway neighborhood.... (5) The Rail Yards property is located within the Area of Change Development Area of the Albuquerque Bernalillo County

1 Comprehensive Plan (2003).... (9) Section 10.4 of the Master Plan
2 requests delegation of Site Plan to the Development Review Board with
3 its review to include historic preservation planner and a Metropolitan
4 Redevelopment planner.”

5 Section 19. The City hereby amends Part §5-1-1 Sale of Alcohol Near
6 Schools or Churches; Standards for Waiver to ensure consistency with the
7 Integrated Development Ordinance (O-17-49).

- 8 • Part §5-1-1(B)(2) is revised as follows: “Any waiver shall be subject to
9 the zoning requirements in the Integrated Development Ordinance.”

10 Section 20. The City hereby invalidates any other policy related to zoning
11 and land use within adopted Resolutions for Rank 2 Area Plans or Rank 3
12 Sector Development Plans not otherwise listed above, which have been
13 replaced by the ABC Comprehensive Plan via R-16-08 (Enactment No. R-2017-
14 026).

15 Section 21. Upon its adoption this IDO is the City’s sole document
16 regulating land use within the municipal boundaries. In the event of any
17 conflicts, the terms, requirements and obligations established by this IDO
18 shall prevail over any other ordinance not specifically repealed herein or
19 otherwise remaining after its adoption.

20 Section 22. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
21 clause, word or phrase of this resolution is for any reason held to be invalid or
22 unenforceable by any court of competent jurisdiction, such decision shall not
23 affect the validity of the remaining provisions of this resolution. The Council
24 hereby declares that it would have passed this resolution and each section,
25 paragraph, sentence, clause, word or phrase thereof irrespective of any
26 provisions being declared unconstitutional or otherwise invalid.

27 Section 23. COMPILATION. Sections 1 through 21 of this resolution shall
28 amend, be incorporated in and made part of the Code of Resolutions of
29 Albuquerque, New Mexico, 1994.

30 Section 24. EFFECTIVE DATE AND PUBLICATION. This legislation shall
31 take effect six months after publication by title and general summary.

32
33

1 PASSED AND ADOPTED THIS 13th DAY OF November, 2017
2 BY A VOTE OF: 6 FOR 3 AGAINST.

3
4 For: Benton, Davis, Gibson, Harris, Jones, Lewis

5 Against: Peña, Sanchez, Winter
6
7
8

9 
10 Isaac Benton, President
11 City Council
12
13

14
15 APPROVED THIS 16 DAY OF NOVEMBER, 2017
16
17

18 Bill No. C/S R-17-213

19 
20
21 Richard J. Berry, Mayor
22 City of Albuquerque
23
24

25 ATTEST:

26 
27
28 Natalie Y. Howard, City Clerk
29
30
31
32
33



City of Albuquerque
Office of the Mayor

Dear Albuquerque Citizen:

It gives me great satisfaction to present the City of Albuquerque, and the entire Central New Mexico region with the Downtown 2010 Sector Development Plan. This Plan, which replaces two previous plans for the Downtown area, is the culmination of a tremendous effort on the part of Downtown business owners, neighborhood leaders, City staff, and others throughout our community. With the passage of this Plan we have set a new precedent for private - public partnership in the planning process, and have established a community-wide commitment to the revitalization of Downtown.

The greatest cities in our nation all share one common characteristic, a vital, diverse urban center - the downtown. As New Mexico's largest city, we here in Albuquerque have a responsibility to provide such an urban center, not only for ourselves, but for others throughout the state. When businesses look to a city to relocate, they focus their attention on the economic vitality of that city and its quality-of-life. The Downtown 2010 Plan will help ensure that we can offer such companies a community with an economically thriving Downtown, and an array of activities and events that showcase our rich quality-of-life.

The vitality and marketability of Downtown is also a key component of my overall growth and development strategy. My commitment to controlled, quality growth in the greater metropolitan region necessitates the infill and revitalization of our older, urban areas. This Plan provides Downtown with a streamlined development process, easily understood design standards, and funding commitments from the City for basic infrastructure - three essential elements to promote infill projects in the Downtown and adjacent areas.

I thank the City Council, the Downtown Action Team, and the many other groups and individuals who created this great Plan, that will benefit Albuquerque and New Mexico residents for generations.

Sincerely,

Jim Baca
Mayor



OFFICE OF THE MAYOR/CAO

Jim Baca, Mayor

Lawrence Rael, Chief Administrative Officer

Vickie Fisher, Deputy Chief Administrative Officer

Connie Beimer, Deputy Chief Administrative Officer

CITY COUNCIL OFFICE

Michael Brasher, President, District 9

Alan B. Armijo, Vice-President, District 1

Vincent E. Griego, District 2

Hess Yntema, District 6

Adele Baca-Hundley, District 3

Mike McEntee, District 7

Brad Winter, District 4

Greg Payne, District 8

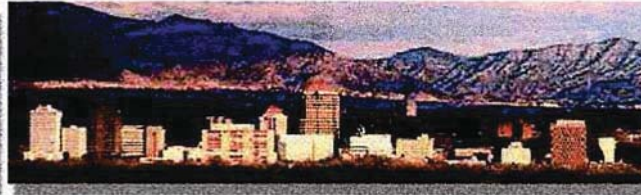
Tim Kline, District 6

Mark Sanchez, Director of Council Services

The Downtown 2010 Sector Development Plan was jointly developed by the City of Albuquerque, Planning Department and the Downtown Action Team (DAT). A special thanks goes to the many volunteers (individuals and committees) who gave countless hours of their professional time and service in conceptualizing and developing the Plan. We also acknowledge the technical and design support of Moule & Polyzoides, Architects and financial support at Fannie Mae, Selena R. Paulsen, Free Lance Urban Planner for Policy Development and Editing, Jesse Garves, Graphic Artist and Ramona Gabaldon, Administrative Secretary in the production of the Downtown 2010 Plan.

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INTRODUCTION

DOWNTOWN: *The Center of Albuquerque's Historic District*

THE COMMUNITY COMMITMENT: *Become the best mid-sized downtown in the USA*

DOWNTOWN 2010's POLICIES AND IMPLEMENTATION ACTIONS:

- Transportation and Parking
- Land Use and Design
- Healthy Neighborhoods
- Urban Housing
- Urban Retailing
- Employment
- Education
- Arts and Entertainment
- Tourism and Hospitality
- Parks and Open Space
- Minimizing the Impact of Homelessness
- Managing and Marketing Downtown

CIVIC INFRASTRUCTURE: *"park once" and "pedestrian-first" programs*

CATALYTIC PROJECTS

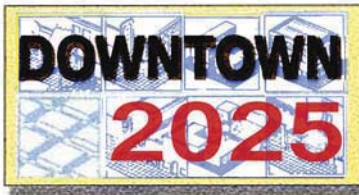
DOWNTOWN DEVELOPMENT AND BUILDING PROCESS: *The step-by-step approach to building Downtown*

- Step 1. Districts Map
- Step 2. District Uses Matrix
- Step 3. Building Types
- Step 4. Building Standards
- Site Development Plan Approval Process

APPENDIX A: *Park Once - Pedestrian First*

APPENDIX B: *Education*

APPENDIX C: *Minimizing the Impact of Homelessness*



Downtown 2010 (The Plan) is a 10 year policy and implementation plan for Downtown created jointly by the City of Albuquerque and the Downtown Action Team (DAT). *The Plan* provides a vision and framework for Downtown's future, and answers three fundamental questions:

1. What should Downtown Albuquerque look like in 10 years?
2. What commitments will the community make to ensure Downtown investment?
3. How should people get to Downtown and move around in Downtown?

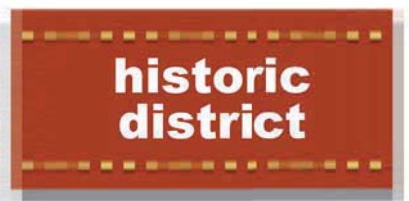
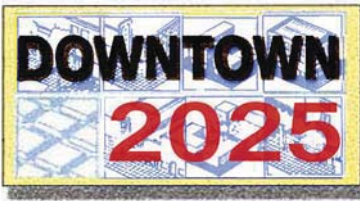
The Plan is a general document providing the framework to guide public and private decision-making regarding land use, transportation, development regulations and public investment. *The Plan* also lays out specific steps required of both the public and private sector to make this vision a reality. The impetus for *The Plan* was the action-based Downtown Albuquerque Strategic and Implementation Plan created in October 1998 by a cross-section of private, public, and civic leaders under the sponsorship of the Downtown Action Team (DAT). *The Plan* should provide direction and stability for public and private land use and investment decisions in the future.

The Downtown Core, the subject of *The Plan* lies within the "Historic District" (The District). The District encompasses about 5 ½ square miles, or approximately 3,550 acres, and is bounded by I-25, I-40, Avenida Cesar Chavez, and the Rio Grande. The District includes the Downtown Core, Old Town, and surrounding neighborhoods of Huning Highland, South Martineztown, Martineztown/Santa Barbara, Sawmill, Wells Park, Downtown Neighborhoods, Huning Castle, Eighth and Forrester, Raynold's Addition, West Old Town, South Broadway and Barelás.

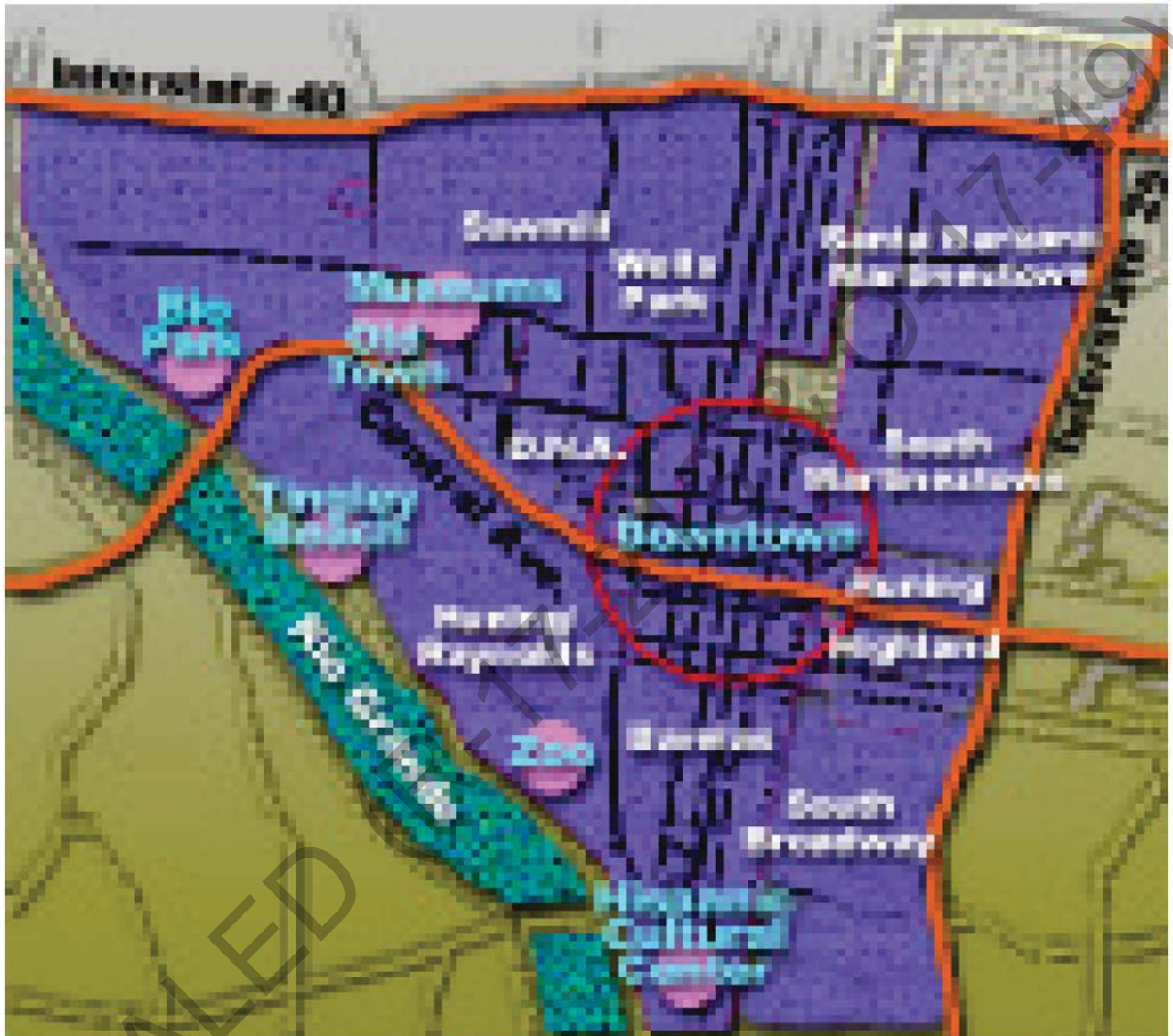
Although *The Plan* focuses on the Downtown Core, recommendations of *The Plan* are coordinated with the plans for adjacent neighborhoods within the Historic District. *The Downtown 2010 Plan* does not supercede any Rank III sector development plan for surrounding neighborhoods.

Downtown 2010 provides goals, commitments, policies, and implementation actions for land use, transportation and urban design relative to Downtown. The goals set forth represent the results that the City and community expect to realize over time. The commitments, policies and implementation actions contained in *The Plan* are general principles, and specific regulations and actions to guide Downtown Development and capital improvement projects. *The Plan* contains maps that designate five districts Downtown. While the use designated for each district, such as civic/financial, warehouse, and arts & entertainment, is considered to be a description of the primary function of each district, other compatible uses are envisioned. A matrix has been developed to illustrate this concept. *The Plan* also contains many illustrative drawings that serve to communicate ideas and explain commitments, policies and implementation actions.

Note: The following policies, commitments and regulations serve as the Rank III Sector Development Plan for the Downtown Core. The Downtown 2010 Plan replaces the Center City Revitalization Strategy Downtown Core Plan and the "Design Standards and Guidelines for Downtown Central Avenue."



historic district



The Historic District, located in the heart of Albuquerque, has traditionally been the center of community civic, commercial and cultural activity. Downtown, Old Town, and the many varied neighborhoods which surround them make up this historic core of our community. From its founding in “Old Town” in 1706, to the emergence of “New Town” with the coming of the railroad in the late 1800’s, to the development of Albuquerque as a modern city, this historic area along the Rio Grande has long been a gathering place for a diverse mix of cultures.

The District, bounded by I-25, I-40, Avenida Cesar Chavez and the Rio Grande, is home to an impressive array of attractions and activities: Old Town's quaint shops, galleries, historic restaurants, and museums; our "Quality of Life" facilities found along the river (the aquarium, botanic gardens, zoo, and Tingley recreation area); the Indian Pueblo Cultural Center and the new Hispanic Cultural Center; and Downtown's theaters, convention facilities, and many entertainment venues.

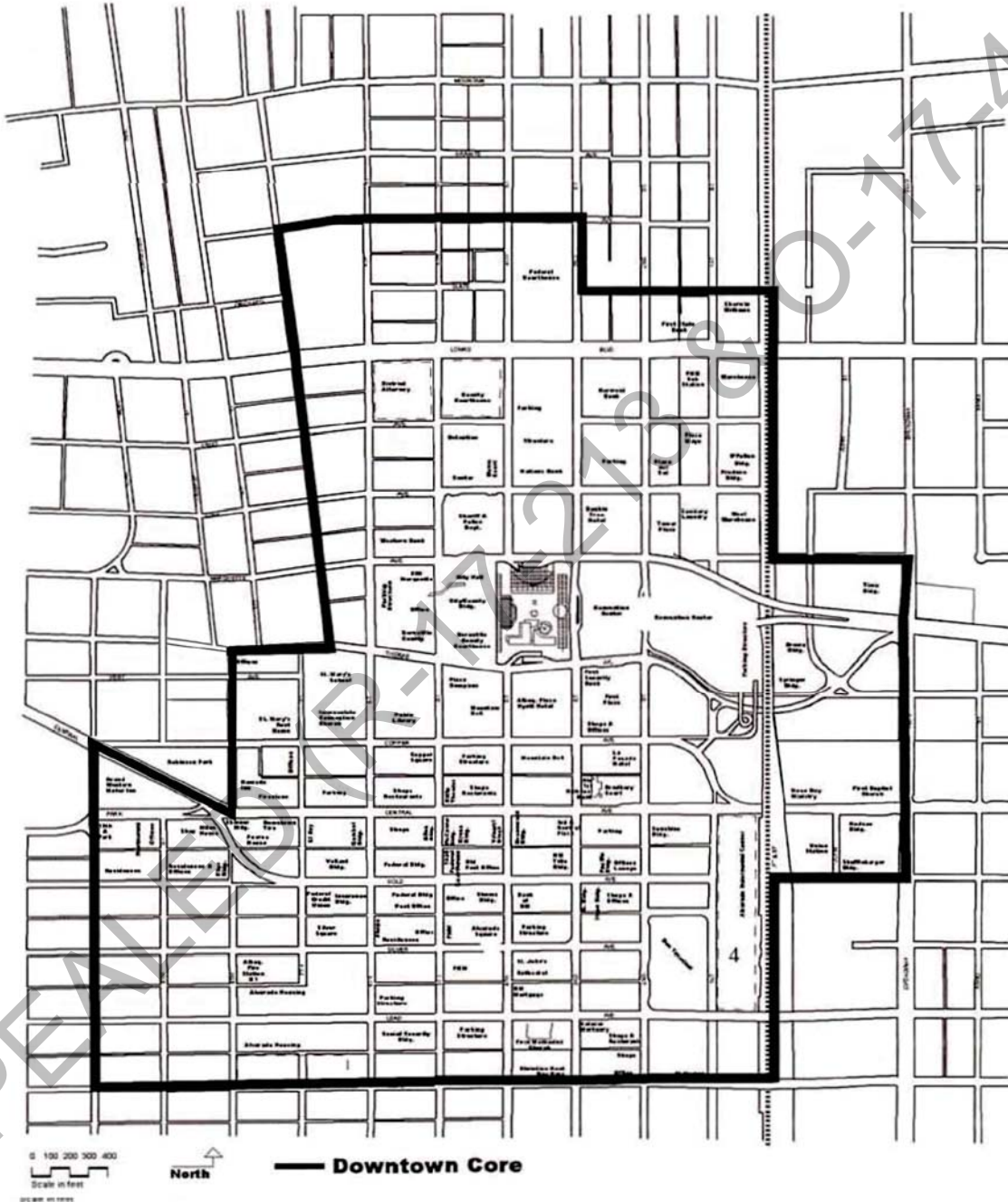
This area is also home to some of the most interesting, vital, and historically significant neighborhoods in our community. With neighborhoods such as Martineztown/Santa Barbara, Huning Highland, South Broadway, Huning Castle/Raynold's Addition, Barelás, South Martineztown, the Downtown Neighborhoods, Wells Park, South Broadway and Old Town, the widest range of residential choices imaginable is available - historic homes, suburban ranch houses, warehouse apartments, artist studios, town houses, and live/work spaces.

Over the next decade, we plan to link this diverse mix of historical, cultural and entertainment venues, attractions and activities together with the commercial centers of Old Town and Downtown and the historic neighborhoods which surround them by providing convenient, interesting frequent transportation; consistent signage and lighting; and pedestrian-friendly streetscapes and urban trails.

Downtown 2010 will be the catalyst for returning Downtown to its former prominence as the community's premier gathering place and as the center of Albuquerque's Historic District. Downtown Albuquerque is a microcosm of the Historic District as a whole. While each of the individual areas within the District have their own unique character, Downtown is the heart and center of the District - the place where "variety" and "excitement" are the rule, and where people of all races, ages, religions, and economic backgrounds come to work, live, and play together.

"Come on down to the District!"

The Downtown Core is generally bounded by Marble/ Slate/ Lomas Boulevard on the north, the AT &SF railroad tracks/ Broadway Boulevard on the east, Coal Avenue on the south, and Tenth/ Ninth/ Seventh streets on the west.



The Downtown Core encompasses approximately 321 acres (.5 square miles)



“Our goal is to make Downtown Albuquerque the best mid-sized downtown in the USA”

To achieve this goal, our community commitment is to make Downtown Albuquerque:

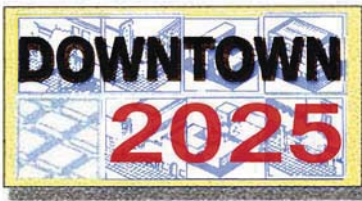
- a “Park-Once” place; and
- a “Pedestrian-First” place.

This means that a person coming Downtown need only park once. Once parked they will be within easy access via walking or transit to their destination anywhere Downtown. It also means that pedestrians will be given priority over vehicles in the Downtown and will be able to get around easily in the most pedestrian friendly environment.

Using our unprecedented *Park-Once* and *Pedestrian-First* program together with our community commitments, policies, implementation actions, and our revolutionary new development and building process contained in this *Downtown 2010 Plan*, we are confident that Downtown Albuquerque will become:

- **A First Class Pedestrian Experience** - which makes walking in Downtown easy, safe, convenient and attractive, and which provides facilities for visitors to “park-once” and walk and/or use public transportation throughout Downtown and the Historic District.
- **A Top Quality Urban Environment** - Where quality urban building projects are encouraged and fast-tracked.
- **A Highly Desirable Urban Neighborhood** - Where a variety of urban housing types are encouraged and flourish.
- **A True Center for Arts/Entertainment/Culture** - Which connects the numerous arts/entertainment/culture venues in the Historic District, and which centers future one-of-a-kind arts/entertainment/culture venues in the District; and
- **A Well Managed Urban Environment** - Which develops, maintains, promotes, and manages Downtown.

“Together we intend to make Downtown Albuquerque the fastest downtown turnaround in this Country.”



As a result of the Downtown Action Team's *October 1998 Strategic and Implementation Plan*, a number of teams comprised of hundreds of community volunteers, were formed to carry out strategic initiatives. The products of those teams follow, and when adopted they will become *The Downtown 2010 Policies and Implementation Actions* for:

- Transportation and Parking
- Land Use/Design
- Healthy Neighborhoods
- Urban Housing
- Urban Retailing
- Employment
- Education*
- Arts and Entertainment
- Tourism and Hospitality
- Parks and Open Space
- Minimizing the Impact of Homelessness*; and
- Managing and Marketing Downtown

Each category contains specific actions to be undertaken by the public sector and/or the private sector to meet our community goal of,

“becoming the best mid-sized downtown in the USA.”

The Plan shall not alter or change zoning or land use policies outside the area defined as the Downtown Core, nor shall *The Plan* mandate or encourage any future changes in existing zoning or land use policies outside the area defined as the Downtown Core.

A complete analysis and disclosure to the City Council and the public will be required for all public funds expended or committed by this *Plan*. Specific appropriations to support these policies and implementation actions will require future action of the City Council.

The terms ‘Downtown’ and ‘Downtown Core’ are used interchangeably throughout the *Downtown 2010 Plan*. When used, these terms refer to the area included within the boundaries of the *Downtown 2010 Plan*, as reflected on the ‘Downtown Core’ map on page 4, and the ‘Districts Map’ on page 29.

* Additional goals relating to education and minimizing the impact of homelessness are attached to the *Plan* as Appendix B and Appendix C.

Notes: The *Plan* policies are identified on the following pages as “we will” statements and the implementation actions as “by” statements.

The City of Albuquerque Planning Department shall provide the City Council, by July 31, 2000 a comprehensive fiscal impact analysis.

We will:

Make Downtown a “pedestrian-first,” “park-once” place with excellent pedestrian, transit and bicycle facilities.

By:

1. Modifying Downtown streets and sidewalks to serve the needs of pedestrians, transit, bicyclists, and cars, with the focus on serving pedestrians first.

Actions:

- “Pedestrian priority” signage shall be installed throughout Downtown. (Public)
- May fund and operate a Downtown “circulator” within the Downtown Core. The circulator may operate in two directions, be free, operate on 5 minute headways, and be fun. (Public / Private)
- Amenities (such as lighting, signage, street furniture, plantings, etc.) shall be provided in the public right-of-way to support and encourage pedestrian activity. (Public/private)
- Bicycle racks and other bicycle-friendly facilities shall be provided throughout Downtown, and the Historic District. (Public/Private)

2. Developing, managing, and operating parking as an essential civic infrastructure, and reducing overall parking ratios over time to a Park Once environment.

Actions:

- All parking requirements for Downtown development shall be removed. (Public)
- A Downtown “Park-Once Strategy” shall be developed and instituted which includes a “shared use” parking program for both public and private structures/lots, and which investigates the most effective way to manage parking facilities throughout Downtown. (Public/Private)
- On-street parking shall be maximized throughout Downtown. (Public)
- Long term parking structures may be located at strategic entrances to Downtown, and short term parking may be strategically located throughout the arts/entertainment/retail district. (Public/Private)
- Include some form of commercial activity on the ground floor of all parking structures facing the sidewalk. (Public / Private)
- Prohibit new commercial surface parking lots in the Downtown Core. (Public)
- Pave, landscape (15% minimum) light, and maintain existing commercial surface parking lots. (Public/Private)

3. Changing Downtown to make it more understandable to infrequent users, and providing easy access to other parts of the Historic District.

Actions:

- The entire one-way street system may be converted to two-way operations. (Public)
- Express “shuttles” between Downtown and Old Town/Biopark and between Downtown and UNM/Nob Hill may be funded and operated. The Old Town “shuttles” may operate on 30 minute headways, and the UNM/Nob Hill “shuttle” may operate on 7 minute headways. (Public)
- When the Hispanic Cultural Center is completed, fund and operate a shuttle on Fourth Street connecting the Center to Downtown. (Public)
- An informational and directional (way finding) signage program for the Downtown shall be developed. (Public/Private)
- The Central Avenue/Railroad Underpass may be improved to be pedestrian friendly. (Public/Private)

We will:

Make Downtown New Mexico’s premier pedestrian-oriented “urban place”.

By:

1. Focusing on preservation and quality building development.

Actions:

- *The Plan* adopts building types and standards which encourage high quality urban buildings, promote street level pedestrian-friendly building designs, and requires that buildings respect their urban context. (Public)
- Historic sites in and around Downtown shall be preserved, restored and reused. (Public/private)

2. Declaring the Downtown 2010 Sector Plan Area a Metropolitan Redevelopment Area.

Actions:

- A Redevelopment Plan for Downtown shall be adopted which makes the Downtown Core a tax increment financing district. (Public/Private)
- The City may use tax increment financing to fund programs, infrastructure, and facilities. (Public)
- The City will use redevelopment powers to support and encourage residential development in and around Downtown. (Public)

3. Safeguarding the pedestrian character of the public realm (streets, sidewalks, plazas, etc.) and the adjacent building edges.

Actions:

- *This Plan* promotes and requires retail and other uses at street level and provides improvements to the public right-of-way that support pedestrian activity. (Public)
- Encourage sidewalk retail and dining activity in the public right-of-way to strengthen pedestrian activity. (public/private)
- Consistent lighting, signage, and streetscape improvements throughout Downtown shall be provided, concentrating initially on the Arts and Entertainment District and 4th Street as the link between the Arts and Entertainment District and the Lomas Employment Corridor. (Public)
- Conserve and reintroduce the traditional street grid of 300’x300’ blocks; Fruit Avenue from Third Street to the railroad tracks may be rebuilt. Where the traditional street grid is broken, pedestrian connections may be established. (Public)
- Prohibit the vacation or closure of alleyways and streets in the Arts and Entertainment District and strongly discourage vacations and closures elsewhere in the Downtown Core. Applicants must prove that the requested vacation or closure will enhance the pedestrian character of Downtown and that the proposed development could not be built without the vacation or closure.

We will:

Preserve and enhance the character of the neighborhoods which surround Downtown.

By:

1. Protecting surrounding neighborhoods from incompatible land uses and minimizing the impacts of Downtown revitalization.

Actions:

- *The Plan* makes the boundary between the Downtown Core and its adjacent neighborhoods a hard line in order to protect adjacent neighborhoods from encroachment of commercial activity outside of the core. Variances, zone changes and other administrative actions which would allow commercial activity to creep across the boundary from the Downtown Core into the adjacent neighborhoods should only occur in the most exceptional of cases. (Public)
- Commercial surface parking lots in neighborhoods adjacent to Downtown are prohibited. (Public)
- Permit parking shall be provided for neighborhoods adjacent to Downtown. (Public)
- Urban conservation overlay zones shall be developed to protect historic structures in existing neighborhoods which surround Downtown. (Public)

2. Promoting high density urban housing within the Downtown Core.

Actions:

- *The Plan* designates an urban Housing District within the Downtown Core which encourages high density urban living mixed with neighborhood support sources compatible with urban living (see Urban Housing Policies and Implementation Actions). (Public/Private)
- Buffer the Barelás, Reynolds and Downtown neighborhoods from intense commercial activity by using the urban Housing District; buffer the Wells Park, Santa Barbara/Martineztown, Huning Highlands, and South Martineztown neighborhoods from intense commercial activity by using the Warehouse District. (Public/Private)

3. Encouraging residential infill development in neighborhoods adjacent to Downtown and/or located within the Historic District.

Actions:

- Tax increment financing shall be utilized to fund future civic infrastructure improvements in the Downtown, particularly for parking structures in the core and urban trails connecting Downtown and its adjacent neighborhoods. (Public)
- Redevelopment powers shall be utilized, where possible, to assist in assemblage of infill residential building sites in Historic District neighborhoods. (Public/Private)

We will:

Have at least 20,000 people living within one mile of the Downtown Core, and 5,000 living within the Downtown Core by 2010.

By:

- 1. Creating a plan for assembling and developing building sites of adequate size within reasonable time frames, in order to build market rate and affordable urban housing.**

Actions:

- *The Plan* identifies the district and sites that are best suited for new housing development within the Downtown Core. (Private/public)
- Redevelopment powers shall be utilized to assist in assemblage of building sites, when a super majority of property owners request such public assistance. Land assemblage must be simple and efficient to stimulate private sector development. (Public)
- Private sector urban housing initiatives may be supported by providing parking and by minimizing off-site infrastructure deficiencies. (Public)

- 2. Developing a variety of housing types throughout Downtown (townhouses, urban apartments, lofts, condominiums, live/work etc.)**

Actions:

- High density housing (50 du's/acre or more) is encouraged within the Downtown core. (Public)
- Locate UNM student housing Downtown. (Public/Private)
- Redevelop existing commercial and industrial buildings into loft housing and artist live/work space. (Private)
- Work with churches to create senior housing Downtown. (Private)

- 3. Protecting the character of the existing urban neighborhoods adjacent to Downtown and/or within the Historic District.**

Actions:

- Commercial parking lots in neighborhoods adjacent to Downtown shall be prohibited and "permit parking programs" shall be made available to neighborhood residents. (Public)
- Neighborhood commercial businesses shall be attracted to locate Downtown. (Private)

We will:

Create Downtown as an exciting “urban retail destination”.

By:

1. Creating an inventory of existing buildings and land within the Downtown Core for urban retailing.

Action:

- Survey all Downtown buildings and land; develop a database including square footage, rental rates, vacancy rates, etc. on all commercial properties within the Downtown Core. (Private)

2. Providing a variety of retail goods and services in Downtown to serve a broad range of residents, employees and visitors.

Actions:

- Recruit basic and specialty goods and services into Downtown, including art-based retail, restaurants, and “high fashion” retail. (Private)
- Recruit a full service urban grocery store and drug store in Downtown. (Private)
- Recruit a multiplex movie theater in Downtown. (Private)
- Recruit retail “anchor” stores Downtown. (Private)
- Recruit convenience services (dry cleaners, shoe repair, etc.) close to office buildings and housing. (Private)
- May build a municipal mercado in Downtown. (Private)

3. Maintaining a compact specialty retail core by concentrating those facilities within the arts and entertainment district, and on the Fourth Street Mall.

Actions:

- Encourage sidewalk retail and dining activity in the public right-of-way. (Public/Private)
- Reinforce the image of a “main street” shopping experience with visually interesting street level design of buildings. (Private)
- Encourage retailing of art and associated art products in Downtown, concentrating on the contemporary art market. (Private)
- Develop “continuous” retail building frontage on Central, Gold and Copper Avenues. “Fill in the missing teeth” (Private)
- Require retail uses to utilize on-street, off-alley and “park-once” structures in lieu of off-street surface parking lots - both within the specialty retail core and throughout Downtown. (Public/Private)

We will:

Maintain Downtown as New Mexico's largest employment center and the Region's Center of Economic Activity.

By:

1. Attracting 5000 new jobs to Downtown by 2010.

Actions:

- Aggressively recruit federal agencies to relocate Downtown. (Public/Private)
- Encourage more UNM/TVI activities to locate Downtown, particularly in the areas of continuing education, fine arts, and planning/architecture. (Public)
- Recruit information technology industries (multi-media, software, internet services, etc.) to locate Downtown. (Private)
- Recruit professional service firms and financial institutions which have left Downtown to return to the core. (Private)

2. Encouraging small businesses to locate and stay Downtown.

Actions:

- May establish a low income loan pool to encourage small business investment in Downtown. (Public/Private)

We will:

Make Downtown Albuquerque a vibrant, urban 24 hour destination for arts, culture and entertainment.

By:

1. Designating the area along Central/Gold/Copper Avenues between First and Eighth streets as the Arts and Entertainment District.

Actions:

- Locate urban specialty retail, restaurants, clubs, entertainment venues, cultural facilities, and art related activities in the Arts and Entertainment District. (Public/Private)
- The region's one-of-a-kind facilities (i.e. arena, ballpark, museums, performance center, etc.) may be located to the greatest extent possible Downtown in or near the Arts and Entertainment District in order to create an ever-changing urban experience/community gathering place. (Public/Private)
- Major festivals and community events may be held Downtown - during such festivals/events, outdoor sales of food and drinks may be held on public rights-of-way and in public parks to create a festive environment. (Public/Private)
- Outdoor dining and retailing on sidewalks are encouraged in the Arts and Entertainment District and along the Fourth Street Mall. (Public/Private)
- Permanent and changing street performance venues shall be permitted in the Arts and Entertainment District; promote the Arts and Entertainment District as a street performance opportunity. (Private/Public)
- "Route 66 Neon District" may be created on Central Avenue as a 1% for the Arts Program (Public)

2. Promoting existing and new arts, entertainment, and cultural facilities (Kimo Theatre, Kiva Auditorium, Civic Plaza, Library Auditorium, South Broadway Cultural Center, etc.) as Albuquerque's "horizontal performing arts center" (APAC).*

Actions:

- Investigate ways that the artistic, promotional and programming functions of these public facilities can be consolidated and better managed. (Public/Private)
- Encourage joint promotions/schedule coordination of all public and private venues within the Arts and Entertainment District. (Private/Public)
- Any privatization of public arts, entertainment or cultural facilities may be considered only if the City adopts a public and competitive process to award such contracts. Any privatization of public facilities suggested or recommended by the *Plan* shall be applicable only to venues located in the area defined as the Downtown Core.

3. Making Downtown the "Contemporary Arts Center" of the Southwest.

Actions:

- Develop live/work spaces for artists, work only spaces and galleries Downtown. (Private)
- May develop a contemporary arts museum in the Arts and Entertainment District. (Public/Private)
- Encourage major art festivals (i.e. Site Santa Fe, Magnifico, Southwest Arts Festival, NM Arts and Crafts Fair, etc.) to locate in Downtown. (Private)
- Concentrate the "fine print" industry in the Arts and Entertainment District. (Private)

**Note: The Albuquerque Performing Arts Center (APAC) would consist of several Arts venues located within walking distance of one another. The venues would coordinate programming and management.*

We will:

Make Downtown and the Historic District a “Tourist Destination.”

By:

1. Making it easy for tourists to visit and enjoy the District attractions, and by promoting the District as a “tourist destination.”

Actions:

- Promote Downtown and The Historic District at the airport and car rental outlets (Public/Private).
- A trolley service may be operated throughout The District connecting attractions (Downtown, Old Town, Natural History Museum, Albuquerque Museum, Explora, Aquarium, Botanic Gardens, Tingley Beach, Zoo, the Cultural Centers, etc.). (Public)
- Consider starting a lowrider taxi service in Downtown. (Private)
- “District” directional/informational signage shall be installed throughout The District (Public/Private)
- A pedestrian urban trail may be built throughout The District. (Public)
- Operate bicycle rentals for visitors to experience The District. (Private)

2. Thinking of the Historic District as a “theme park” with highly organized experiences.

Actions:

- Provide programmed event packages and retailing discounts in Downtown and Old Town to visitors/tourists. (Public/Private)
- The Albuquerque Convention & Visitor’s Bureau (ACVB) shall develop a promotion package highlighting District attractions. (Public/Private)
- May build a Multi-purpose Arena Downtown to expand Convention Center and hospitality services for residents and visitors alike. (Public/Private)
- Develop a single pass to area attractions such as the Albuquerque Museum, the Natural History Museum, the Zoo, Explora, etc. (Public)

3. Planning and promoting year-round festivals and “markets” in the District. These festivals and markets shall be targeted to District visitors, residents, and employees.

Actions:

- Program many festivals, celebrations, and parades Downtown. (Public/Private)
- Recruit event promoters to sponsor annual Downtown Events (i.e. Taste of Albuquerque, Fall Crawl, Cinco de Mayo, etc.). (Private)
- Expand the Farmers Market; may develop a municipal market/mercado. (Public/Private)
- Hang banners promoting upcoming events along Central Avenue and along the Fourth Street Mall. (Public/Private)

We will:

Create new parks, open space and plazas that are easily accessible to downtown residents, workers, students and visitors.

By:**1. Developing new parks and open spaces in the Downtown.****Actions:**

- A park may be built on the western edge of the Downtown Core to serve Lew Wallace Elementary, St. Mary's and the surrounding neighborhood. (Public)
- A park may be built south of Central to serve the office and residential population in that area. (Public)
- May create a series of triangular parks along Central Avenue from Downtown to Old Town, to strengthen the pedestrian connection. (Public)
- May create a plaza in front of the bus/train depot as an element of the Alvarado Metropolitan Redevelopment area. (Public/Private)
- *The Plan* adopts building standards which encourage courtyard spaces within new development (Public)

2. Creating Albuquerque's "Central Park."**Actions:**

- A regional park adjacent to the Rio Grande may be established, connecting the Biopark, Tingley Beach, Zoo, and Hispanic Cultural Center. (Public/Private)
- The attractions in the region may be connected to the Downtown Core by train, shuttle, or some other interesting means of transportation. (Public)

3. Enhancing the Fourth Street Mall as a safe, attractive and lively pedestrian link between the Civic Plaza and Central Avenue.**Actions:**

- Landscaping and street furniture along the Mall will be provided and maintained. (Private)
- Additional security and maintenance through the Mall area will be provided. (Private)
- Programmed activities, food vendors and retailing on the Mall will be provided. (Private)

4. Enhancing existing streets as linear paths connecting destinations throughout the District.**Action:**

- "Gateways" may be created at each end of Central Avenue as entrances into Downtown from both the East and the West. (Public)
- An Urban Pedestrian Trail will be built to interconnect the series of parks and open spaces in The District. (Public)
- Pedestrian walking connections between District attractions will be enhanced. (Old Town, Bio Park, Zoo, Museums, etc.) (Public/Private)

We will:

Develop, maintain, and market Downtown as if it were a single mixed-use project.

By:

1. **Developing a comprehensive marketing strategy for Downtown, with an emphasis on livability and accessibility.**

Actions:

- The DAT and the Albuquerque Convention and Visitors Bureau (ACVB) shall develop a Downtown promotions package, coordinate publicity, and develop a District advertising budget. (Private)
- The “user-friendliness” of the District should be continuously evaluated by developing and administering surveys to be given out at conventions, hotels, etc., to visitors, residents, and employees. (Private)

2. **Privately developing, maintaining, and programming the Fourth Street Mall.**

Actions:

- The City and DAT have entered into a long term lease to develop, maintain and program the Fourth Street Mall. (Public/Private)



As this Plan has already indicated, a pedestrian-friendly environment is integral to the revitalization of Downtown. The preceding policies and actions are all concretely linked to the *Park Once - Pedestrian First* program. Without achieving a *Park Once - Pedestrian First* environment, the policies and actions developed in *The Plan* will be ineffective. In order to ensure that Downtown becomes a *Park Once - Pedestrian First* environment, specific civic infrastructure improvements will be developed over the next five years.

The *Park Once - Pedestrian First* program shifts the priority for using Downtown's street. For several decades, moving cars had the highest claim on the use of Downtown streets. The need to move so many cars developed out of conditions at the time. In the pre-Interstate days, Downtown Albuquerque streets carried major interstate highway traffic, most notably the famous Route 66. Off-street parking was scarce, and therefore, the demand for on-street parking (for example, diagonal on-street parking on Central Avenue) claimed much of the street space. This loss of street space resulted in other measures (one-way streets) being utilized to compensate for the lost traffic capacity.

In downtowns throughout the nation, there is a renewed quest for "balance" in the use of streets and sidewalks. In order to compete with suburban shopping malls and office parks, downtowns must reactivate their prime asset - the welcoming, walkable, human-scale which prevailed a hundred years ago. No where else in cities can people experience a *Park Once - Pedestrian First* environment, and it is essential to Downtown's success that we promote, enhance, and renew that pedestrian friendly environment wherever possible.

The *Park Once - Pedestrian First* pattern of travel is fundamentally different in every respect from the conventional suburban pattern. In the *Park Once - Pedestrian First* pattern, motorists are encouraged to drive as little as possible, by being invited into the first available parking. This parking is clearly "public" in operation, conveying a clear message to the driver that all destinations within Downtown can be reached by walking from this parking. The traveler then walks or uses transit to multiple destinations within the *Park Once - Pedestrian First* district.

Elements of the Park Once - Pedestrian First Area

Parking is the first activity that the incoming visitor encounters in a *Park Once - Pedestrian First* environment. Parking must be located throughout the Downtown, so that drivers are greeted by parking regardless of their route of arrival. The visibility of multiple parking structures scattered throughout Downtown further adds to the reassurance that parking is available and plentiful.

In the *Park Once - Pedestrian First* area, it is essential that the parking feel public in nature, regardless of its ownership by either public agency or private entity. The parking is a unified system that presents drivers with highly predictable fees, availability, and hours of operation.

In today's Downtown, the presence of parking must be advertised strongly, but without the visual blight of large areas of parked cars. This advertising is accomplished through:

1. on-street parking, which informs drivers that parking is an expected and permitted part of Downtown and
2. prominent identification of parking structure entrances.

A critical element of the park once environment is the concealment of parking (other than on-street parking) from the view of the street. This is accomplished by locating parking in the interior of blocks, by fronting parking structures with a veneer of retail floor space, and by designing the exterior of the parking structures to disguise their interior use.

Once the visitor is out of their parked vehicle, the next important element of the *Park Once - Pedestrian First* environment is the landing of the pedestrian into a public space. Typically, this is accomplished by providing ramps, stairs, elevators, escalators, etc. which lead to public spaces such as sidewalks, arcades, or public building lobbies. Privatized pedestrian spaces, such as skywalks to private buildings, upper floors of private buildings, direct connection into a single retail store, etc., are detrimental to the *Park Once - Pedestrian First* atmosphere. It is also critical that parking spaces serve multiple users. As a result, it is important that parking spaces not be dedicated to a single building or use but rather shared between nearby uses (such as office, restaurant, retail, and entertainment).

How Many Parking Spaces are Enough?

Over the next eleven year period (1999 - 2010), we estimate the need for around 3,000 more parking spaces Downtown. At present, there are 14,400 parking spaces in Downtown Albuquerque.

Our estimate of future parking demand is based on the following assumptions:

- A 20% growth in parking demand over the eleven year period 1999 - 2010 from the current peak demand of 9800 vehicles.
- A loss of 1,800 parking spaces in surface lots over the eleven year period 1999 - 2010.
- An increase in parking garage occupancy from the existing 68% to a projected occupancy of 76% by the year 2010.

Computing the above factors we project for some 3,000 spaces of new parking by the year 2010.

Location of New Parking Facilities

A ten-year program of adding 3,000 spaces to Downtown Albuquerque's parking supply can be accommodated through a series of 7 - 10 new garages over the next decade. Several of these can be precisely located at the present time, and the remainder can be placed with a lesser degree of precision. (See Parking Structures Map)

In their projected order of priority, the new parking structures would be:

Garage 1 - The Alvarado Redevelopment Area.

This garage will serve the new multi-screen cinema, transportation terminals, retail, and office development already committed for this area. This garage also serves an area of Downtown that is currently not served at all (within 500 feet walking distance of a parking structure). It is located on Gold Avenue between First and Second Streets.

Garage 2 - PNM/South Federal Area.

This garage serves commercial activity in the southern part of Downtown. It will serve PNM and Federal Office expansion. It is located on Silver between Fifth and Sixth Streets.

Garage 3 - located south of Lomas Blvd. to the West of Fourth Street. The demand for this garage will come predominately from the new courthouses. Garage 3A is an alternate privately funded facility located north of Lomas.

Garage 4 - located at the Old Albuquerque High School Reuse Site. This small garage serves not only the uses in the recycled high school, but also walk-in visitors to Downtown Albuquerque.

Garage 5 - located at Copper Avenue between Sixth and Seventh Streets. This garage will anchor the revised commercial activity in the west end of Downtown including a possible supermarket. Its location one block north of Central Avenue will help fill out a matrix of parking decks along either side of Central Avenue. Garage 5A is an alternate site for garage #5 activity.

Garage 6 - This garage is a counterpart to garage #5 and will anchor the southwest sector of the central business district. Its demand will derive from revitalized retail along Central Avenue. Similar to garage #5, it flanks Gold Avenue from Seventh to Eleventh Streets, creating multiple options for visitors to Central Avenue and the streets crossing it.

Garage 7 - located along Copper Avenue to the east of Third Street. This garage will serve the new Duque Hotel, an expansion of La Posada Hotel, as well as increased retail activity in the eastern part of Downtown.

Garage 8 - north of Central Avenue to the east of First Street. This large garage would serve a new arena and increased activity at the Convention Center.

Garage 9 - located on First Street between Lead and Coal Avenues. This garage serves future commercial growth within the southeastern sector of Downtown.

Garage 10 - located in the northeast sector of Downtown. Three options are suggested to serve future commercial growth in the northeastern sector of Downtown.

Transit Circulator Service

In order to facilitate further *The Park Once* concept, a transit circulator system for Downtown is needed. The circulator would be used by residents, visitors, and Downtown employees. For employees in particular, a Downtown shuttle service would greatly reduce the hindrance to mid-day travel between the employment and retail centers in Downtown and maximize parking facilities throughout Downtown.

Non-daily visitors to Downtown are generally on a more flexible schedule than daily Downtown workers, and are likely to visit other Downtown destinations beyond their primary destination. Tourists visiting Downtown are a predictable source of ridership for the Old Town/Biopark express shuttle. Typically, tourist visitors to a downtown area prefer to leave their automobile parked for an extended duration (several hours), and prefer to visit multiple destinations either by walking or with the assistance of a circulator shuttle. Similarly, a link between Downtown and the University will serve students, residents, and visitors alike and create a predictable ridership for a UNM/Nob Hill express shuttle.

Three routes are proposed for Albuquerque:

A. Downtown Circulator Loop

This 1.8 mile loop connects the employment area along Lomas Blvd. with the commercial and retail area to the south of Central Avenue. This loop is important for mid-day travel by employees in the Lomas Blvd. area. This loop is also an important factor in increasing the use of available parking to the south of Central Avenue. It should operate on five to seven minute headways to be effective.

B. Express Shuttle between Downtown and Old Town/Bio Park

This is an express route, making three stops outside Downtown: Laguna, Old Town, and Bio Park. Primarily users are tourists and non-daily visitors to Downtown. A thirty-minute headway is proposed for this route.

C. Express Shuttle to the University between Downtown and UNM/Nob Hill

This route would operate along Central Avenue, making stops at the University of New Mexico and Nob Hill. Primary source of ridership is University students, employees and visitors to Downtown. A seven-minute headway is proposed for this service.

Pedestrian-First Zones

In support of the *Park Once Pedestrian First* concept, we recommend that two zones within Downtown be designated for high priority sidewalk and streetscape treatment:

- The first priority streetscape zone is the retail center of Downtown bounded by Copper and Gold Avenues to the north and south and by Robinson Park and First Street to the east and west. Part of the streetscape treatment for some of the north/south streets will include a change in pavement width, with a corresponding increase in sidewalk size.
- The second priority should be improving the Fourth Street sidewalks and streetscape to connect the Central Avenue retail and entertainment district to the emerging judicial office zone along Lomas Blvd. in the north part of Downtown.
- The employment district along Lomas Blvd. between Fifth and First Streets should receive streetscape improvements as the third priority.

The pedestrian first treatments also include major public spaces at the Courthouse Square and at the Civic Plaza on Fourth Street.

Conversion of the One Way Streets

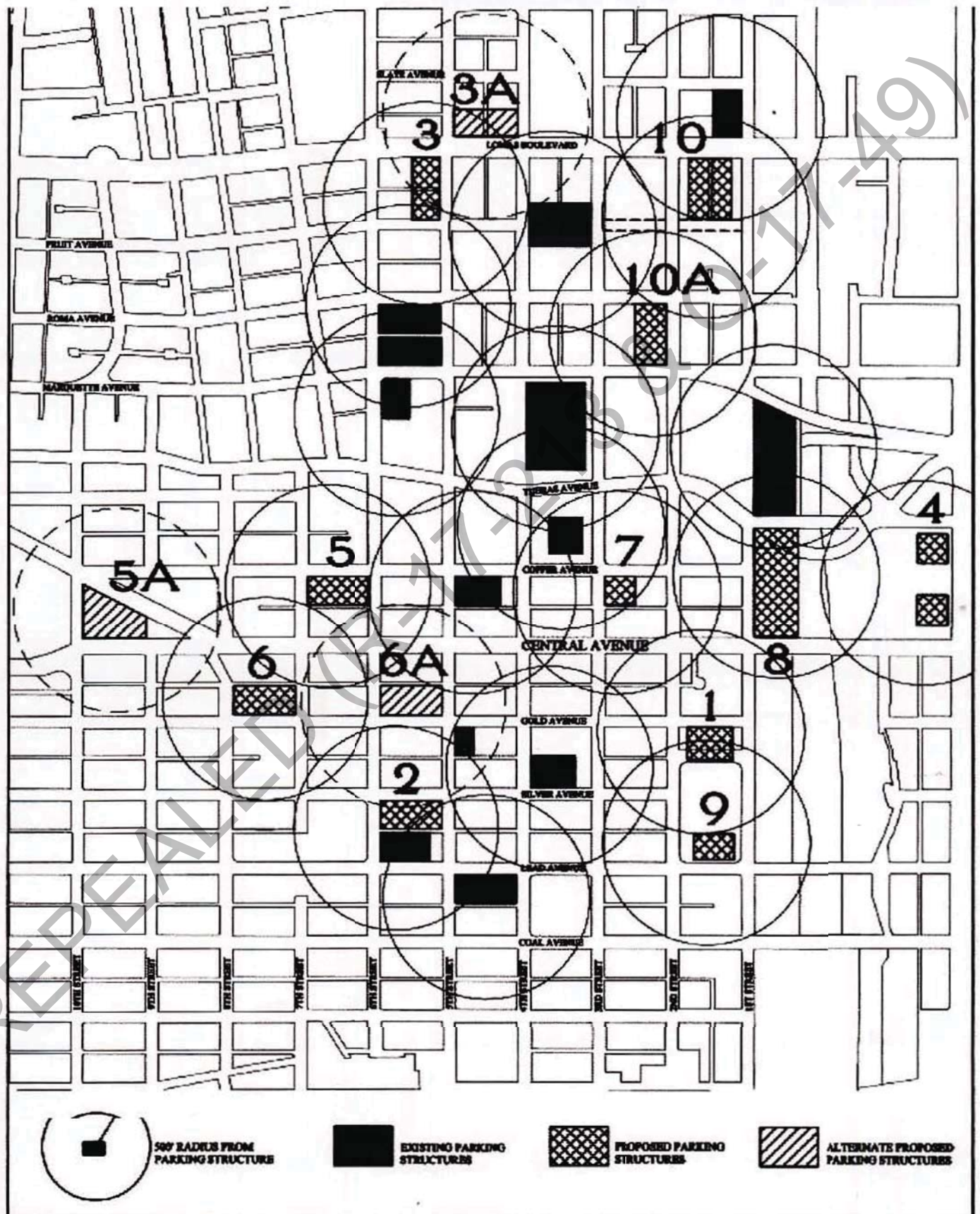
Conversion of the one way to two way traffic encourages pedestrian activity by calming traffic and providing additional very visible on-street parking. The conversions of the one way couplets should be completed as soon as possible. In addition, bicycle corridors and facilities will be designed and implemented with the conversion of one way streets to two way operations in the Downtown Core.

Bicycle Amenities and Routes

At least one North/South and at least one East/West bike route into Downtown will be established. These routes must be striped and signed for bicycles everywhere but the arts and entertainment section. Bike lockers, facilities, and showers should be encouraged in new Downtown

buildings and secure bike facilities should be provided in highly visible locations at ground level at each parking facility with a minimum of 1.2% of the spaces devoted to bicycle parking.

The combined efforts of the public and private sectors are an essential element of *The Plan*. The civic infrastructure improvements discussed here are the key public component which will create an environment in which private sector businesses and entertainment establishments can thrive and which invites substantial private investment. Downtown's *Park Once - Pedestrian First* environment is what will enable it to be special and unique, offering something which no suburban mall or factory outlet center can. By giving people the ability to get out of their cars once, and have a multitude of safe, enjoyable experiences, we will make Downtown Albuquerque an urban center we can be proud of.





Catalytic Projects

Detoxification Center

Catalytic projects are critical downtown projects which, when initiated, will drive (catalyze) other spinoff development activity. The projects are all important and should proceed as funding becomes available. This list was updated in 2014 (FS-R-13-236) to reflect projects proposed during the development of the original Plan that have been completed, and to add new projects suggested by Downtown stakeholders.

Grocery store

A full service grocery store with retail and housing in the downtown core is vital to continue downtown's transformation as a complete community. With the addition of more and more residential options, basic services such as a grocery store are vital.

Downtown Arena/Stadium

Located adjacent to the Convention center and across central from the theater and Alvarado Transportation Center a new multi-purpose arena, hotel and shops would anchor the Arts and entertainment District and support Convention Center activity at the east end of Central.

Neighborhood Infill Housing

While some neighborhood housing has been built in downtown since the inception of this plan in 2000, more housing in the single-family neighborhood areas is needed.

Courtyard housing is a type that can exist compatibly in these areas by presenting a house-width face to the street, separated by a courtyard.

UNM Student Housing

Graduate student housing or senior housing would be a positive addition to the downtown. Service oriented shops and offices would serve the neighborhood. Shown in this plan at Central and Broadway.

Albuquerque Performing Arts Center

Rather than a vast mega-building for the Performing Arts, all of downtown should be treated as a venue for the Arts. This is the concept of "retailing" the Arts, increasing participation and interacting with other uses by adapting existing spaces. This concept is supported by the Arts and Cultural District (ACD) Board that partners with other agencies to bring this concept to life downtown.

Warehouse Infill

Build 1-2 story structures that complete the feeling of the warehouse district that can be used for office, gallery and nightclub activities. Locate parking at center of blocks.

A central facility or Day Center for our homeless population, dependent transients and mentally ill is badly needed. The center should be combined with job training programs and other social services.

Downtown Playground

This was originally called for at 6th and Marquette for St. Mary's and Lew Wallace schools. However, a playground is needed for all downtown residents. The playground or park could be framed with senior housing, daycare and park services.

Management, Design and Programming of Public Spaces

Establish a "Fun Czar" to furnish the public realm with the excitement and unpredictable happenstances (perhaps substitute "happenings"?) of a vital city.

Third and Gold Park

Create a new park on the site of the drive-through bank. This park could be lined with one-story shops and cafes and could have controlled access at night. This park would highlight the extraordinary Occidental Building across Gold as well as providing much needed green space in the southern part of downtown.

Replace Central Avenue Street Tree Irrigation

Irrigation for the street trees on Central Avenue was disconnected some time ago and the trees are slowly dying. A healthy urban forest is essential for a healthy city, especially the most densely developed parts of a city. The trees provide cleaner air, a softening of the built environment, and an essential bit of shading for the hot summers.

The irrigation on Central Avenue needs to be restored as soon as possible to avoid the cost of having to plant new trees. There may be grants available to help re-establish functional irrigation systems.

Alley Lighting

Downtown would be safer if the alleyways had lighting. Additionally, if these spaces were lit they might become useful for other activities related to the adjacent businesses.

Many cities use their alleys as extended space in the evenings.

Upscale Retail

Attract upscale boutique and/or department stores to vacant retail spaces Downtown.

This will add critical pedestrian destinations to the existing mix of art, retail, restaurant and entertainment businesses.

Projects Completed as of 2014

Many of the projects that were proposed in the original plan written in 2000 have been accomplished. The following is a list of the successes from the Downtown 2010 Plan:

West End Neighborhood Infill Housing

Live/work housing was constructed at 8th and Silver. Also, the Silver Moon Motel was demolished and the Silver Moon Apartments were under construction as of 2014 at the site at Central and 10th.

Fourth Street Mall

Designs are complete and construction starting in June 2014 to open 4th street Mall back up to two-way traffic, 6.5' to 16.5' foot sidewalks and patios. This will bring more possibilities for the area, including food vendors, performances and dining options such as food trucks.

District Transportation Link

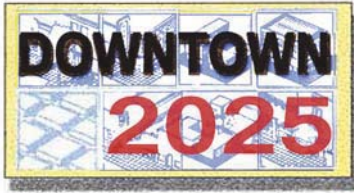
The Alvarado Transportation Center was built and serves as the district link for buses and trains. Further development could include trolleys, rental car area, taxi stands and bike rentals and/or bike share system hubs.

Magnet High School

Amy Biehl High School is now a very successful magnet school downtown.

Rail Yards Re-Use

Although the Rail Yards are not within the boundaries of the sector plan, the project has moved forward with a design team and plans for renovation and re-use. As of 2014, one of the structures, the Blacksmith Shop, had been reconditioned and made available for community events.



Silver Parking Structure (Between Gold and silver and 1st and 3rd)

A parking structure that accommodates the theater and surrounding businesses was built in this area and is well-used.

Park Once Parking Structure (South of Lomas between 1st and 2nd Streets)

This parking garage has been built and successfully serves the courthouse district

REPEALED (R-17-213 & O-17-49)



GROCERY STORE



PARK-ONCE PARKING
GARAGE



ROMA NEIGHBORHOOD INFILL HOUSING



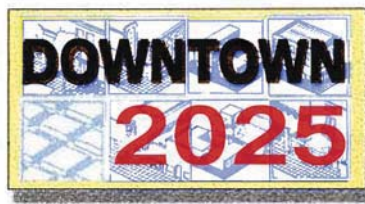
UNM STUDENT HOUSING



Downtown Arena / Stadium



West End Neighborhood Infill Housing



The *Downtown 2010 Plan* introduces a new, innovative approach to Downtown development. This Plan creates an easy four-step approach to building in Downtown.

STEP 1. DISTRICTS MAP - locate your property and the Downtown district it's in. (Color Coded)

STEP 2. DISTRICT USES MATRIX - identify which uses are permitted, regulated or prohibited in your district. (Color Coded)

STEP 3. BUILDING TYPES - identify the building types authorized for your district. (Color Coded)

STEP 4. BUILDING STANDARDS - apply the building standards applicable to your project.

Once you have gone through these four steps, you are ready to begin the **expedited** site development plan approval process.

The *Districts Map* shall be used to guide Downtown development. The *Districts Map* identifies and locates five (5) distinct Downtown districts, each with unique land uses and development characteristics. The *District Map* is color-coded to correspond to the *District Uses Matrix and Building Types chart*. By using this color-coding system, you are able to conveniently follow steps 1, 2, and 3.

The *Districts Map* strategically locates and concentrates complementary land uses within each district. The title designated for each district (Housing, Arts & Entertainment, Government, Financial & Hospitality, Warehouse, Mixed-Use) is intended to be descriptive of the primary function(s) of each district. Other compatible uses are envisioned and encouraged. The *District Uses Matrix* clearly spells out permitted, regulated and prohibited uses in each district. Regulated uses must go through the Environmental Planning Commission (EPC) process, which includes neighborhood notification.

The color-coded *Building Types* chart outlines the types of buildings to be built in each Downtown district. It is intended to provide predictability on how Downtown will develop as far as types, layout and scale of buildings. A key component of the *Downtown Plan* is to build quality urban pedestrian-friendly buildings that will stand the test of time and the multiple uses of buildings over time.

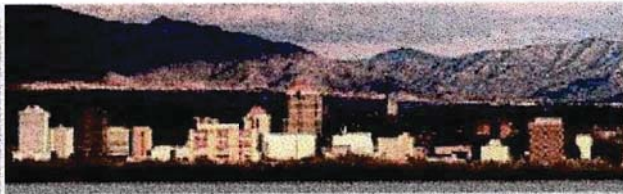
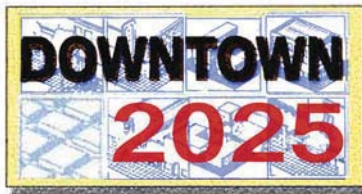
The *Building Standards* consolidates the more than 70 current standards and guidelines required for Downtown development into 21 simple building standards. The new standards are intended to be far more user-friendly and to remove much of the subjectivity in the prior standards/guidelines. Each standard is graphically illustrated and reduced to the most basic form.

The *Site Development Plan Approval Process* has been streamlined to accommodate Downtown development. For quality Downtown projects, approval will be “short of the process and long on the results.”

"The Downtown Development and Building Process is adopted to ensure that building development is predictable and real estate values are stable. This process puts the pedestrian first in all new projects and ensures that developments are compatible with each other and with the existing urban fabric. The Building Types and Development Standards set forth in this Plan are mandatory, however, the Planning Director, and/or the Director's designee, may approve minor changes or deviations from the Building Types and/or from any dimensional standard that is less than or equal to 10%. Any Deviation greater than 10% and up to 25% from any dimensional standard shall be reviewed by the EPC, which may approve or disapprove the request. Notification and advertisement shall be by the normal EPC process. The applicant shall submit a written justification that describes consistency with the Goals of the Plan as well as compatibility with surrounding development. Deviations from the requirements of this Plan are to be reviewed by the Planning Director or the EPC, and not through application to the Zoning Hearing Examiner (ZHE).

Notes: a) The Downtown Districts Map represents the Downtown Core. Surrounding neighborhoods boundaries are amended to correspond with the Downtown Core.

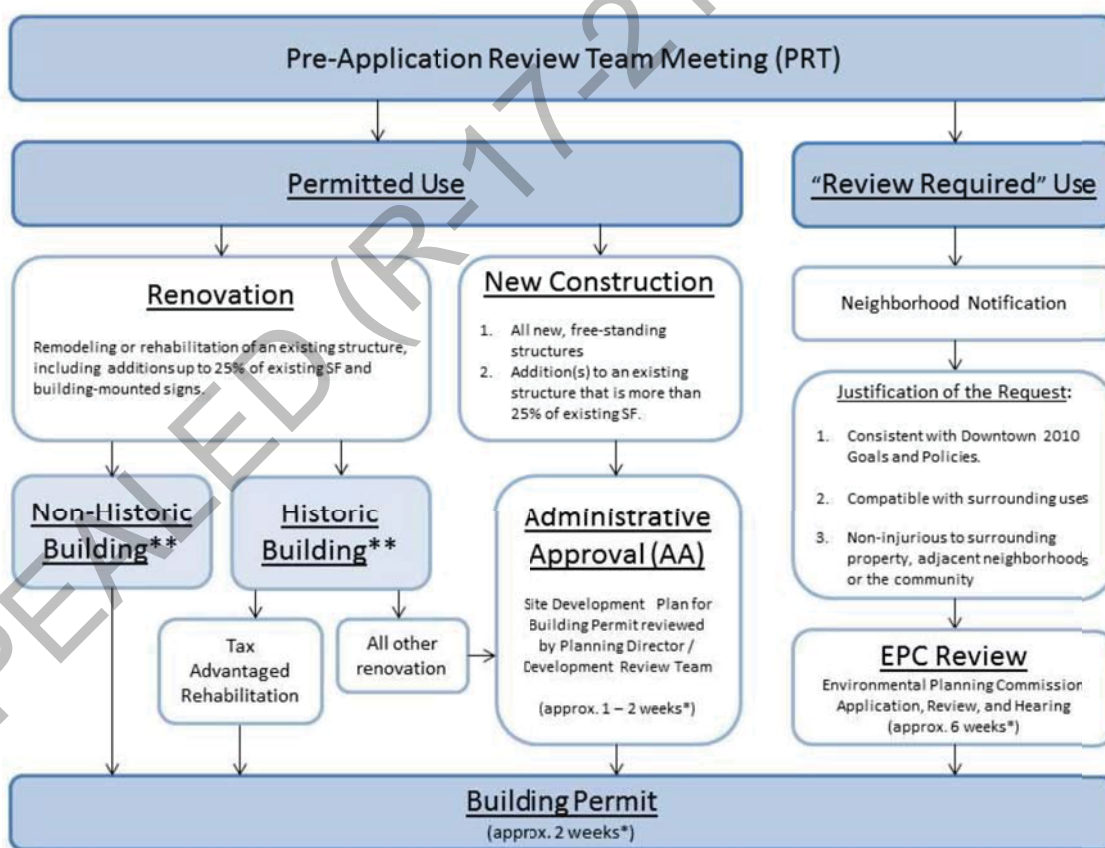
b) The Building Types and Building Standards are adopted to facilitate and encourage Downtown developments. Adherence to the types and standards within each district are required to obtain a building permit.



approval process

A proposed Downtown development will be reviewed and approved within 30 - 34 days by adhering to the District's Plan and Uses; the Building Types and Standards; and by preparing complete project documents. Below is a chart that outlines the process to obtain a building permit. It is mandatory that applicants present and discuss their project, in its entirety, with the appropriate departments at a Pre-Application Meeting. It is also critical for the applicant to understand if their proposed project is a permitted, review required, or prohibited use prior to starting the approval process, see the District Use Matrix as shown on page 32.

Permitted uses will go through either a renovation or a new construction process. "Review Required" uses must go through the Environmental Planning Commission (EPC) process and make a case as to why and how the proposed use fits into the Downtown Plan. The applicant for the proposed use must demonstrate that the use will be compatible with surrounding uses in the district and that it would not be injurious to surrounding properties, adjacent neighborhoods or the community. Neighborhood notification is required for "EPC Review Required" proposals. The EPC may approve or disapprove the proposed use. The EPC's decision is appealable to the City Council in accordance with Section 14-16-4-4 of the Zoning Code."



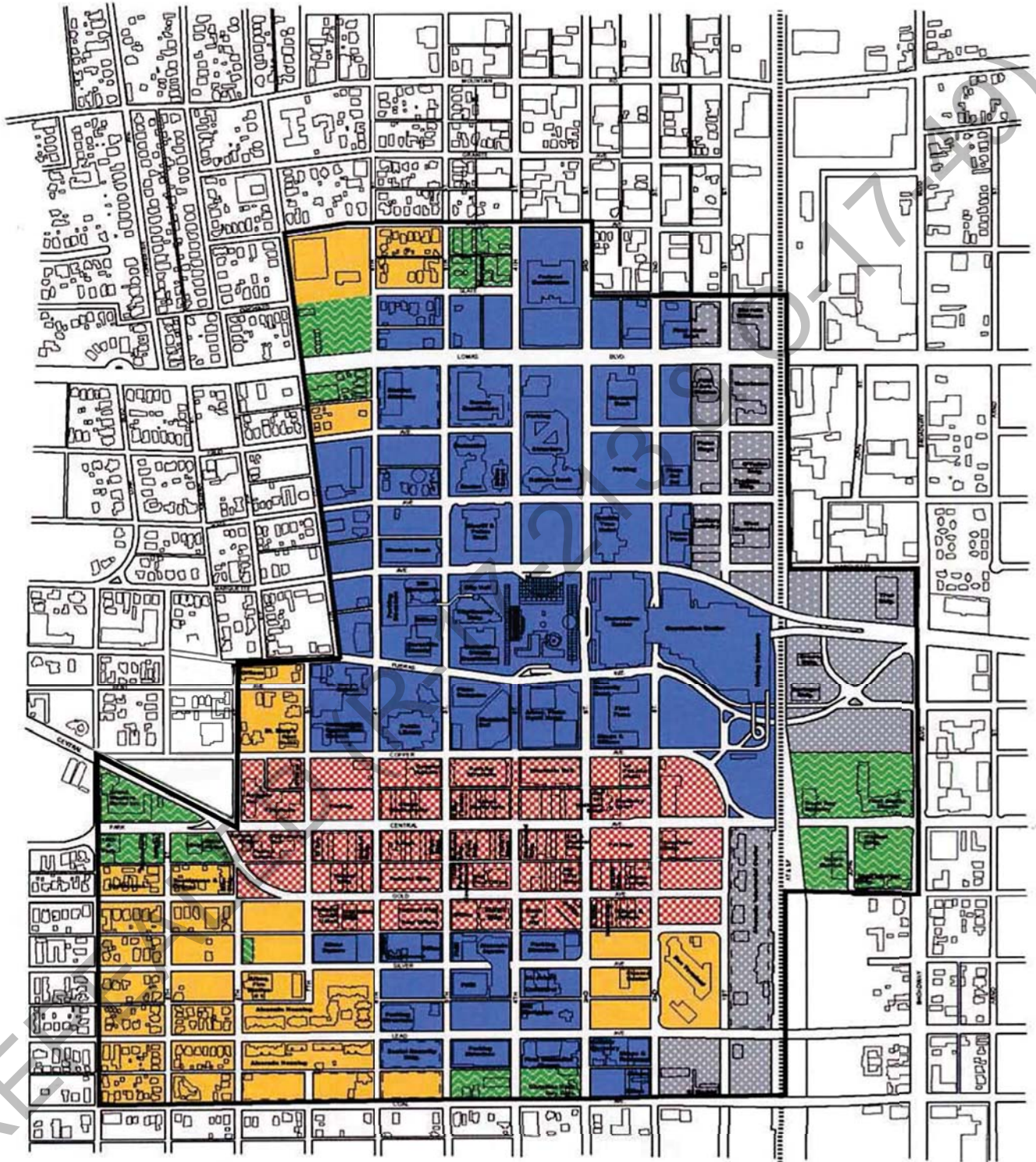
* Estimated review time begins after a complete application has been submitted

** See Page 70 to determine if building is historic or non-historic, or if it qualifies as a Tax Advantaged Rehabilitation

IMPORTANT NOTE

This Plan includes maps showing property zoning and platting which is dated as of the Plan's adoption. Refer to the Albuquerque Geographic Information System or current Zone Atlas for up-to-date zoning and platting information.

step one



0 100 200 300 400
Scale in feet

North

Housing Focus

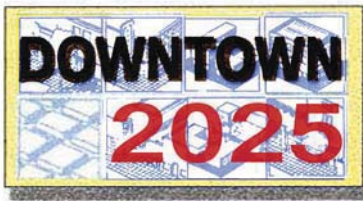
Warehouse Focus

Arts & Entertainment Focus

**Government/Financial/
Hospitality Focus**

Mixed-Use Corridor

Downtown Core



Following is a general description of each of the Downtown districts and the uses envisioned in each district:

Housing District

Residential development is allowed and encouraged in all districts of Downtown. Residential is the primary use within the Housing District. The Housing District should be medium to high density with a range of housing types: 3-4 story townhouses, 4-6 story urban apartments, housing above retail or office, housing integrated into mixed use office structures, loft apartments converted from older mercantile buildings. Other neighborhood serving retail and ancillary office activity are allowed to provide diversity but must be compatible with the residential focus of this district.

Arts and Entertainment District

The Arts & Entertainment District is the primary center for arts, entertainment, cultural, and specialty retail shopping experiences. The Arts & Entertainment District will serve as Downtown's Main Street and host a variety of activities and experiences. The ground floor of all buildings will have exciting street level arts, entertainment and retail presence in this district. Compatible office, hotel institutional, commercial and residential uses are encouraged above the street level. The street level design of buildings should be visually interesting and reinforce the image of a premier urban shopping district and entertainment district. The street level environment will be active, visually exciting and accommodating to the pedestrian. The Arts & Entertainment District is a logical location for a new arena, multi-plex theater, restaurants, clubs, and assorted visual and performing arts venues. It is the logical location for community festivals and celebrations.

Government/Financial/Hospitality District

Downtown will maintain its position as the government, financial, and hospitality center of the metropolitan region. Downtown is the seat of government for the City of Albuquerque, Bernalillo County, and regional Federal Government facilities. These and other State departments and agencies will be located Downtown. It is also the center of the federal, state and local judicial complex. Concentrate new government and private office development in this District. Locate high and medium density office development in the district. Convention and hospitality facilities are strongly encouraged to locate in this district as well. Street level retail is required in the district to provide services and street level vitality.

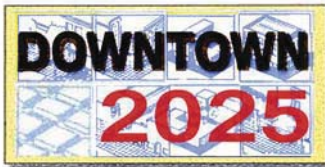
Warehouse District

The Warehouse District is a lasting remembrance of Downtown's early commercial district along the railroad. Therefore, it is important to protect its historic character by preserving the existing stock of older buildings, while promoting compatible infill development. Within the Warehouse District the reuse and rehabilitation of existing older commercial buildings is strongly encouraged. A broad range and diverse mix of uses are allowed and encouraged in the Warehouse District. These uses include: commercial, office, retail, residential, transportation and sports facilities.

Types of development envisioned for this district include mixed use buildings which combine residents with workplaces, small office blocks, outdoor sports facilities, and product showrooms. The Warehouse District offers several logical locations of an outdoor ballpark. It is an ideal location for live/work artist studios and “funky” off-beat retail and restaurant venues.

Mixed Use Corridors District

Mixed use developments are allowed and strongly encouraged for all of Downtown. No predominant or primary uses are prescribed for the Mixed Use Corridors District. This district is located on the transit corridors through Downtown (Lomas Blvd.-Central Avenue-Fourth Street). Compatible office, institutional, residential, retail, commercial, educational and other uses are encouraged along this district. These developments should be concentrated and of a density to encourage transit use along these principal corridors.



step two

The Downtown Core is zoned SU-3 Special Center. R-3 and C-2 Uses are allowed as regulated by the Comprehensive City Zoning Code as further governed by this Sector Development Plan. The Development Regulations of the R-3 and the C-2 zones, including density, setbacks, open space, etc., do not apply within the Plan area. All uses are encouraged in the Downtown, except for the prohibited uses, shown on Page 34. However, the principal uses are: residential, arts, entertainment, office, cultural, hospitality, and specialty retail. The Plan strongly encourages a mixture of compatible land uses (office/residential, retail/office, arts/entertainment). Residential development is allowed and encouraged throughout all districts of Downtown.

All types of land uses are encouraged Downtown, however certain uses are not appropriate in some districts. To assure that uses most conducive to achieving *The Plan's* objectives are developed in the appropriate districts, it is important to permit, prohibit, or regulate uses by district. There are no parking requirements in the SU-3 Special Center Zone.

The SU-3 zone creates a clear and defined (hard) boundary between the Downtown Core and surrounding neighborhoods. The Plan and zoning intent is to protect, retain, and enhance the integrity of neighborhoods surrounding the Downtown Core. Commercial and office intrusion into the surrounding neighborhoods is strongly discouraged.

Following is a general color-coded District/Use Matrix to guide in determining if a use is appropriate in a District:

	HOUSING ^①	GOVERNMENT FINANCIAL/ HOSPITALITY	WAREHOUSE	MIXED USE	ARTS & ENTERTAINMENT
RESIDENTIAL^②					
Ground Floor	P	R	P	P	R
Above Ground Floor	P	P	P	P	P
RETAIL/SERVICES	R ^③	P	P	P	P
OFFICE/INSTITUTIONAL	R ^④	P	P	P	P
WAREHOUSE/WHOLESALE	R	R	P	R	R
MANUFACTURING					
Per M-1	X	X	R ^⑤	X	X
Artisanal and Craft ^⑥	X	P	P	P	P

P = Permitted

R = Review Required

X = Prohibited

1. Housing district area between Central Avenue and Lomas Boulevard is restricted to residential development only to buffer the Downtown Neighborhood Association (DNA). The remaining housing district areas are controlled by the Uses Matrix.
2. Home occupations are allowed as regulated by the R-1 zone.
3. The purpose of *The Plan* is to encourage neighborhood serving retail.

4. The purpose of *The Plan* is to allow ancillary office activity in the Housing District.
 5. The purpose of *The Plan* is to allow manufacturing as regulated by the M-1 zone.
 6. For the purposes of this Plan, Artisanal and Craft Manufacturing shall include:
 - 1.) Makerspace, tech shop, or artisanal studio where products, including but not limited to, stone, clay, glass, ceramic, metal, textile, leather, wood, paper, plastic, electronics, or similar materials are used in the design, development, creation or testing of a resulting object that may be manufactured commercially, provided:
 - (a) Items created are primarily prototypical, specialized objects;
 - (b) All activities are conducted within a completely enclosed building;
 - (c) Activities or products will not produce odor, dust, smoke, noise, vibration, or other impacts in excess of allowed standards.
 - 2.) Brewery operated under a New Mexico Small Brewers License, provided:
 - (a) All activities are conducted within a completely enclosed building;
 - (b) Activities or products will not produce odor, dust, smoke, noise, vibration, or other impacts in excess of allowed standards.
-

Prohibited Uses

Some uses are clearly prohibited or regulated in all Downtown districts. Following is a list of those uses:

- Drive-in/drive-through facilities are not allowed, except that unenclosed outdoor seating is permitted. Existing drive-in/drive-through uses shall be legal, non-conforming uses.
- Adult amusement establishments, and adult stores are not allowed. Existing adult amusement establishments and adult stores shall be legal, non-conforming uses.
- Commercial surface parking lots are not allowed. Existing commercial surface parking lots shall be legal, non-conforming uses and must meet the landscaping, lighting, buffering and paving requirements identified in the building standards section of *The Plan*.
- Alcoholic drink sales for consumption off-premises are allowed, provided however:
 - a) there shall be no dispensing (sales) of any miniatures;
 - b) there shall be no dispensing (sales) of any fortified wines by volume of alcohol no more than twelve percent; and
 - c) there shall be no dispensing (sales) of any alcoholic beverages in broken packages (singles).

Existing establishments engaged in the sale of alcoholic drink sales for consumption off-premises shall be required to meet the above restrictions within ninety (90) days of The Plan adoption.

d) Alcoholic drink sales within 500 feet of the boundary of a residential zone in an adjacent neighborhood or within 500 feet of the boundary of any adjacent sector development plan shall be Review Required, except this provision shall not apply to a full service grocery store.

- Jails or correctional institutions are not allowed, but temporary detention facilities shall be allowed to accommodate police investigative activities and related activities.
- Off-premise free-standing signs are not permitted.
- Existing uses within the Housing district area between Central Avenue and Lomas Boulevard that are inconsistent with the District/Use Matrix are nonconforming and the City's nonconformance regulations shall apply.

	Housing	Government Financial	Warehouse	Mixed Use	Arts Entertainment
TYPE 'A'					
TYPE 'B'					
TYPE 'C'					
TYPE 'D'					
TYPE 'E'					
TYPE 'F'					
TYPE 'G'					
TYPE 'M'					
TYPE 'N'					
TYPE 'O'					
TYPE 'P'					
TYPE 'Q'					

URBAN REGULATIONS

PLACEMENT:

1. Lot Width: 50 ' minimum

PARKING:

1. Rear yard garages
2. Access: through alley

HEIGHT AND PROFILE:

1. Height: 2 stories maximum

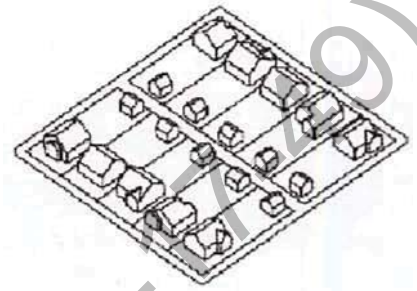
EXAMPLES:

1. Residential and Professional Office; Studio Apartments; Guest Cottages

SAMPLE BLOCK PLAN



BIRD'S EYE VIEW



TYPE DESCRIPTION

Free Standing, single unit housing with rear yard garages and studio apartment.

A - SINGLE UNIT

EXAMPLES:



URBAN REGULATIONS

PLACEMENT:

1. Lot Width: 50 ' minimum

PARKING:

1. Rear yard garages
2. Access: through alley

HEIGHT AND PROFILE:

1. Height: 2 stories maximum

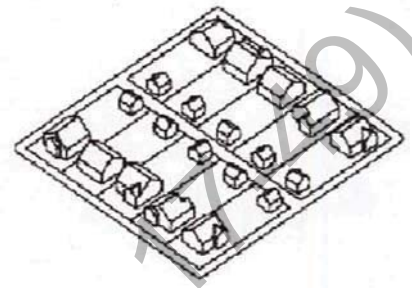
EXAMPLES:

1. Residential and Professional Office; Studio Apartments; Guest Cottages; Workshops above Garages

SAMPLE BLOCK PLAN



BIRD'S EYE VIEW



TYPE DESCRIPTION

Free Standing, duplex unit housing with rear yard garages and studio apartments.

B- DUPLEX

EXAMPLES:



URBAN REGULATIONS

PLACEMENT:

1. Lot Width: 20-50'

PARKING:

1. Rear yard garages
2. Access: through alley

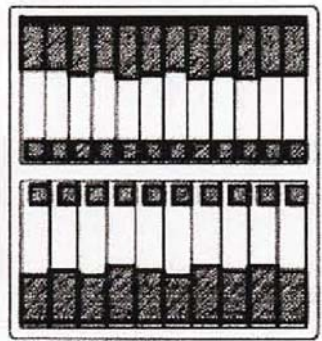
HEIGHT AND PROFILE:

1. Height: 3 stories maximum

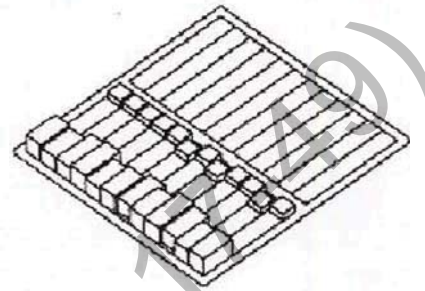
EXAMPLES:

1. Residential and Professional Office; Studio Apartments; Guest Cottages; Workshops above Garages

SAMPLE BLOCK PLAN



BIRD'S EYE VIEW



TYPE DESCRIPTION

"Zero" lot line townhouses with rear yard garages and studio apartments.

C- TOWNHOUSES

EXAMPLES:



URBAN REGULATIONS

PLACEMENT:

1. Lot Width: 20-50'

PARKING:

1. Half-level underground and surface
2. Access: through alley

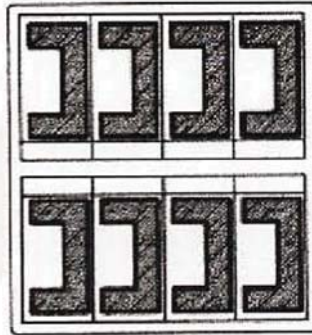
HEIGHT AND PROFILE:

1. 3 stories maximum with setback beginning at second story

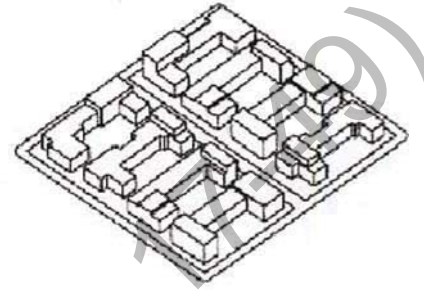
EXAMPLES:

1. Residential flats over twostory Townhouses

SAMPLE BLOCK PLAN



BIRD'S EYE VIEW

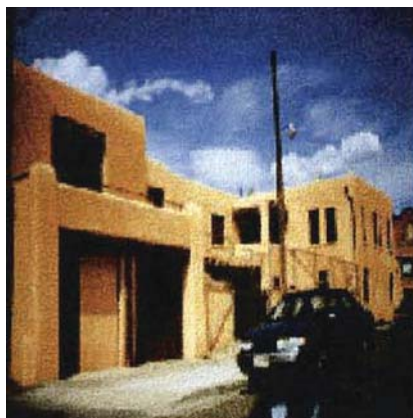


TYPE DESCRIPTION

Flats above two-story townhouses facing sideyard courts.

D- SIDEYARD

EXAMPLES:



URBAN REGULATIONS

PLACEMENT:

1. Lot Width: 100' minimum

PARKING:

1. Half-level underground
2. Access: through alley

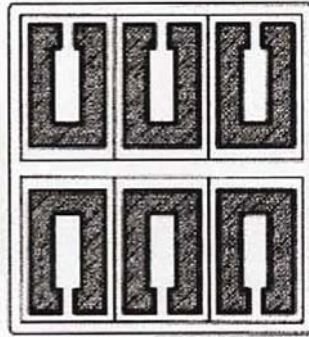
HEIGHT AND PROFILE:

1. Height: 2 stories maximum

EXAMPLES:

1. Residential flats over two- story townhouses

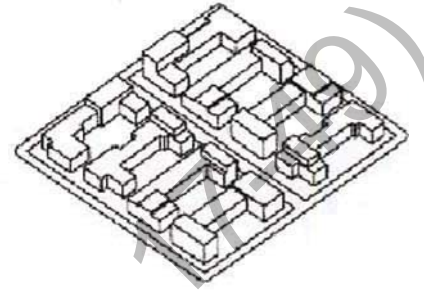
SAMPLE BLOCK PLAN



TYPE DESCRIPTION

Flats above two-story townhouses facing interior courts.

BIRD'S EYE VIEW



D - SIDEYARD

EXAMPLES:



URBAN REGULATIONS

PLACEMENT:

1. Lot Width: 300'

PARKING:

1. Half-level underground for residential flats and garages on grade for townhouses
2. Access: through alley

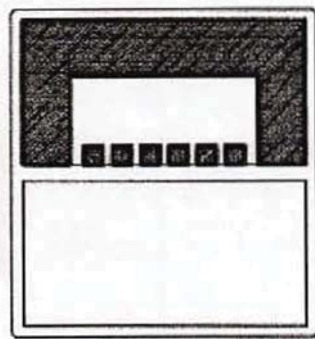
HEIGHT AND PROFILE:

1. Height: 4 stories maximum with a stepback beginning after the first, second or third story.

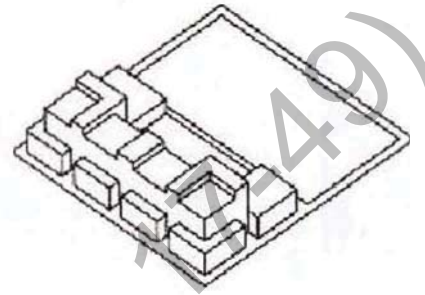
EXAMPLES:

1. Two-story residential flats over two-story townhouses

SAMPLE BLOCK PLAN



BIRD'S EYE VIEW

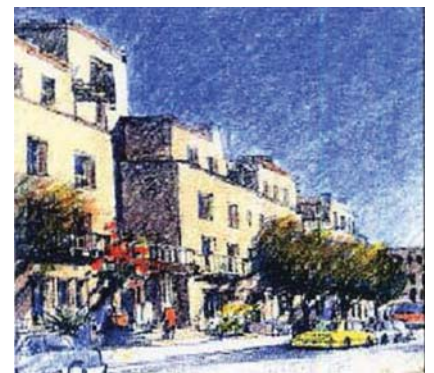


TYPE DESCRIPTION

Two-story flats over two-story townhouses over partially submerged parking garages.

D - SIDEYARD

EXAMPLES:



URBAN REGULATIONS

PLACEMENT:

1. Lot Width: 300' or 150
2. Lot Depth: 142' maximum

PARKING:

1. Half-level underground garage podium, or full-level garage podium with retail or office liner
2. Access: through alley

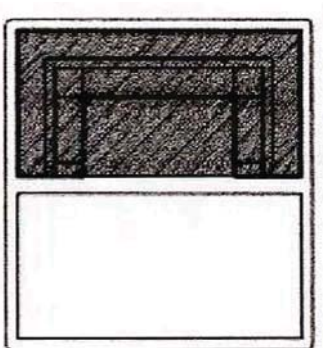
HEIGHT AND PROFILE:

1. Height: 8 stories maximum with a stepback beginning after the first, second or third story

EXAMPLES:

1. Commercial or Retail on principal street frontage with double-loaded residential apartments above

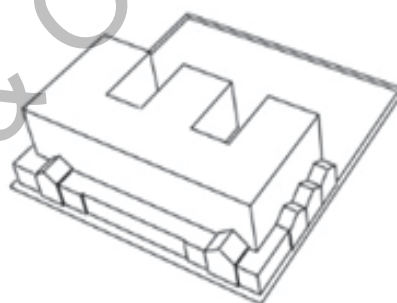
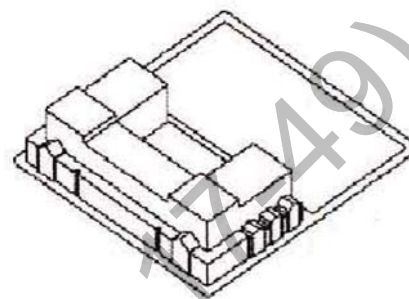
SAMPLE BLOCK PLAN



TYPE DESCRIPTION

Apartments on double-loaded corridors over storefront lofts over partially submerged parking garage .

BIRD'S EYE VIEW



G - MIDRISE PODIUM

EXAMPLE:



URBAN REGULATIONS WRAPPER BUILDING

PLACEMENT:

1. Lot Width: 300'
2. Street Frontage: 90% minimum articulated at 25', 50', or 75' increments
3. Lot Depth: 142' to alley at mid-block
4. Building Depth: 20' minimum, 40' preferred
5. Recessed comers shall not exceed 10% of street frontage

PARKING:

1. Types: Interior surface lot, interior garage, or "park-once" garage
2. Access: through alley

HEIGHT AND PROFILE:

1. Street Frontage Height: 3 stories at block centers and 7 stories at street comers
2. Setback: 0'

EXAMPLES:

1. Commercial or Retail on street frontage with mixed-use housing or office lofts above

INTERIOR BUILDING

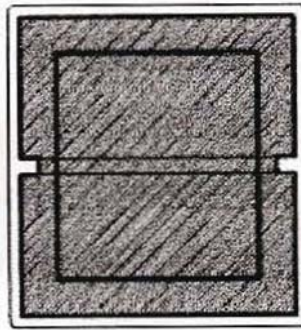
HEIGHT AND PROFILE:

1. Height: No restrictions
2. Setback: 20' minimum with 40' preferred

EXAMPLES:

1. Parking; Cinema; "BigBox"
Retail; Office; Hotel; Residential

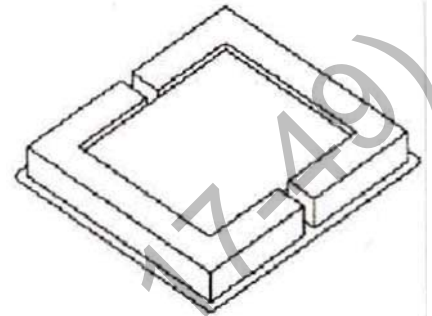
SAMPLE BLOCK PLAN



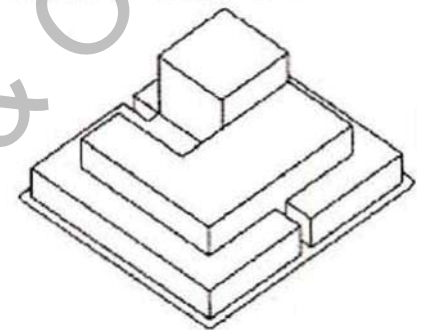
TYPE DESCRIPTION

Two-story flats over two-story townhouses over partially sub merged parking garages.

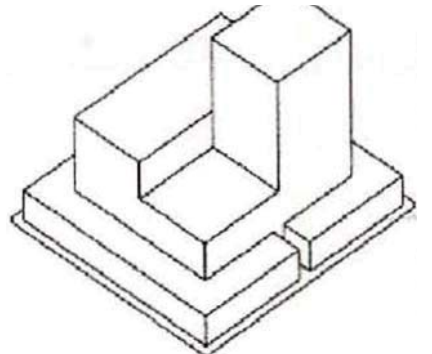
BIRD'S EYE VIEW



M -1 FULL BLOCK LOW-RISE



M -1 FULL BLOCK MID-RISE
(FRANCISCAN HOTEL TYPE)



M -1 FULL BLOCK MID-RISE
(HYATT HOTEL TYPE)



URBAN REGULATIONS WRAPPER BUILDING

PLACEMENT:

1. Lot Width: 300'
2. Street Frontage: 90% minimum articulated at 25', 50', or 75' increments
3. Lot Depth: 142' to alley at mid-block
4. Building Depth: 20' minimum, 40' preferred
5. Recessed comers shall not exceed 10% of street frontage

PARKING:

1. Types: Interior surface lot, interior garage, or "park-once" garage
2. Access: through alley

HEIGHT AND PROFILE:

1. Street Frontage Height 3 stories at block centers and 7 stories at street comers
2. Setback: 0'

EXAMPLES:

1. Commercial or Retail on street frontage with mixed-use housing or office lofts above

INTERIOR BUILDING

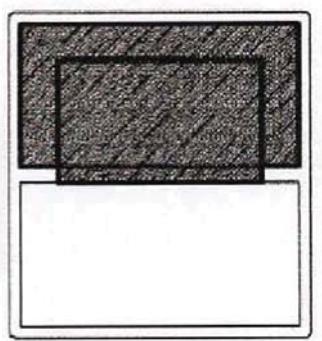
HEIGHT AND PROFILE:

1. Height No restrictions
2. Setback: 20' minimum with 40' preferred

EXAMPLES:

1. Parking: Cinema; "BigBox" Retail; Office; Hotel; Residential

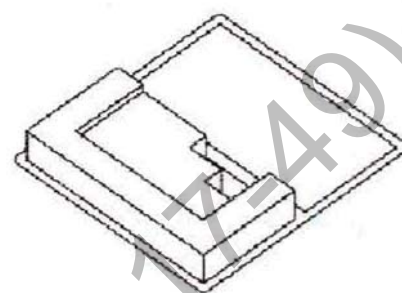
SAMPLE BLOCK PLAN



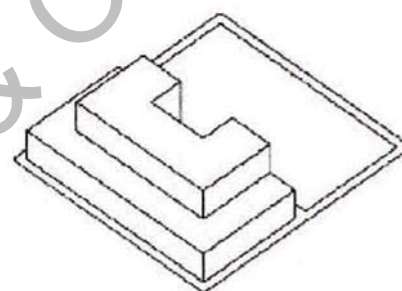
TYPE DESCRIPTION

Large floor plate structure surrounded by low-scale "wrapper" or "liner" buildings at street frontage located on a half-block.

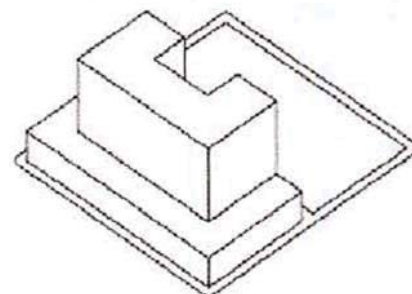
BIRD'S EYE VIEW



N-1 1/2 BLOCK LOW RISE



N-2 1/2 BLOCK MID-RISE



N-2 1/2 BLOCK HIGH RISE



URBAN REGULATIONS WRAPPER BUILDING

PLACEMENT:

1. Lot Width: 150'
2. Street Frontage: 90% minimum articulated at 25', 50', or 75' increments
3. Lot Depth: 142' to alley at mid-block
4. Building Depth: 20' minimum, 40' preferred
5. Recessed comers shall not exceed 10% of street frontage

PARKING:

1. Types: Interior surface lot, interior garage, or "park-once" garage
2. Access: through alley

HEIGHT AND PROFILE:

1. Street Frontage Height 3 stories at block centers and 7 stories at street comers
2. Setback: 0'

EXAMPLES:

1. Commercial or Retail on street frontage with mixed-use housing or office lofts above

INTERIOR BUILDING

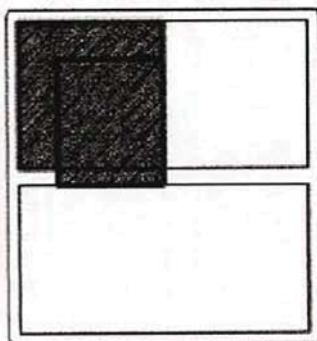
HEIGHT AND PROFILE:

1. Height No restrictions
2. Setback: 20' minimum with 40' preferred

EXAMPLES:

1. Parking: Cinema; "BigBox" Retail; Office; Hotel; Residential

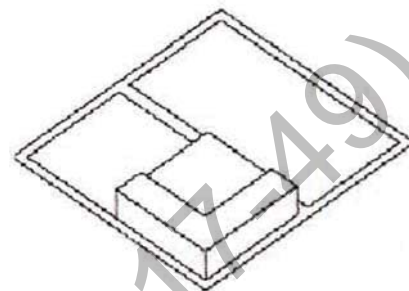
SAMPLE BLOCK PLAN



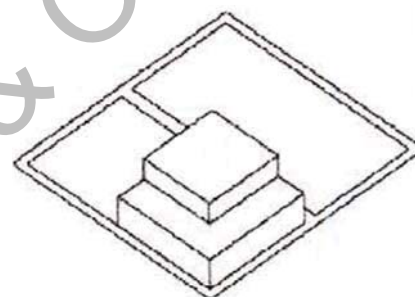
TYPE DESCRIPTION

Large floor plate structure surrounded by low-scale "wrapper" or "liner" buildings at street frontage located on a quarter-block.

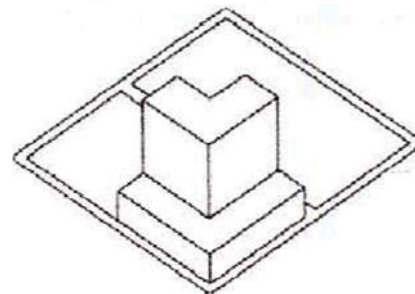
BIRD'S EYE VIEW



O-1 1/4 BLOCK LOW RISE



O-2 1/4 BLOCK MID-RISE



O-2 1/4 BLOCK HIGH RISE
(LA POSADA HOTEL TYPE)



URBAN REGULATIONS WRAPPER BUILDING

PLACEMENT:

1. Lot Width: 25', 50', or 75'
2. Street Frontage: 90% minimum
3. Lot Depth: 142' maximum

PARKING:

1. Convenience and service parking alley also required at "Park-Once" garages
2. Access: through alley

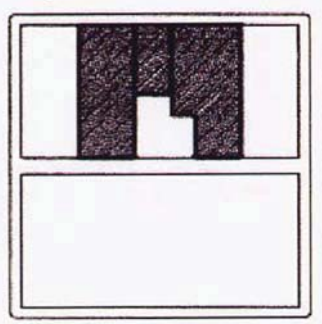
HEIGHT AND PROFILE:

1. Street Frontage Height: 3 stories maximum and 7 stories 20' from street frontage
2. Setback: 0', 20' at 3rd Level and up

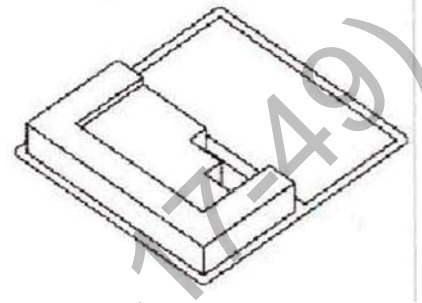
EXAMPLES:

1. Commercial or Retail on street frontage with mixed-use housing or office lofts above

SAMPLE BLOCK PLAN



BIRD'S EYE VIEW

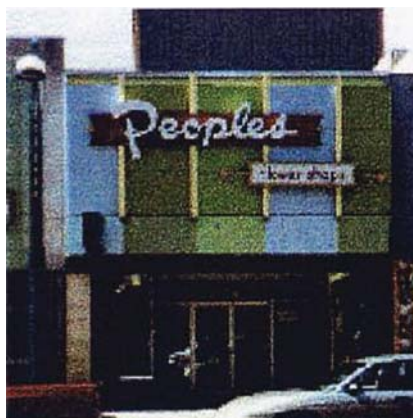


TYPE DESCRIPTION

Infill buildings located on midblocks.

P- MID-BLOCK (CENTRAL AVENUE TYPE)

Examples:



URBAN REGULATIONS WRAPPER BUILDING

PLACEMENT:

1. Lot Width: 50', 75' or 100'
2. Street Frontage: 90% minimum
3. Lot Depth: 142' maximum

PARKING:

1. Convenience and service parking at alley
2. Access: through alley

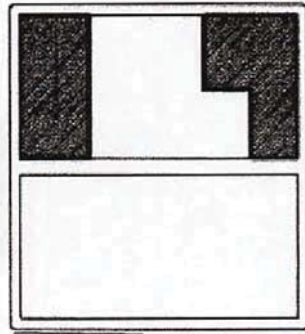
HEIGHT AND PROFILE:

1. Street Frontage Height: 7 stories maximum
2. Setback: 0'

EXAMPLES:

1. Commercial or Retail on street frontage with mixed-use housing or office lofts above

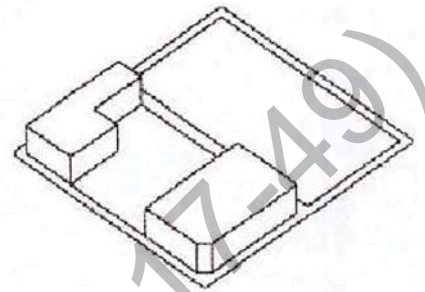
SAMPLE BLOCK PLAN



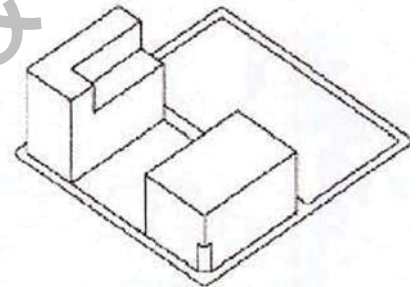
TYPE DESCRIPTION

Infill buildings located on street corner lots.

BIRD'S EYE VIEW



Q-1 END BLOCK LOW-RISE (WOOLWORTH TYPE)



Q-2 END BLOCK MID-RISE (SUNSHINE BUILDING TYPE)

Examples:





The Downtown should serve as Albuquerque's urban main street experience. Street level designs of buildings should be visually interesting and reinforce the image of downtown as a premier urban district. All buildings shall have street level windows, window boxes, entrances, and architectural details.

A. Building and Street Relationships

Standard 1: Access

Standard 2: Building Entrances

B. Pedestrian Orientation and Parking

Standard 1: Blank Walls

Standard 2: Architectural Details

Standard 3: Sidewalks

Standard 4: Street Trees

Standard 5: Surface Parking

Standard 6: Parking Garages

Standard 7: Combined Blocks

C. Plazas and Courtyards

Standard 1: Street-Level Orientation

Standard 2: Security and Lighting

D. Building Facades

Standard 1: Open Building Frontage

Standard 2: Setbacks

Standard 3: Building Alignment on Central Avenue

Standard 4: Corner Buildings

Standard 5: Texture and Pattern on Building
Facades on Central Avenue**E. Lighting and Signage**

Standard 1: Exterior Lighting Plan

Standard 2: Neon Lighting for Buildings on
Central Avenue

Standard 3: Safety and Visibility

Standard 4: Marquee

F. Historic Preservation

Standard 1: Preserving Facades

INTENT

Provide unobstructed access from sidewalks to buildings used by the general public.

Example 1 *Commercial Not Permitted*



Example 2

Residential



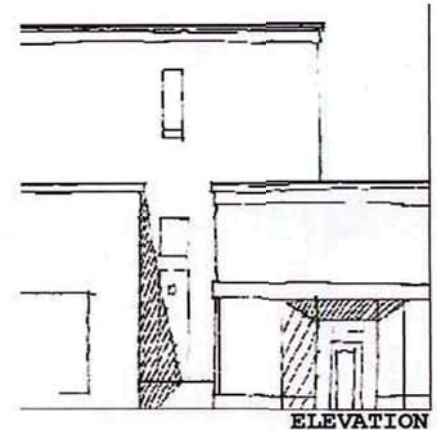
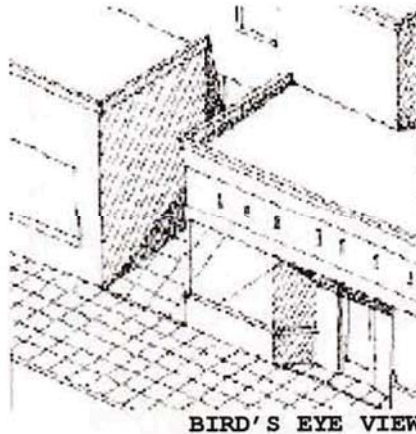
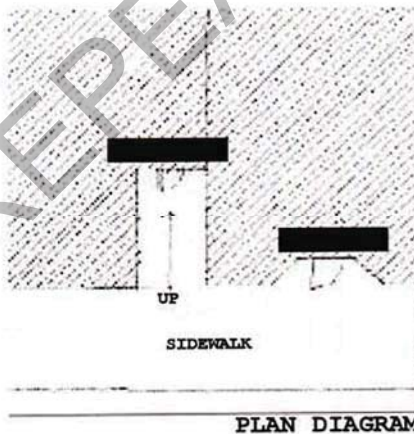
Example 3

Commercial



STANDARD

Public Access to commercial and governmental buildings shall be provided at sidewalk grade. The primary floor of , and access to, residential structures may be elevated.

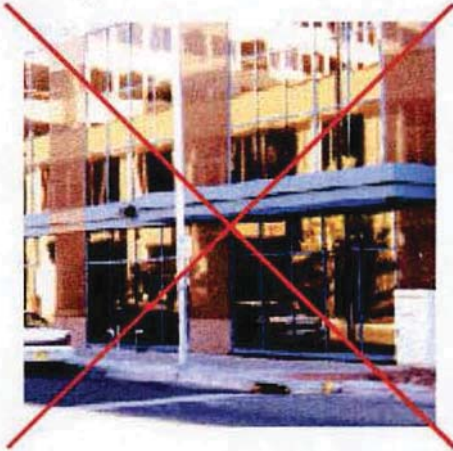


INTENT

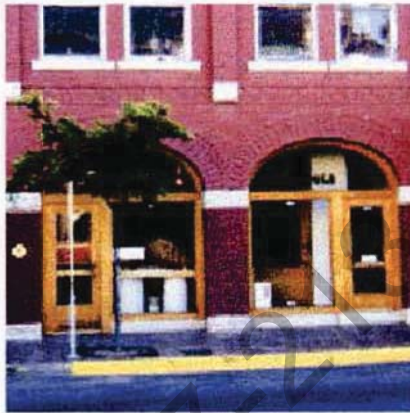
Provide safe and easy passage from the public realm into individual buildings.

Example 1

Not Permitted



Example 2

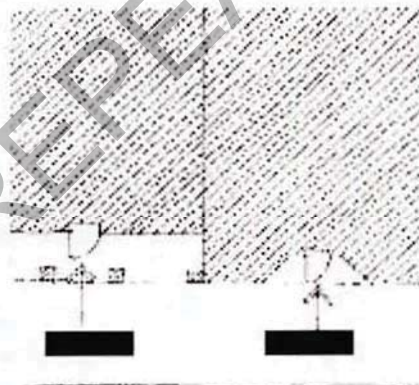


Example 3

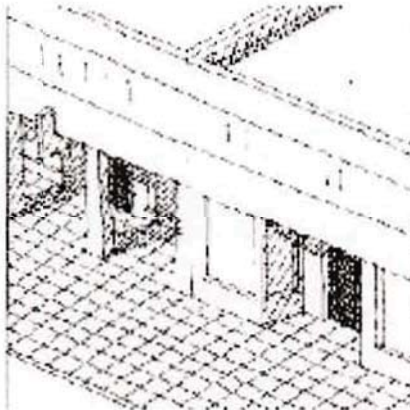


STANDARD

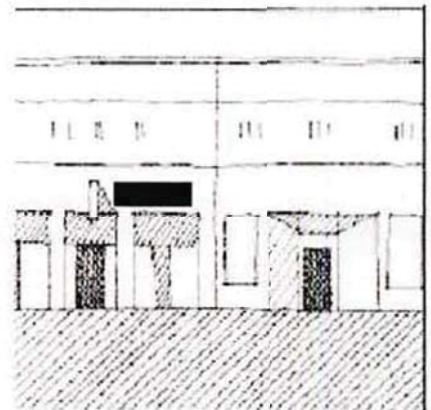
The front doors of all buildings shall be visible from the street. If located more than 10 feet from the front building line, their location must be reinforced with additional graphics, lighting, marquees or canopies.



PLAN DIAGRAM



BIRD'S EYE VIEW



ELEVATION

INTENT

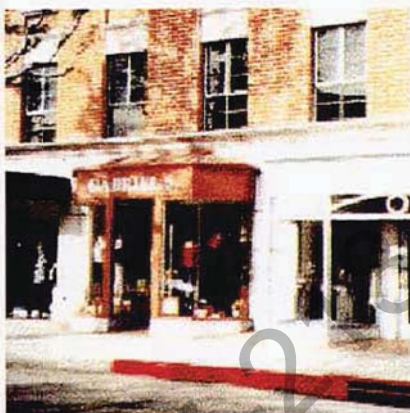
Provide interest for the pedestrian at the ground level of buildings by limiting unembellished solid walls.

Example 1

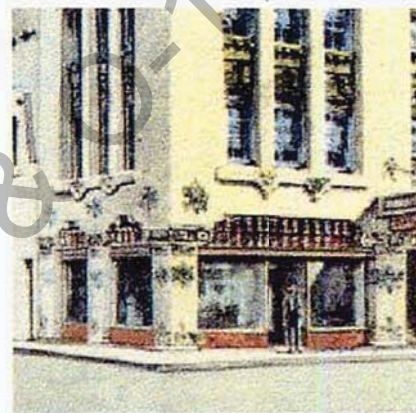
Not Permitted



Example 2

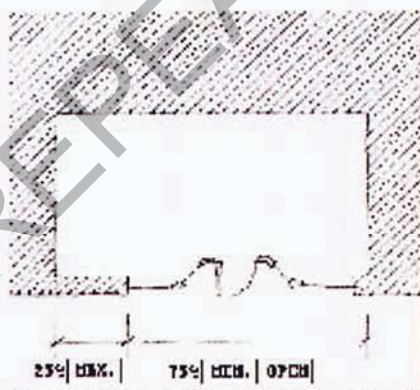


Example 3

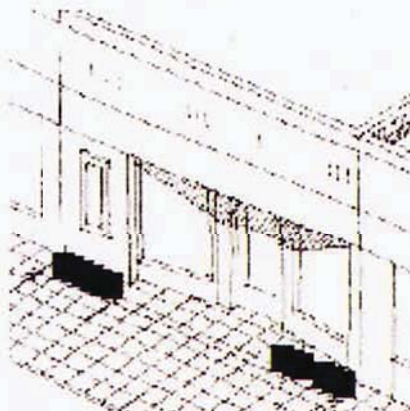


STANDARD

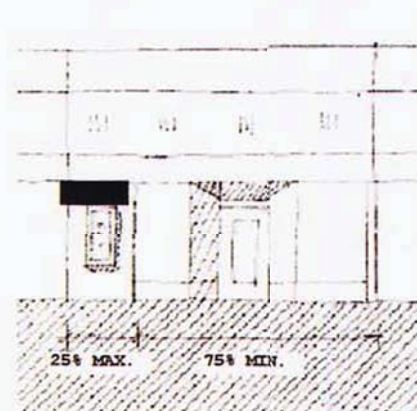
Blank walls in excess of 25% or 10 continuous feet of the frontage of the property shall not be used at the street level. Blank walls must contain architectural relief such as expressive details, blind windows, murals, etc.



PLAN DIAGRAM



BIRD'S EYE VIEW



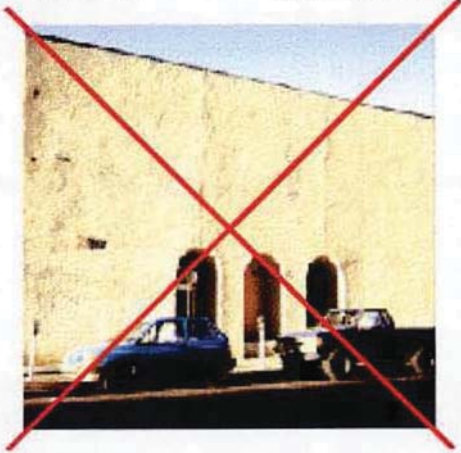
ELEVATION

INTENT

Provide interest for the pedestrian at the ground level of buildings through detailing at close view.

Example 1

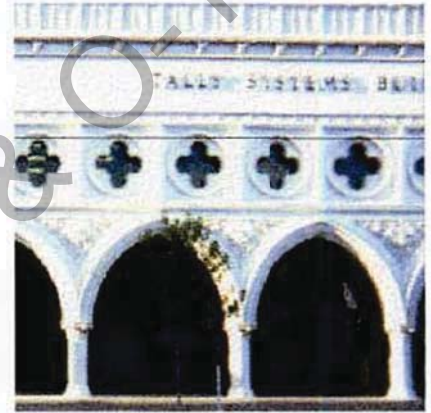
Not Permitted



Example 2

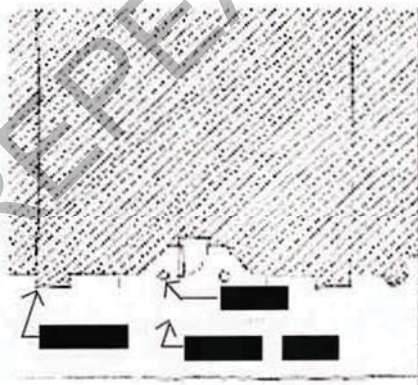


Example 3

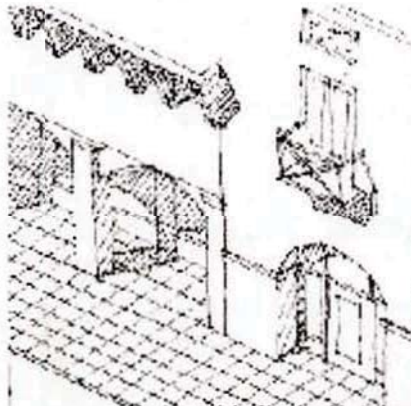


STANDARD

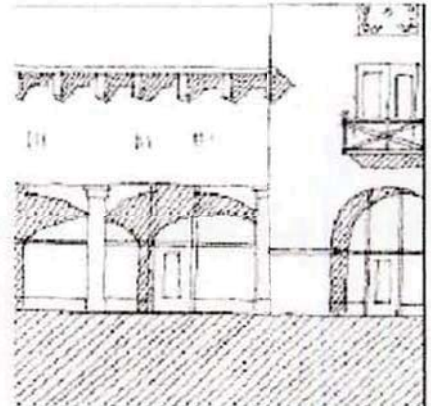
All buildings shall provide scale-defining architectural elements or details at the first two floor levels minimum, such as windows, spandrels, awnings, por-ticos, pediments, cornices, pilasters, columns and balconies.



PLAN DIAGRAM



BIRD'S EYE VIEW



ELEVATION

INTENT

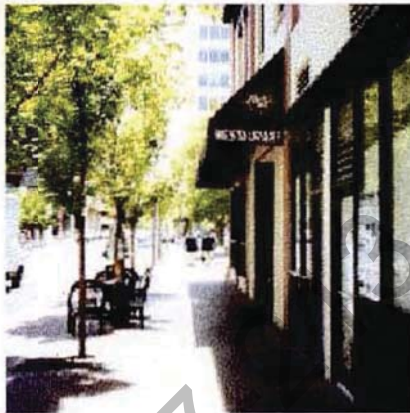
Allow sufficient room for pedestrian passage and additional use of sidewalk such as cafe tables.

Example 1

Not Permitted



Example 2

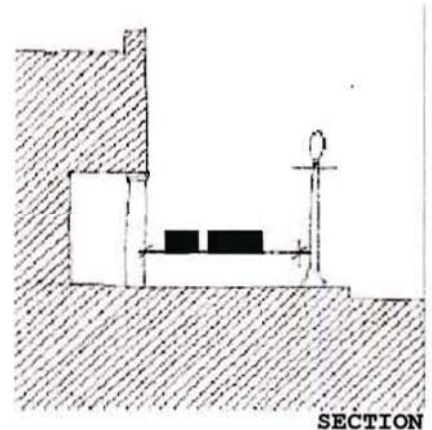
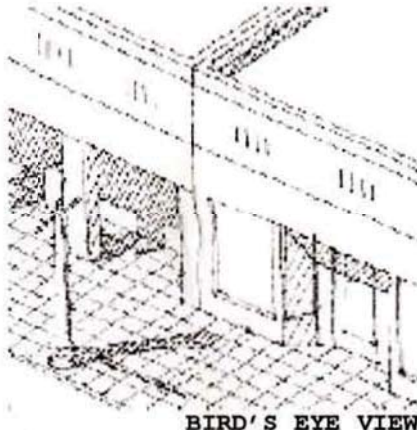
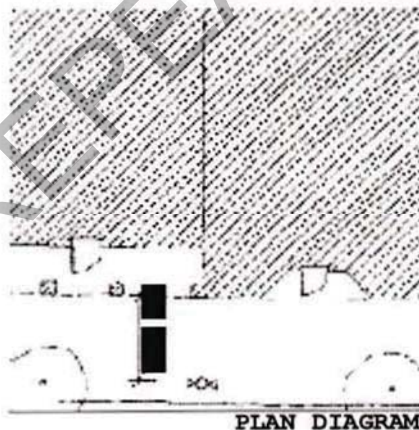


Example 3



STANDARD

Width of sidewalks shall be maximized within the available right-of-way. A minimum of 48" of the sidewalk must be clear of any obstruction for the entire length of the property.



INTENT

Create shaded sidewalks and vertical landscape throughout the downtown.

Example 1

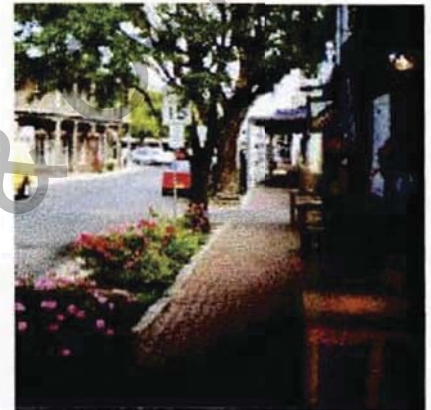
Not Permitted



Example 2

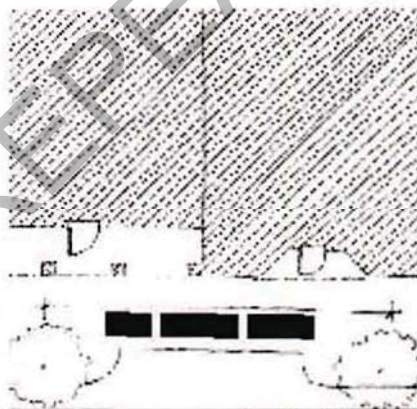


Example 3

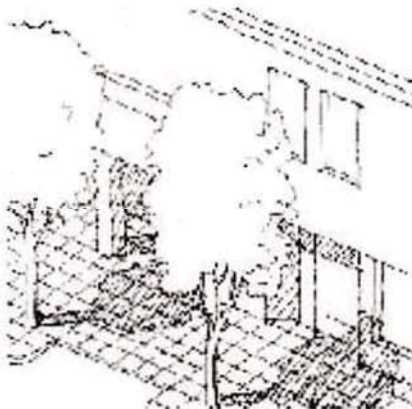


STANDARD

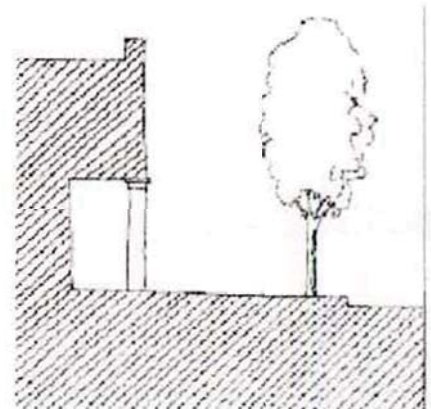
Street trees must be provided to the extent that the sidewalk width permits. Selection shall be from the approved list of Downtown street trees and shall be consistent with the established landscape palette.



PLAN DIAGRAM



BIRD'S EYE VIEW



SECTION

INTENT

Streets and sidewalks lined with buildings rather than parking lots.

Example 1

Not Permitted



Example 2

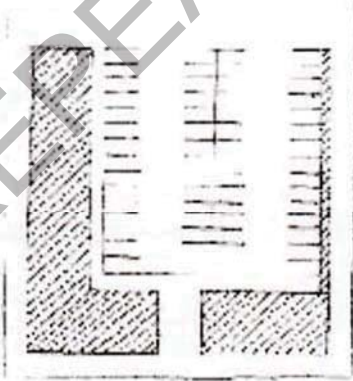


Example 3

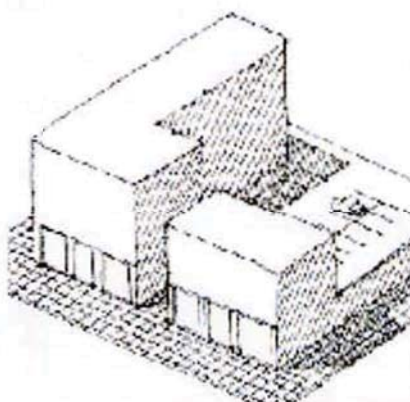


STANDARD

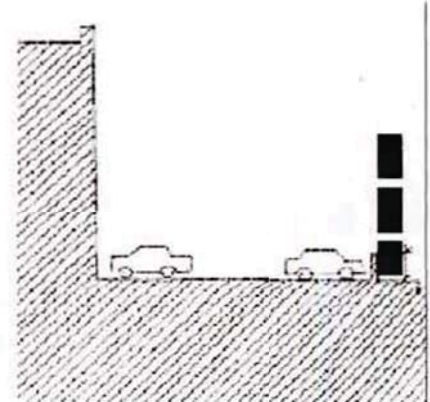
- A. On Central Avenue (between 1st Street and 8th Street) surface parking must be located behind buildings.
- B. Elsewhere in the Downtown, surface parking can not be between the building and the front property line. Parking between the building and the side lot line must be screened from the street by a solid fence or wall at a minimum height of 48".
- C. Shared parking is strongly encouraged.
- D. There is no minimum requirement for parking downtown.
- E. At least 15% of the ground area of parking lots (including driveways) shall be devoted to landscaping along the street right-of-way.



PLAN DIAGRAM



BIRD'S EYE VIEW



SECTION

INTENT

Parking garages that contribute to pedestrian life through ground level use, scale and detail.

Example 1

Not Permitted



Example 2

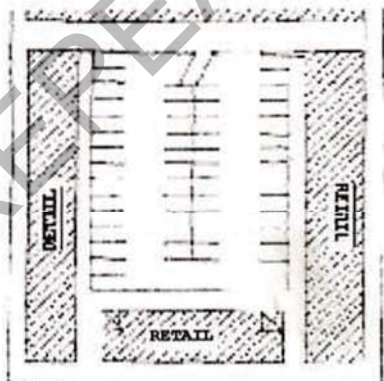


Example 3

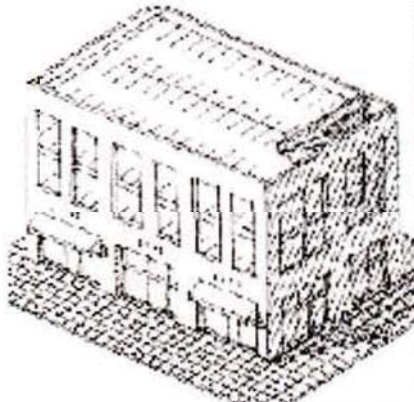


STANDARD

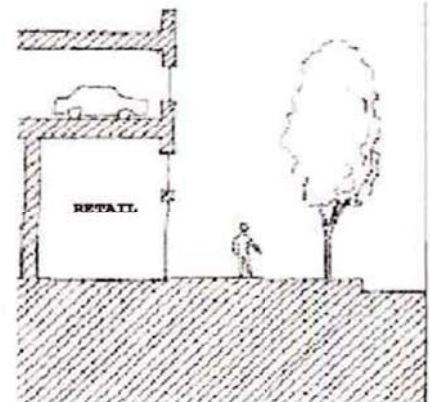
Parking garages must have a minimum of 50% of their sidewalk frontage along the street (excluding the ingress and egress) designed as retail, commercial or office space. The entire first floor, floor to ceiling height, shall be designed to accommodate future retail, commercial or office uses. There is no minimum depth required for retail, commercial or office uses. Interim uses could include news stands, flower shops, ATM's, display windows, telephone booths, payment boxes, etc.



PLAN DIAGRAM



BIRD'S EYE VIEW



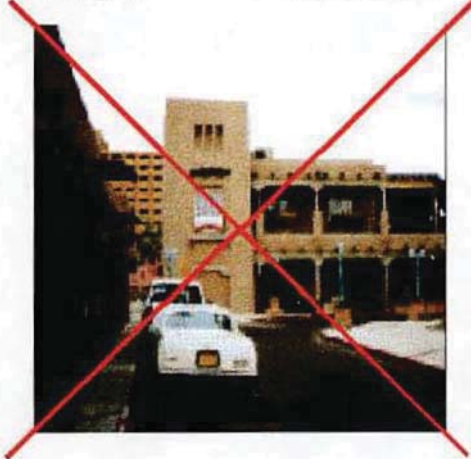
SECTION

INTENT

To keep the traditional Downtown grid of streets and alleys intact, for maximum pedestrian choice and activity.

Example 1

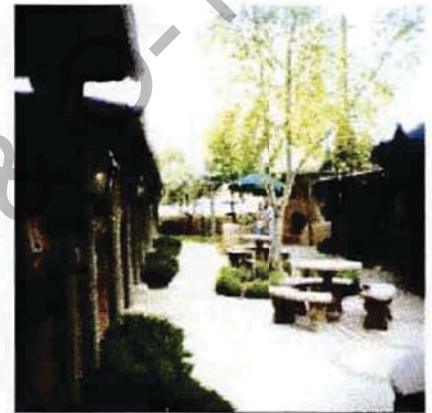
Not Permitted



Example 2

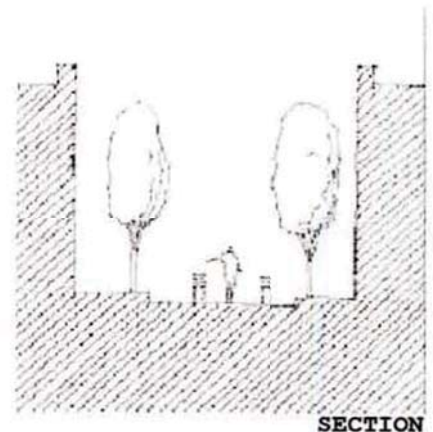
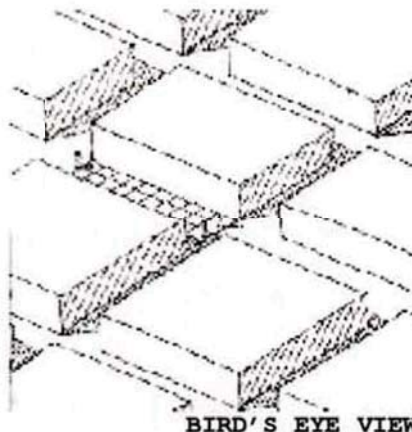
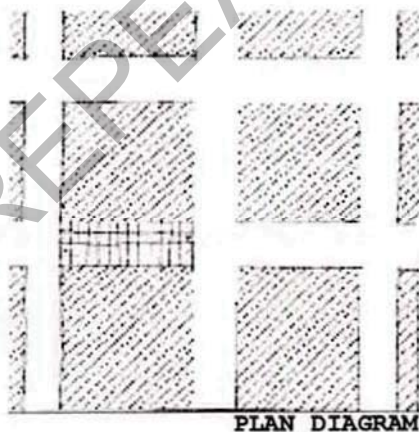


Example 3



STANDARD

If the traditional street grid is broken for development, pedestrian connections shall be established to replace those vacated. These connections shall be a continuation of the existing grid and allow for service access.



INTENT

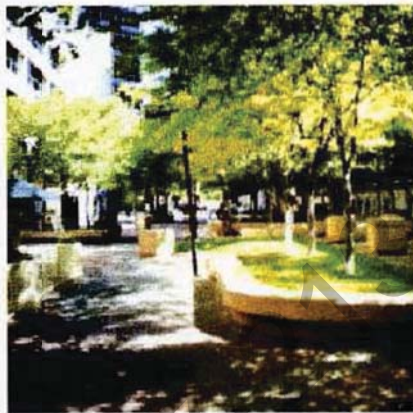
To make a seamless connection between the sidewalks at the street and courtyards and plazas towards the interior of the block.

Example 1

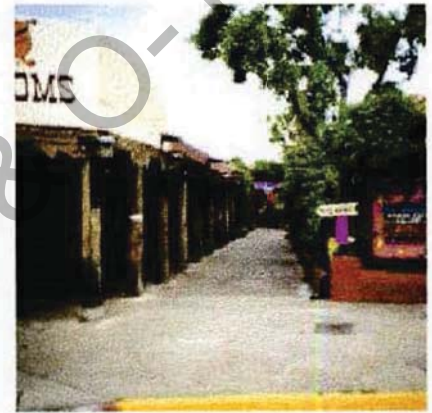
Not Permitted



Example 2

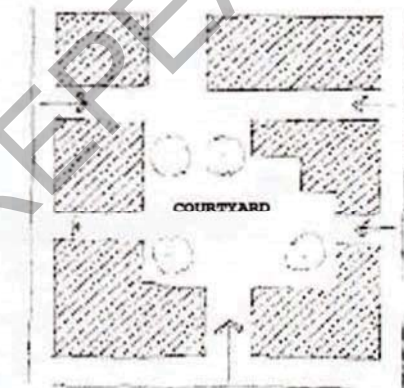


Example 3

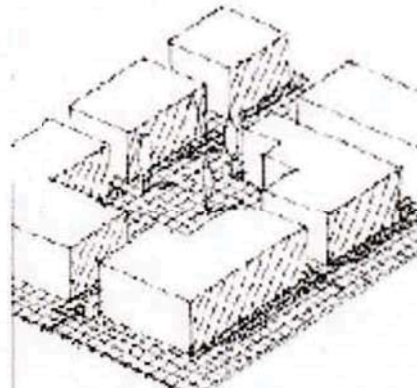


STANDARD

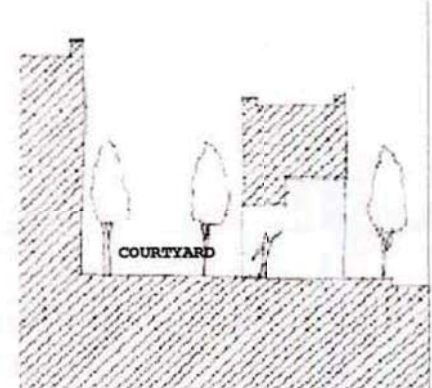
Plazas designed to be accessible to the public shall be constructed at sidewalk grade. Access to these plazas shall be highly visible, well developed and connected to the street system or to other planned or developed public spaces.



PLAN DIAGRAM



BIRD'S EYE VIEW



SECTION

INTENT

Provide a safe and welcoming connection between the sidewalks at the street and courtyards and plazas toward the interior of the block.

Example 1

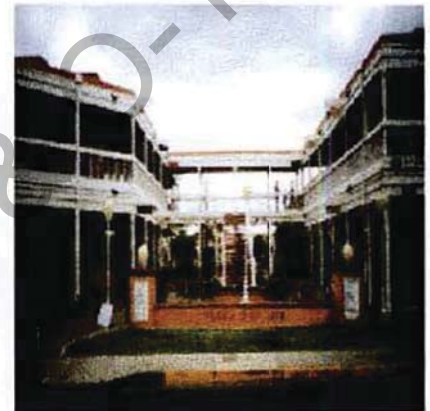
Not Permitted



Example 2

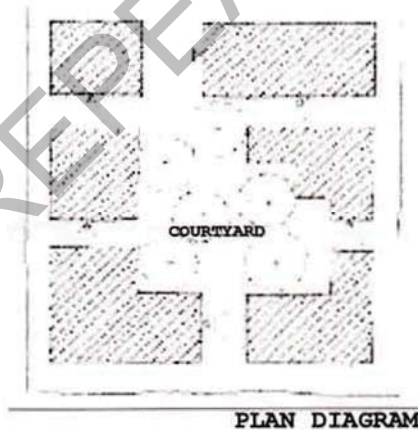


Example 3

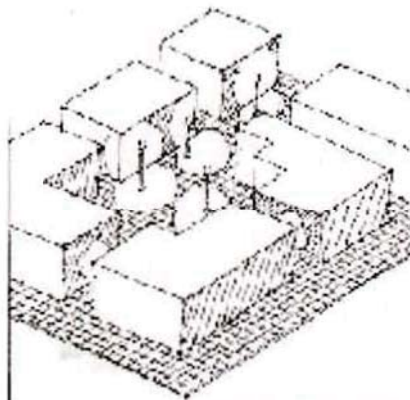


STANDARD

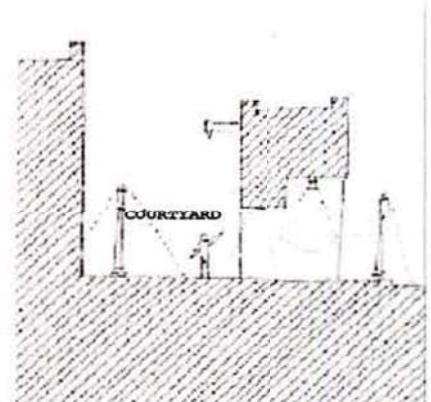
Plaza and courtyard spaces, shall provide pedestrian connections to streets and other planned or developed plazas and courtyards. These connections shall be safe secure through the use of adequate pedestrian lighting. This lighting should accent the ground plane and the building facades.



PLAN DIAGRAM



BIRD'S EYE VIEW



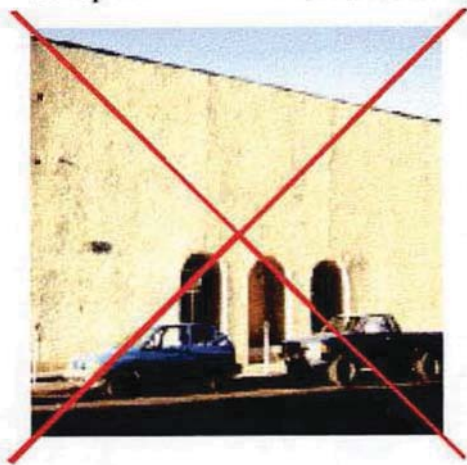
SECTION

INTENT

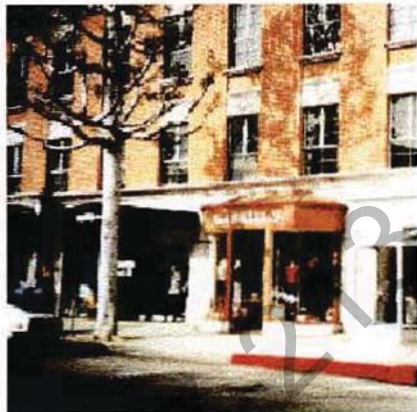
To visually extend the pedestrian's realm and provide interest along the sidewalk, as well as allowing people inside opportunity to observe the passing street scene.

Example 1

Not Permitted



Example 2



Example 3

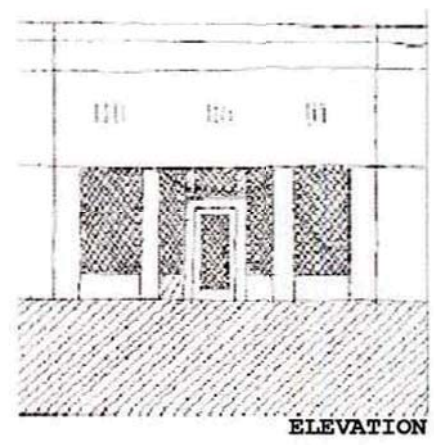
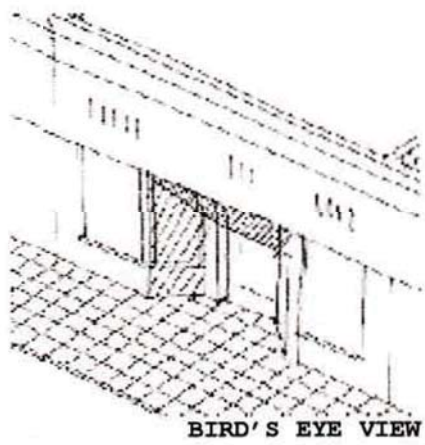
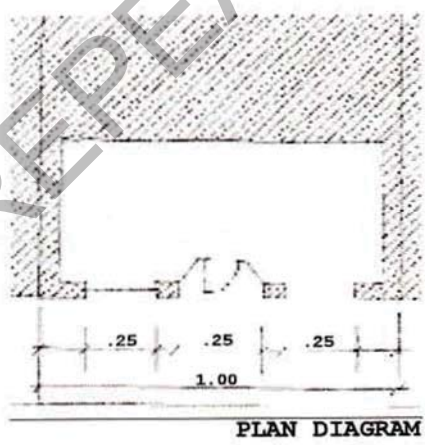


STANDARD

A minimum of 75% of commercial building frontage on the first floor level shall be transparent.

"Open Frontage" includes window display areas, or other transparent material.

"Transparent" is defined as the material that permits easy viewing into the building from the sidewalk. The material shall be transparent from a minimum distance of 3 feet. Reflective glass shall not be used at the first floor level.



INTENT

The creation of a continuous street wall without significant breaks that defines the public space of the street.

Example 1

Not Permitted



Example 2

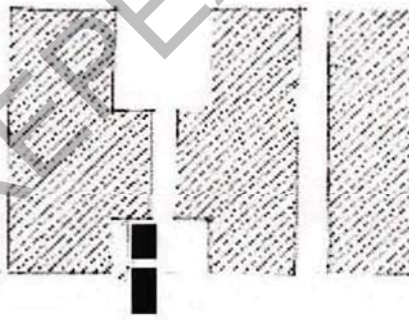


Example 3

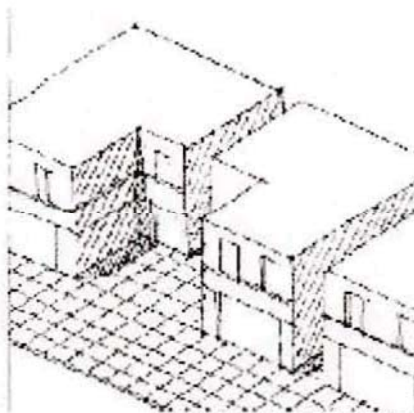


STANDARD

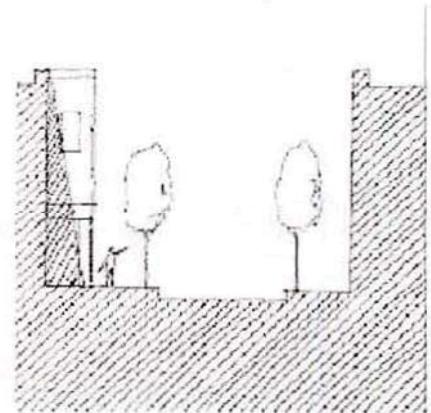
The street facade of buildings may be setback a maximum of 15 feet from the front lot line, except those buildings facing Central Avenue between Eight Street and First Street, which shall meet Standard 3. In general, it is preferred to keep the street facade built to the property line, in alignment with adjacent buildings.



PLAN DIAGRAM



BIRD'S EYE VIEW



SECTION

INTENT

The establishment of a continuous street wall, with variety provided in building width and height.

Example 1

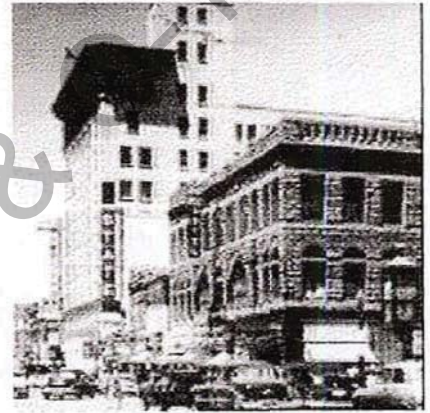
Not Permitted



Example 2

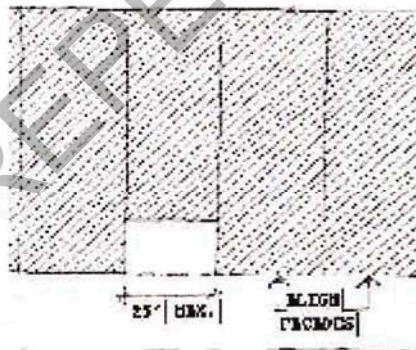


Example 3

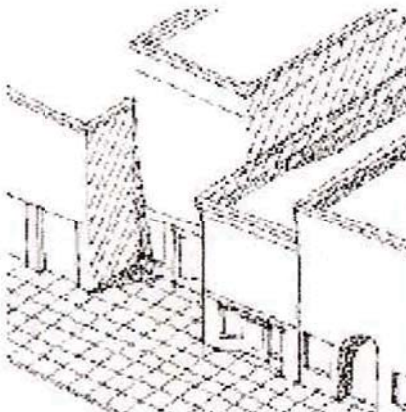


STANDARD

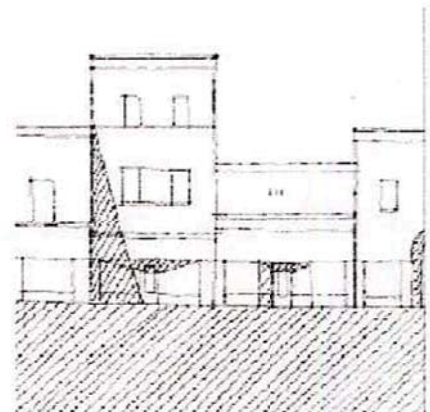
For buildings on Central Avenue between 8th and the railroad tracks: A minimum of one facade element shall align horizontally with adjacent buildings. Facade elements include, but are not limited to, roof tops, cornices, signs, storefront windows, windows above the first floor and awnings. Awnings are encouraged on the north side of Central Avenue. There should be a balance between variety and harmony of building facades. Maintain the similarity in the building width. New or larger buildings on parcels wider than 40' (maximum 100') shall incorporate architectural elements which reflect the width of adjacent buildings. Successful methods for achieving this include, but are not limited to, window pattern and detail placement.



PLAN DIAGRAM



BIRD'S EYE VIEW



ELEVATION

INTENT

Corner buildings shall relate to the activities of the intersection and encourage activity through their design.

Example 1

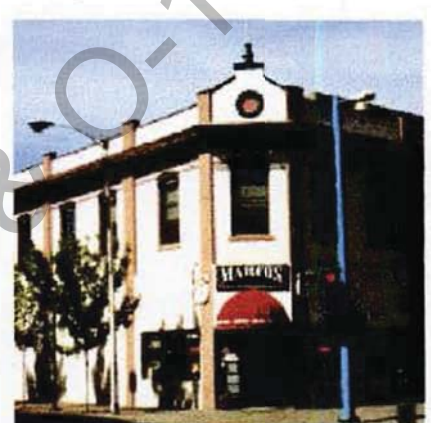
Not Permitted



Example 2



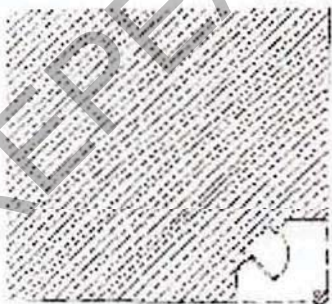
Example 3



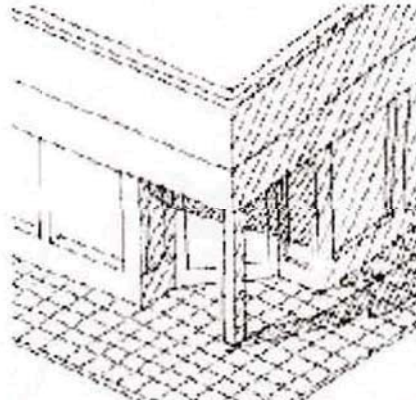
STANDARD

Appropriate design of the corner shall include one of the following successful patterns:

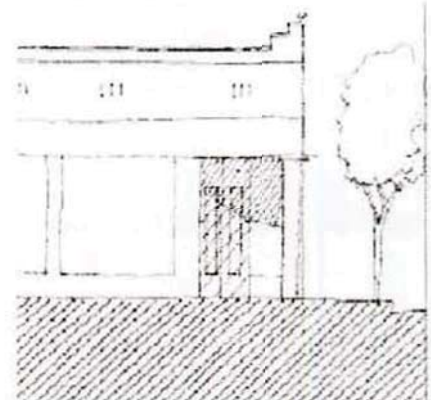
- 1 Opening the space at ground level for people to walk around the corner with the building mass above redefining the corner
- 2 A recessed entry at the corner such as the familiar angled wall with an entry door.
- 3 A corner window with an important view into the building



PLAN DIAGRAM



BIRD'S EYE VIEW



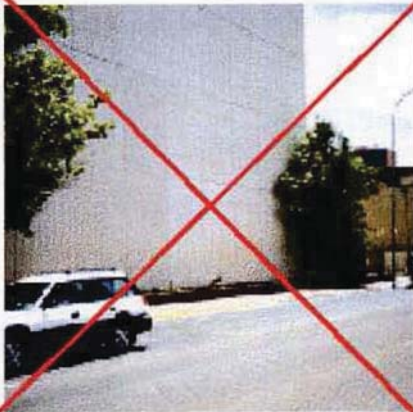
ELEVATION

INTENT

Create pedestrian interest by using materials that relate to the traditional context of Downtown.

Example 1

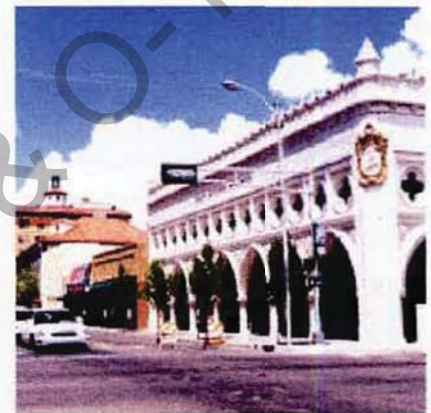
Not Permitted



Example 2

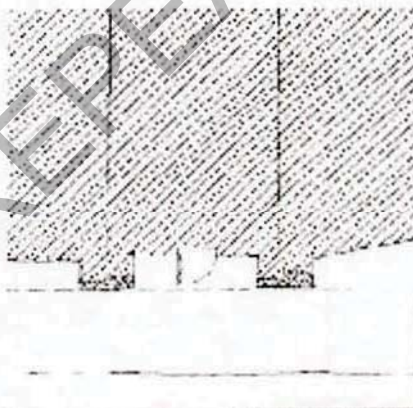


Example 3

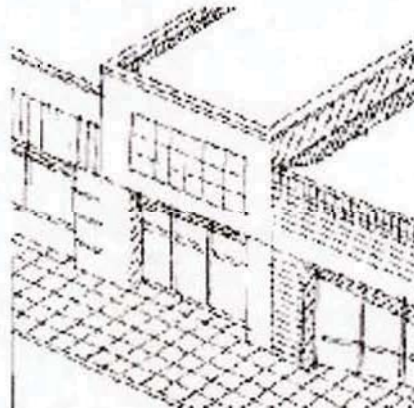


STANDARD

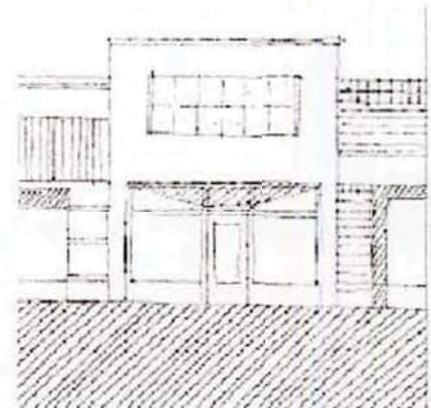
For buildings on Central Avenue between 8th Street and the railroad tracks: Building facades shall incorporate patterned and textured elements that add visual interest to the surface. These elements should be based on materials and patterns that relate to the traditions of Downtown buildings.



PLAN DIAGRAM



BIRD'S EYE VIEW



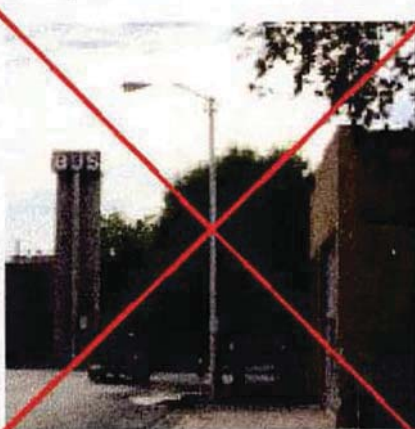
ELEVATION

INTENT

Provide a safe and appealing nighttime environment for the Downtown.

Example 1

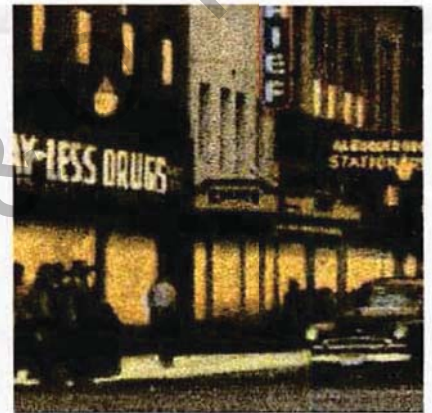
Not Permitted



Example 2

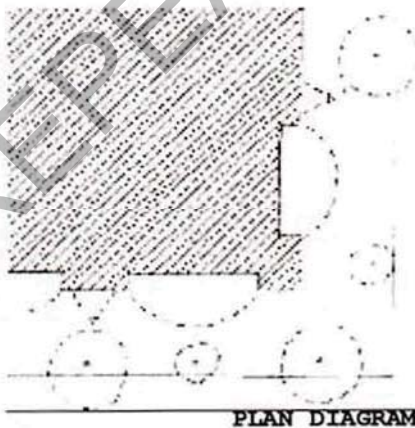


Example 3

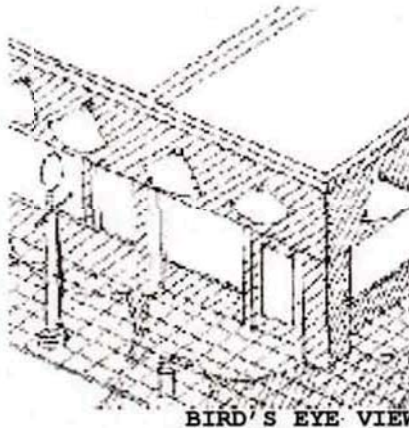


STANDARD

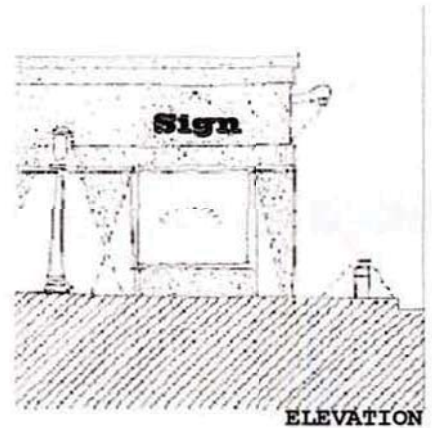
The design for a proposed facade must consider the appearance of the building in the evening and develop an exterior lighting plan that includes display window lighting, building lighting, and pedestrian-scaled lighting for both buildings and pedestrian areas within the site. Lighting shall be warm in color, with control of glare for the pedestrian.



PLAN DIAGRAM



BIRD'S EYE VIEW



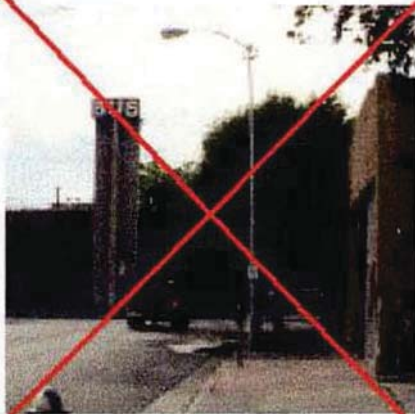
ELEVATION

INTENT

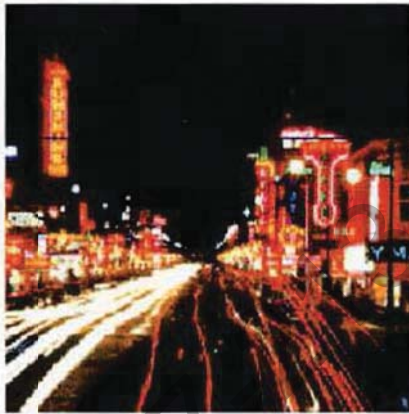
Provide an exciting nighttime environment for the Downtown.

Example 1

Not Permitted



Example 2

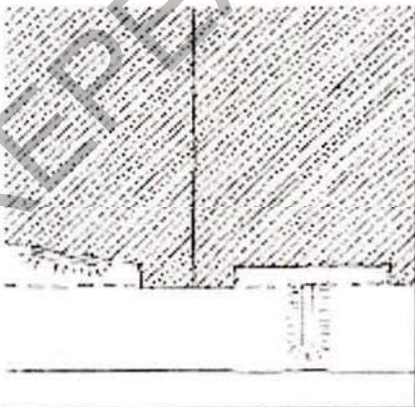


Example 3

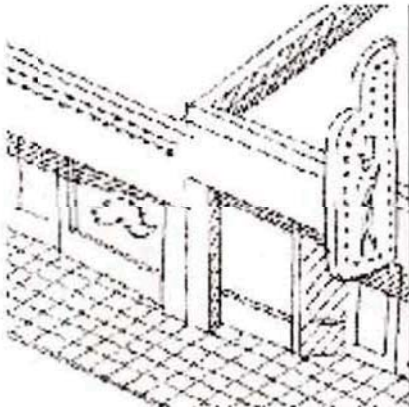


STANDARD

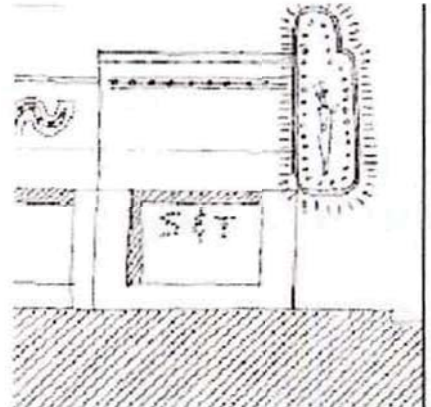
For buildings on Central Avenue between 8th Street and the railroad tracks: the use of neon and fiber optic lighting should be considered since it can contribute to the tradition of strong decorative lighting on Central Avenue. Signage on marquees, blade signs, sign bands, outline of significant architectural details, and in window are all encouraged.



PLAN DIAGRAM



BIRD'S EYE VIEW



ELEVATION

INTENT

Provide sufficient lighting for safe pedestrian passage in Downtown.

Example 1

Not Permitted



Example 2

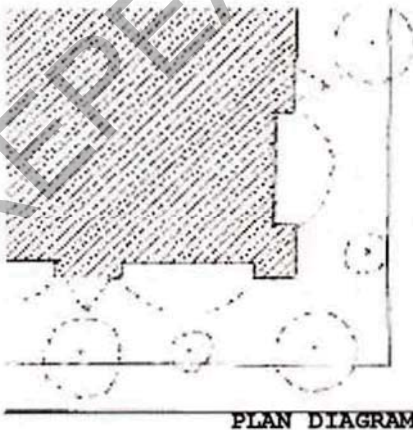


Example 3

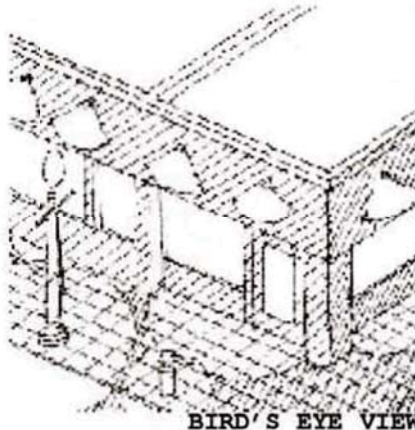


STANDARD

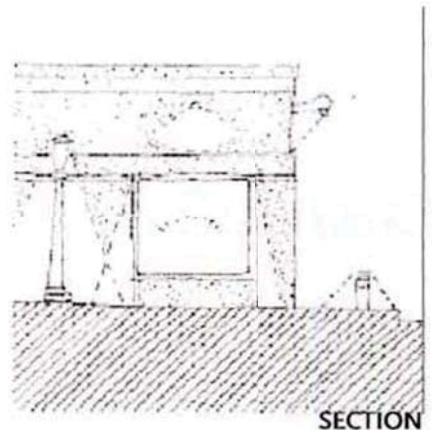
Adequate lighting must be provided for safety and visibility at night. Project plans must include illumination levels and color rendition of exterior building lighting adjacent to sidewalks.



PLAN DIAGRAM



BIRD'S EYE VIEW



SECTION

INTENT

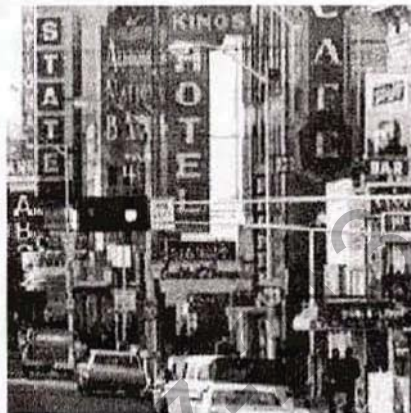
Create identity for individual stores and buildings through projecting signs.

Example 1

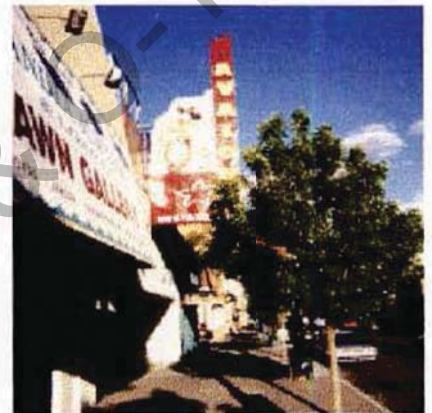
Not Permitted



Example 2



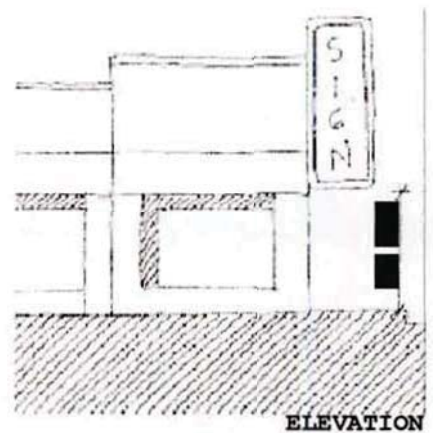
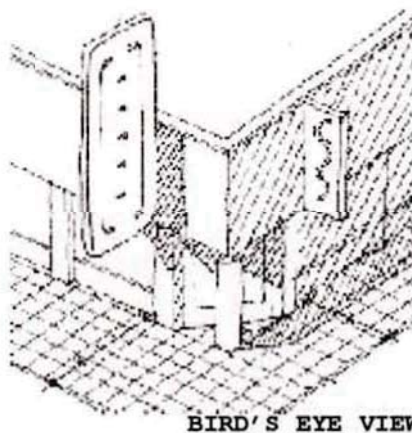
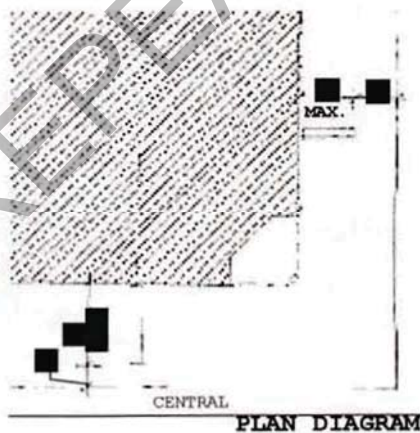
Example 3



STANDARD

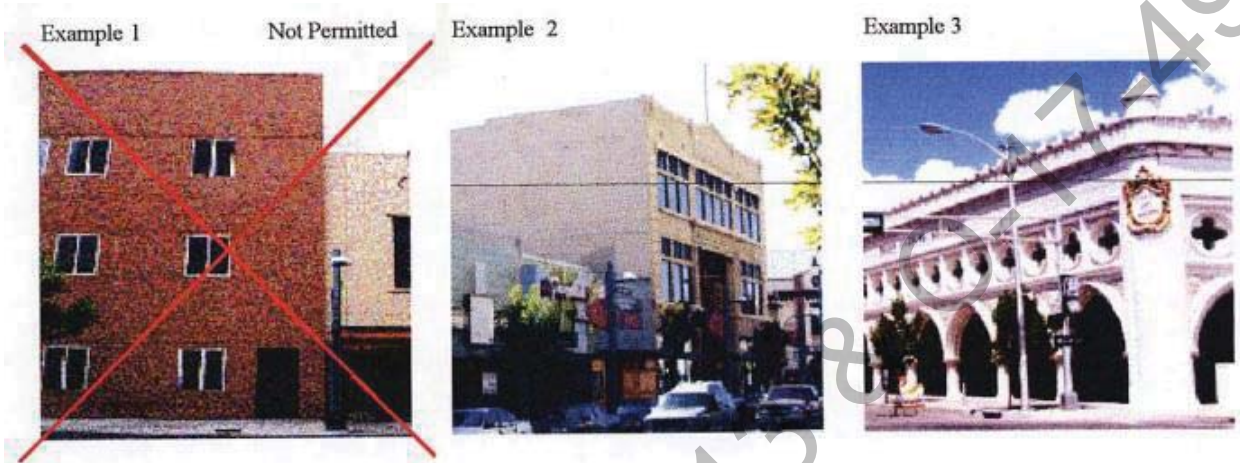
Signs may project into the right of way a maximum of half the adjacent sidewalk width, and the bottom of the sign shall be a minimum of 12 feet above the sidewalk, except along Central Avenue from the railroad tracks to the 8th Street where the sign may project three-quarters of the sidewalk width.

(In addition to these standards, all zoning code regulations regarding signage will apply).



INTENT

Maintain the existing fabric of historic building facades.



STANDARDS

1. Buildings shall incorporate elements of the original façade into the renovation scheme:
 - a. Do not cover existing original façade details by covering them with panels, signs, or by painting them out.
 - b. Do not alter the shape of existing original openings. If a window must be blocked, maintain its original shape.
 - c. Restore, where possible, the original façade by removing later additions of materials.
2. In order to limit the detrimental effect of demolition on the character of the Downtown district, the total removal or removal of substantial portions of historic buildings shall be subject to the provisions of §14-12-9, ROA. This ordinance provides for demolition review of structures that are 50 years old or more if, during a public hearing, the Landmarks and Urban Conservation Commission invokes a demolition review period.

Historic buildings are those buildings that are listed on the National Register of Historic Places or the State Register of Cultural Properties, or those buildings that are determined to be eligible for listing by the appropriate agency.

Registered historic buildings in the Downtown 2010 Plan Area include*:

Atchison, Topeka & Santa Fe Railroad Freight House 314 1st St. SW
E.R. Berry Residence 415 6th St. NW

Champion Grocery Building 622-626 Tijeras NW
Eller Apartments 113-127 8th St. SW
Federal Building 421 Gold Ave. SW
First Methodist Episcopal Church 3rd St. & Lead Ave.
First National Bank Building 217-223 Central Ave. NW
Good Shepherd Refuge 601 2nd St. SW
Old Hilton Hotel 125 2nd St. NW
Hope Building 220 Gold Ave. SW
Hudson House 817 Gold Ave. SW
Kimo Theater 421 Central Ave. NW (City Landmark)
S.H. Kress Building 414-416 Central Ave. SW
Maisel's Indian Trading Post 510 Central Ave. SW
McCanna Hubbell Building 418-424 Central Ave. SW
New Mexico - Arizona Wool Warehouse 520 1st. St. NW
Occidental Insurance Company Building 119 3rd St. SW (City Landmark)
Pacific Desk Building 213-215 Gold Ave. SW
John Pearce House 718 Central Ave. SW
Old Post Office 123 4th St. SW
Puccini Building 620-624 Central Ave. SW
Rosenwald Building 320 Central Ave. SW (City Landmark)
Simms Building 400 Gold Ave. SW
Skinner Building 722-724 Central Ave. SW (City Landmark)
Southern Union Gas Building 723 Silver Ave. SW
Southwestern Brewery and Ice Company 601 Commercial St. NE
Springer Building 121 Tijeras Road NE
Sunshine Building 120 Central Ave. SW (City Landmark)
Yrisarri Block 400-402 Central Ave. SW

* The above list is current as of May 2014.

Many other buildings in the Downtown are eligible for listing on the historic registers under the registered historic context "Historic and Architectural Resources of Central Albuquerque 1880-1970". Consult with Planning Department staff for assistance with registering your building. Read the document and learn about the development of Downtown and eligible buildings at: www.cabq.gov/planning/boards-and-commissions/landmarks-and-urban-conservation-commission/historic-preservation-resources.

FINANCIAL INCENTIVES / TAX ADVANTAGED REHABILITATION

Rehabilitation of historic structures may qualify for a 50-percent credit with caps against state income taxes and 20-percent with no cap on federal income taxes. In the designated Arts & Culture District, the state tax credit is capped at twice the ordinary limit. In partnership with local commercial lenders and federal agencies, the Preservation Loan fund lends money at below the prime rate. Low-interest loans for buildings in the Downtown Albuquerque Main-Street district are also available. For additional information see nmhistoricpreservation.org. Standards for qualified rehabilitations do apply and applications must be approved prior to starting any work.

Large

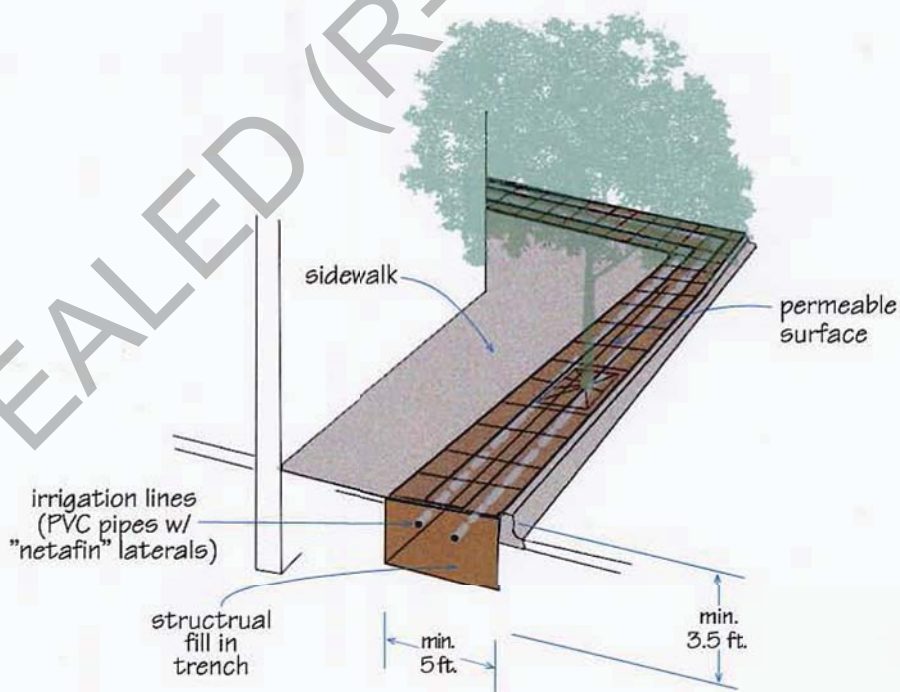
1. *Quercus macrocarpa* - Bur Oak
2. *Quercus robur* - English Oak
3. *Quercus shumardii* - Shumard Red Oak

Medium

4. *Fraxinus angustifolia* 'Raywood' - Raywood Ash
5. *Pistacia chinensis* - Chinese Pistache
6. *Sophora japonica* - Japanese Pagoda Tree
7. *Tilia cordata* - Little Leaf Linden
8. *Zelkova serrata* - Zelkova

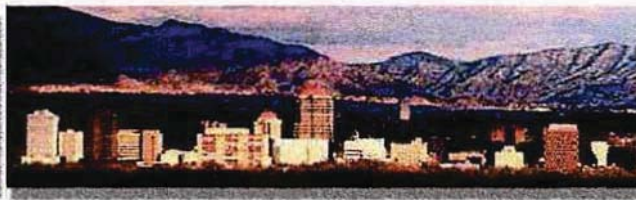
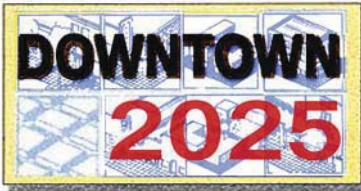
Small

9. *Koelreuteria paniculata* - Goldenrain Tree
10. *Malus* 'Spring Snow' - Spring Snow Crabapple
11. *Pyrus caleryana* 'Chanticleer' - Chanticleer Ornamental Pear



not to scale

Planting and Irrigation Detail



Park Once-Pedestrian First

REPEALED (R-17-213 & O-17-49)

PARK ONCE - PEDESTRIAN FIRST

PLANNING CONCEPT FOR DOWNTOWN ALBUQUERQUE

PREPARED FOR
SUNTRAN BUS COMPANY
AND THE CITY OF ALBUQUERQUE

PREPARED BY
GLATTING JACKSON KERCHER ANGLIN LOPEZ RINEHART, INC.

IN ASSOCIATION WITH
MOULE & POLYZOIDES, ARCHITECTS AND URBANISTS

IN COOPERATION WITH
THE DOWNTOWN ACTION TEAM

DATE
SEPTEMBER 30, 1999

The *Park Once - Pedestrian First* concept shifts the priority for using downtown's streets. For several decades, moving vehicular traffic had the highest claim on the use of downtown streets, and for understandable reasons. There was considerably more activity and occupancy of buildings than in today's downtown Albuquerque. In the pre-Interstate days, downtown Albuquerque streets carried major interstate highways, most notably the famous Route 66. Off-street parking was scarce several decades ago, and, therefore, the demand for on-street parking (for example, diagonal on-street parking on Central Avenue) claimed much of the street space, fueling other compensating measures (one-way streets for example) to compensate for the lost traffic capacity.

All of the conditions that gave highest priority to moving as much traffic as fast as possible are now giving way to a new "balance point" on downtown streets. It is now accepted that downtown is no longer the sole hub of the urban region, but rather is the most important of several commercial centers within the region. The Interstate highway system (not downtown streets) now carries all longer-distance travel, as well as much of the suburban travel within the region. Much off-street parking is now available, permitting the on-street parking to be configured in ways (e.g., parallel rather than diagonal) that permit greater traffic capacity than before. Most importantly, there is now a solid understanding that downtown's ability to compete with its rivals (suburban shopping/office concentrations) does not depend on its ability to move more traffic faster, but rather on its ability to exploit the human-scaled urban fabric inherited from many decades ago.

The new concept for downtown circulation is termed *Park Once - Pedestrian First*. The operation of the park once/ped first concept can best be understood by comparing it (Figure 1) with its antithesis, the conventional suburban pattern of travel.

In the conventional suburban pattern of travel, the motorist attempts to drive as near as possible to the ultimate destination. Once out of the car, the traveler walks as little as possible to reach the final destination. Since this walk is typically in the suburban parking lot, this minimizing of distance is a completely understandable goal. Each destination involves a separate pair of vehicular trips, since destinations are never combined in a way that invites walking between them. As subsequent destinations are visited, the traveler repeats the process of parking as close as possible to the final destination and walking as little as possible.

A number of problems, now well understood by the public, stem from the conventional suburban pattern. The pattern generates a large and unnecessary volume of vehicular travel, due to the need to drive to and from each destination separately. Even the quantity of vehicular travel within the parking lots is significant, as drivers seek the best available parking space. The pattern also generates a large number of vehicular turning movements from parking onto the street serving the destinations. Invariably, this street is a multi-lane arterial street, or is destined to become one because of the emerging land use pattern. Turning movements from/onto such arterial streets drastically reduce the capacity of the street by demanding green time from the limited amount of travel signal capacity at each intersection.

The conventional suburban pattern assures that the future of the arterial highway lies in continuous strip development. Once underway, the arterial street is fit for almost no other use, such as residential, institutional or smaller scale entrepreneurial retail. Master planning and zoning actions are ineffective in attempting to control the land

use among such arterials. Property owners can reasonably claim (frequently in court) that additional strip development is the only reasonable use of the land and that depriving them of this use is unreasonable confiscation.

The *Park Once - Pedestrian First* pattern of travel is fundamentally different in every respect from the conventional suburban pattern. In the *Park Once - Pedestrian First* pattern, motorists are encouraged to drive as little as possible, by being invited into the first available parking. This parking is clearly "public" in operation, conveying a clear message to the driver that all destinations within downtown can be reached by walking from this parking. The traveler then walks to multiple destinations within the *Park Once - Pedestrian First* district. Everything about the design of the district is calculated to induce walking, and to minimize the sense of distance walked. Similar design elements are routinely implemented in the standard indoor suburban mall, where their expert application has now resulted in an average walking distance within the mall of over one-half mile. The open-air environment in downtown, with its potential for continuously interesting street level views and an endless combination of walking routes provides the opportunity for even longer walking tours than its competitors in the malls.

ELEMENTS OF THE PARK ONCE - PEDESTRIAN FIRST DISTRICT

Parking is the first activity that the incoming visitor encounters in a *Park Once - Pedestrian First* district (Figure 2). In the district, parking is dispersed to a number of locations, rather than concentrated into a single large structure. This dispersal insures that incoming motorists will be greeted by parking regardless of their route of arrival. The visibility of multiple parking entrances scattered throughout downtown further adds to the reassurance that parking is available and plentiful. Dispersal of parking into a number of different locations assures multiple, equivalent choices for the incoming motorist. The motorist, therefore, need not worry about finding the *best* parking location. Rather, the motorist is assured that a number of locations are all acceptable. The decision and searching process is eliminated. In the *Park Once - Pedestrian First* district, it is essential that the parking feel *public* in nature, regardless of its ownership by either public agency or private entity. The parking is a unified system that presents the user with highly predictable fees, availability, hours of operation and directions to a fully public *landing*.

In the district, the presence of parking is advertised strongly, but without the visual blight of large areas of parked cars. This advertising is accomplished through: (1) on-street parking, which informs drivers that parking is an expected and permitted part of the district and (2) prominent identification of parking deck entrances, by means of signs and symbols as well as the design of the portals.

A critical element of the park once environment is the concealment of parking (other than on-street parking) from view from the street. This is accomplished by locating parking in the interior of blocks, by fronting parking decks with a veneer of retail floor space (Figure 3) and by designing the exterior of the parking structures to disguise their interior use (Figure 4).

Once the visitor is out of their parked vehicle, the next important element of the *Park Once - Pedestrian First* district is the *landing* of the pedestrian into a public space. Typically, this is accomplished through delivering the pedestrian (via ramp, stairs, elevator, escalator, etc.) to a clearly public space such as the sidewalk, an arcade, or public building lobby. Privatized pedestrian spaces, such as skywalks to private buildings, upper floors of private buildings, direct connection into a

single retail store, etc., are detrimental to the park once-ped first atmosphere. Considered to be "good planning" a few decades ago, these devices are now considered ruinous to downtown vitality. It is also critical that parking spaces serve multiple users. As a result, it is important that parking spaces *not* be dedicated to a single building or use but rather shared between nearby uses (such as office, restaurant, retail and entertainment).

WHY HAVE A PARK ONCE- PEDESTRIAN FIRST DISTRICT?

Creating a strong downtown is critical in creating a strong urban region. The idea that various centers within the region are in a win/lose competition with each other is outdated. Rather, it is now understood that modern urban regions will develop as multiple nodes, each taking on a distinct speciality. In prosperous regions such as Albuquerque, downtowns' reemerging role includes entertainment, speciality shopping, a fair share of commercial office space, ground transportation hub, branch operations of educational establishments, revitalized old-line churches and rediscovered close-in neighborhood living. A vibrant *Park Once - Pedestrian First* area is essential for these downtown activities.

The *Park Once - Pedestrian First* pattern of travel has some clearly defined benefits for vehicular travel. A *Park Once - Pedestrian First* district will significantly reduce the number of vehicular trips for a given amount of economic activity. In the conventional suburban pattern (Figure 5), the disconnected nature of destinations requires that every visit result in two vehicular trips: one from the origin (predominately home) to the destination (work, shopping, etc.) and a second trip returning to the origin. Multiple destinations (for example, to shopping as well as work) typically require a separate pair of vehicular trips. This pattern of trip making is detailed in the bible of trip generation, the ITE Trip Generation Handbook.

In a *Park Once - Pedestrian First* district, a number of vehicle trips simply disappear because they are replaced by walking trips. In the example involving the destinations above, a pair of vehicle trips would still be required to reach the primary destination (for example, work). However, in the presence of a *Park Once - Pedestrian First*, additional destinations (for example, shopping) are reached by a pair of walking trips from the primary destination, rather than by an additional pair of vehicle trips as in the conventional suburban pattern (Figure 5). Thus, for the example considered, the number of vehicular trips is reduced to half.

This reduction in vehicular trips has been well documented. A notable example is Walt Disney World's Celebration new town, in which the quantity of vehicular travel is less than half (46%) of the quantity projected by the ITE trip generation rates. This reduction, rigorously analyzed, was acknowledged by skeptical public agencies granting development approval to the Celebration new town.

The quantity of parking required is greatly reduced in a park once/ped first environment, compared to conventional suburban development. In conventional development, each destination requires its own supply of parking (Figure 6). Different destinations have a different profile of parking accumulation throughout the day; for example, the work parking demands peaks in the mid-morning and mid-afternoon periods, restaurant parking demand peaks at noon and after six p.m. and entertainment destinations (for example movies) peaks between 8-10 p.m. These differing profiles of parking demand are of little impact in the conventional suburban development, since there is no opportunity for one destination to claim the temporarily idle parking capacity of another dissimilar destination. Consequently, the total parking

demand for all development is simply the sum of the parking demands for the individual land uses within that development. Typically, this results in an overall parking requirement of 4.5 - 5.5 spaces per thousand square feet of commercial floor area. There is no "dovetailing" of parking supply between any of the individual uses. Spaces are idle for large parts of the day, even as other destinations are experiencing their peak demand.

In the *Park Once - Pedestrian First* environment (Figure 6), the available parking supply is used by more than one destination. In any mixed use concentration of destinations, such as downtown Albuquerque, the variety of destination types (work, restaurant, entertainment, etc.) assures a high degree of "dove tailing" of parking requirements throughout the day. Thus, for example, some of the restaurant parking demand for their mid-day peak period can be met by parking spaces filled the rest of the day by employees. In the evening the possibilities for "dove tailing" become much greater, as the entertainment destinations use the parking that, during the day, is filled by workers and shoppers. With moderately successful joint use of parking, a total parking requirement of 2.3 - 3.0 spaces per thousand square feet is fully adequate. Obviously, at these higher levels of utilization, the revenue per space increases.

Examples of successful mixed use districts operating as a park once environment abound. Pasadena, Santa Monica, Boise, Denver and Santa Fe are but a few of the western examples of park once districts in cities of all sizes and economic background.

HOW MANY PARKING SPACES IS ENOUGH?

Over the next eleven year period (1999-2010), we estimate the need for around 3,000 more parking spaces downtown. At present, there are 14,400 parking spaces in downtown Albuquerque. The peak occupancy of these spaces (1998 Desman Study) is 9,800 spaces, yielding an occupancy rate of 68%.

Our estimate of future parking demand (Figure 7) is based on the following assumptions:

- A 20% growth in parking demand over the eleven year period 1999-2010. This rate of growth, approximately 2% annually, will result in an increase in parking demand from the current peak demand of 9,800 vehicles to a demand of 11,800 vehicles in the year 2010. This rate of growth in downtown demand is higher than the growth over the past eleven year period, but is likely given the already committed elements of new growth in downtown.
- A loss of 1,800 parking spaces in surface lots over the eleven year period 1999-2010. This loss is a result of re-occupying land now used for surface parking with higher value uses (new buildings and infill residences).
- An increase in occupancy from the existing 68% to a projected occupancy of 76% by the year 2010. This increase in occupancy reflects the continued improvement in management of the city's parking resources. The theoretical maximum occupancy of the total parking resource is around 85%. The existing (i.e., 1999) occupancy is 68%. A reasonable estimate of the occupancy for the year 2010 is the midpoint between the existing occupancy (68%) and the theoretical maximum (85%). This yields a target occupancy of 76% by the year 2010. This target appears to be readily attainable given the continued improvement in management of the city's parking resource, more efficient use of private spaces, and vigorous development of the *Park*

Once - Pedestrian First district in downtown.

Computing the above factors (year 2010 demand for 11,800 spaces, losses of 1,800 surface spaces and target occupancy of 76%) yields a total parking supply projection of 5,500 spaces. This is an increase of 2,900 spaces over the projected supply in year 2010 of 12,600 spaces. Thus, the projection of around 3,000 spaces of new parking needed by the year 2010.

Some lower and upper limits to the range of new parking needed can be readily established:

- If no new parking is added, the projected supply in the year 2010 (12,600 spaces) will barely cover the projected demand (11,800 spaces). The resulting occupancy (94%) significantly exceeds the maximum reasonable capacity of 85 percent occupancy. Thus, there is little question that a substantial increase beyond the projected 12,800 spaces will be required.

- One estimate of the maximum possible new parking need that assumes that there is no improvement in occupancy above the current 68%. If the occupancy rate remains at 68% in the year 2010, a need for 18,500 spaces is indicated. This translates to the need for an increase in 5,900 spaces over the number of spaces (12,600) projected to exist in the year 2010. Thus, there is little likelihood of a new demand of more than 5,000 spaces.

LOCATION OF NEW PARKING SPACES

A ten-year program of adding 3,000 spaces to downtown Albuquerque's parking supply can be accommodated through a series of 7-10 new garages (Figure 8). Several of these can be precisely located at the present time, and the remainder can be placed with a lesser degree of precision.

In their projected order of priority, the new parking facilities are:

Garage #1 - The Alvarado Redevelopment Area.

This garage will serve the new hotel, multi-screen cinema, transportation terminals, retail, and office development already committed for this area. This garage also serves an area of downtown that is currently not served at all (within 500 feet walking distance of a parking structure). It is located on Gold Avenue between First and Second Streets.

Garage #2 - PNM/South of Federal Area.

This garage serves commercial activity in the southern part of downtown. It will serve PNM and Federal Office expansion. It is located on Silver between Fifth and Sixth Streets.

Garage #3 - located south of Lomas Blvd. to the West of Fourth Street. The demand for this garage will come predominately from the new judicial buildings.

Garage #4 north of Lomas Blvd. to the east of Fourth Street. This is an alternate, privately funded, to the public garage #3.

Garage #5 located at the Albuquerque High School Reuse Site. This small garage serves not only the uses in the recycled high school, but also walk-in visitors to downtown Albuquerque.

Garage #6 located at Copper Avenue between 6th and 7th. This garage will anchor the revised commercial activity in the west end of downtown, including a possible supermarket. Its location one block

north of Central Avenue will help fill out a matrix of parking decks along either side of Central Avenue.

Garage #7 - located at Central Avenue and 9th Street. This is an alternative site for Garage #5 activity.

Garage #8 - This garage is a counterpart to garage #5 and will anchor the southwest sector of the central business district. Its demand will derive from revitalized retail along Central Avenue, as well as new occupation of the now vacant land in the southwest sector of downtown. Similar to garage #5, it flanks Gold Avenue from 7th to 11th Streets, creating multiple options for visitors to Central Avenue and the streets crossing it.

- Garage #9 - Alternative location on Gold Street between 5th and 6th Streets.

Garage #10 located along Copper Avenue to the east of 3rd Street. This small garage will serve the new Duque Hotel, an expansion of La Posada Hotel, as well as increased retail activity in the eastern part of downtown.

Garage #11 north of Central Avenue to the east of First Street. This large garage would serve a new arena and increased activity at the Convention Center.

Garage #12 located on First Street between Lead and Cole Avenue. This garage serves the revitalized southeastern sector of downtown.

Garage #13 - located in the northeast sector of downtown.

Three options are suggested to serve future commercial growth in the northeastern sector of downtown.

The immediate needs which can be precisely located at the present time are garages #1 and #2, in the Alvarado and Social Security impact areas, respectively. Garages #3-#8 are all candidates for more detailed study and a first level of conceptual design over the next five year period. This time period will also afford the opportunity to gauge the impact of the current spurt of development in downtown Albuquerque. Garages #9 and #10 are projected to serve impact areas which may be more than five years out.

PARKING AUTHORITY OR MUNICIPAL DEPARTMENT?

We were asked several times if there are advantages to the city's parking operation becoming an authority, as contrasted to remaining in its current status as a municipal department.

Operation as an authority has advantages when:

- The parking operation is financially strong, in a city that is otherwise financially weak. This situation prevails, for example, in some north-eastern cities with downtowns strongly recovering from several decades of recession, but with the city as a whole struggling financially. In these cases, a parking authority can secure a substantially lower borrowing rate than the city in general.

- Parking revenues are not being reinvested in parking or related activities, but are being "raided." In such circumstances, an authority can maintain control over parking revenues. Frequently, lenders to the authority further dictate a narrow use of parking revenues, preventing their diversion to use outside the authority.

- Multiple local government jurisdictions share a common parking

need. In some cities, major parking needs occur not only in downtown areas, but also in outlying activity centers (medical complexes, stadiums, airports), and the provision of parking is greatly improved by a single parking entity. In such circumstances, an authority can transcend the competing interests of the various activity centers, and provide a system that benefits the region as a whole.

- Eminent domain is frequently needed to supply sites for parking. In such circumstances, an authority can be designated as the legal entity to exercise eminent domain, thereby relieving other departments and elected officials of the onus of this unpopular task.

- City staff is unwilling to man the day-to-day operation of a parking system. In such circumstances, an authority can devote full attention to the single task of operating parking, leaving the city management with only the strategic direction of the operation.

None of the above conditions apply in Albuquerque. The city is fiscally strong, and can command as low a borrowing rate as an authority. Parking revenues are already being reinvested within a parking enterprise operation. There is no threat of parking revenues being "raided" for non-enterprise uses outside the downtown area. The public parking needs are all downtown, and not spread about in a number of outlying jurisdictions. Parking sites are readily available, either already in city ownership or available for purchase. There is little need for eminent domain to be exercised for acquiring parking sites. Finally, city staff wants to continue the day-to-day operation of parking, and is improving this operation continuously.

None of the obvious reasons for creation of an authority seem to be present in Albuquerque. Nor are there any trends that suggest that conditions indicating the need for an authority are in progress. The operation as an enterprise division within existing city departments is, by all measures, highly successful. We see no reason to change this operation. However, there may be many advantages to developing a more formalized working relationship with downtown's private parking facilities to coordinate usage, rates and hours for parking customers.

MEASURING THE PERFORMANCE OF A PARKING ENTERPRISE DIVISION

One approach to measuring the performance of a parking enterprise division regards it as a private business, delivering the *product* of parking spaces. From this viewpoint, the performance would be judged as are most businesses: by the amount of product (parking spaces) produced, by the growth in production and by the net revenue returned. This approach to measuring the performance of a parking enterprise division takes a narrow, tightly focused view of the mission of the parking division.

Another contrasting way to measure the success of a parking enterprise division is by the overall success of downtown, rather than in the more narrow terms of how much parking is provided, and at what level of profitability. In this more broad view of enterprise division performance, the performance of all downtown activity is considered as a whole. Total occupied downtown retail space, dollar volume of retail sales, dollar volume of downtown payroll and annual visitors to special events would be typical measures of effectiveness.

We recommend that the broad definition of performance of the parking enterprise be adopted, and, correspondingly, the narrow definition be avoided because:

- The ultimate goal of downtown parking is to serve downtown vitality,

not to maximize the size or profitability of the parking operation.

- If operated as a narrowly defined enterprise, downtown parking would maximize its rates, in an attempt to earn the highest possible yield on the parking spaces. High parking rates conflict directly with other downtown goals, such as encouraging new visitors to come to downtown.

- The narrow definition of parking enterprise would result in parking revenues being reinvested in only more parking. A vibrant downtown, on the other hand, requires that parking revenues, in addition to financing new parking, also be directed to expenditures that improve the attractiveness of downtown in general.

The United States abounds with examples of parking operations that are operated as aggressive enterprise divisions, but that are operating at cross purposes to the broader goal of downtown vitality. A number of good management practices found in some parking operations are in fact detrimental to the attractiveness and viability of downtown. These practices include high parking violation fines, rates that vary according to "what the traffic will bear," zealous enforcement of parking regulations, and construction of the cheapest possible parking decks.

Parking is but one element of many in the visitor's traveling experience to downtown. There is no sense in having an aggressive, tightly run parking enterprise operation that efficiently and profitably gets the visitor into a parking space and then deposits the visitor, once on foot, into a bleak downtown.

The narrow definition of a transportation agency's mission is more likely than not to produce results that are ultimately counterproductive to the original purpose of the agency. This has been well demonstrated in the case of vehicular traffic. By defining the mission as moving vehicles (not moving people), transportation planning has degenerated into cycles of attempting to provide capacity for the very traffic that was induced because of the last round of capacity added, for ostensibly the same purpose. Downtown parking is smarter than this.

SHOULD PARKING RATES BE RAISED?

There are several measures that suggest that parking rates in downtown Albuquerque are relatively low. Downtown rates are lower than in peer cities, with comparable number of parking spaces downtown. In the opinion of private parking operators, the rate structure in downtown Albuquerque is low. One clear evidence of this is the existing difference between rates in private facilities compared to the public rates. Further, private parking owners feel that the existing city rates are depressing the rates that they can charge as private operators.

Yet another indication of low parking rates is the fact that recent past increases in parking fees have yielded an increase in revenue. From the viewpoint of a private enterprise, rates are too low as long as revenue can be increased by raising them.

There are, however, competing interests involved in the question of parking rates in downtown Albuquerque:

- In Favor of High Parking Rates -- Increased parking rates would yield more revenue to the city. An increase in revenue, in turn, further improves the standing of the parking division as an aggressive, well-run enterprise department. More parking revenue, if contained within the parking division, increases the ability to fund further increases in parking. An increase in revenue also support the ability to fund elements of the "park once" district such as sidewalks, landscaping and

numerous other non-parking elements.

Also, higher public rates would enable private operators to charge correspondingly higher rates.

• **Against Higher Parking Rates** -- Downtown competes with suburban and shopping/entertainment destinations. An important part of the competitions' appeal is "free" parking. Although this parking is by no means cost-free to the suburban destinations, the visitor (i.e., customer) regards it as free, and, therefore, as a major competitive advantage to suburban destinations. Maintaining low cost or partially free (for example, first sixty minutes free) parking in downtown is a critical factor in competing with the suburbs.

Downtown Albuquerque is at a critical lift-off point in its redevelopment history, with a large increment in activity poised to develop within the next eighteen to thirty-six months. A strong argument can be made that, during this sensitive lift-off period, that downtown does everything possible to support an inviting, attractive presence. Low-cost parking is an important part of this interim strategy. It can be argued that the appropriate time to raise parking rates is after the current increment of development is in place and open, and after a period of inviting visitors in to experience the new downtown.

PAYING FOR A PARKING PROGRAM OF 3,000 NEW SPACES

Assume that 3,000 new spaces of parking will be needed in downtown Albuquerque over the next eleven years, as identified in Sections 4 and 5 of this report.

It appears that \$25 million of funding for new parking is available from the current bond issue, making it possible to build 1,700 spaces as an initial phase of the parking increment in downtown Albuquerque. Tentatively, these new spaces will be located in the Alvarado renewal district, the PNM Federal Area, and in the high school reuse site. The location of the spaces is not an issue in the larger financial picture. What is important is that the first \$25 million in investment in the eleven year program is available from sources outside the enterprise fund.

After the first phase of the program therefore, a balance of 1,300 parking spaces will be required over the period ending in the Year 2010. From the parking enterprise, we estimate a borrowing power of \$13 million, based on the following assumptions:

- Annual enterprise revenue available for debt service after the Year 2003: \$1 million.
- Borrowing terms available to the City: 6.5% annual interest rate, 25 year amortization.

Allocating this borrowing power of \$13 million to the proposed program of 1,300 spaces yields an average funding per space of \$10,000. We can take several important inferences from these admittedly sketchy numbers:

- The City could indeed provide the number of spaces (1,300) with a combination of some low cost spaces (possibly even temporary use of vacant sites) and some expensive spaces fully incorporated into the urban design of downtown. Obviously, we could not build all 1,300 spaces at the "full loaded" design, at around \$ 15,000 each.
- The assumption of a steady level of revenue available for debt service of \$1 million annually is quite conservative. Given the City's more

aggressive management of parking, we could reasonably expect annual revenue available for debt service, and, therefore the available funding, to be greater than the levels estimated above.

- There is a possibility that private owners will provide some of the future deficit. This is even more likely as parking rates increase in the future.

TRANSIT CIRCULATOR SERVICE

We concur with proposals that have been made for downtown transit circulator routes (frequent service on a short segment of routes serving important downtown destinations).

The primary ridership market for downtown circulator service are visitors who arrive by automobile, park their automobile in a parking garage and wish to travel to several destinations (not just a primary destination) in downtown. Downtown circulator service extends the usefulness of the available parking. With good circulator service, parking locations that might otherwise be considered inaccessible are made into attractive, fully useable locations. Downtown circulator service opens up new parking "products" for downtown. Downtown circulator service frees parking locations from having to be within convenient walking distance of the destination of the user. At present, the only parking "product" in downtown Albuquerque is the parking space within walking distance of final destination. Downtown circulator service permits the parking operation to balance its loadings more effectively. More distant, and therefore less accessible, parking facilities can be more fully used.

Another important user of downtown circulation service is the downtown employee. Downtown employment continues to grow in the northern downtown area along Lomas Boulevard. Meanwhile, shopping, dining and entertainment activity continues to increase along Central Avenue and Gold Avenue. These two centers of activity -- employment along Lomas Boulevard and retail business along Central Avenue -- are slightly beyond walking distance, particularly for employees who have limited lunch or break periods. Downtown circulator shuttle service would greatly reduce the hindrance to mid-day travel between the employment and retail centers in downtown. Shuttle service would also be valuable for downtown employees after normal working hours, giving them the opportunity to conveniently travel to retail destinations along Central Avenue and return to their parking in the vicinity of Lomas Boulevard.

Non-daily visitors to downtown are a significant source of ridership for the downtown circulator system. The number of downtown visitors will increase as retail destinations, entertainment and public agencies continue to grow in the downtown area. Non-daily visitors are generally on a more flexible schedule than daily downtown workers, and are likely to visit other downtown destinations beyond their primary destination. Downtown circulator shuttle service is an important part of their ability to visit such destinations.

Tourists visiting the downtown are a predictable source of ridership for a downtown circulator shuttle. Typically, tourist visitors to a downtown area prefer to leave their automobile parked for an extended duration (several hours), and prefer to visit multiple destinations either by walking or with the assist of a downtown circulator shuttle.

Public assembly venues (Convention Center and at a later date the proposed downtown arena) are another likely source of downtown shuttle ridership. A substantial portion of convention attendees do not have an automobile available, and are therefore candidates for

using a downtown circulator shuttle. Events in the proposed downtown arena need access to all the available parking in downtown. Consequently, downtown circulator shuttle service between the major downtown parking locations and the arena is an important component of the parking system.

Finally, residents of downtown and near-downtown locations are potential riders on a downtown shuttle, particularly as the growing volume of retail activity in downtown starts to provide for some of the regular needs (dining, shopping, personal service) of the surrounding population.

Three downtown circulator routes (Figure 9) have been proposed for Albuquerque:

A. Downtown Shuttle Loop

This 1.8 mile loop connects the employment area along Lomas Boulevard with the commercial and retail area to the south of Central Avenue. This loop is important for mid-day travel by employees in the Lomas Boulevard area. This loop is also an important factor in increasing the use of available parking to the south of Central Avenue. It should operate on five to seven minute headways to be effective.

B. Old Town Shuttle Between downtown and Bio Park.

This is an express route, stopping at three stops outside downtown: Laguna, Old Town and Bio Park. Primarily users are tourists and non-daily visitors to downtown. A thirty-minute headway is proposed for this route.

C. Express Shuttle to the University

This route would operate along Central Avenue, making stops at the University of New Mexico West, University of New Mexico East and Nob Hill. Primary source of ridership are University students, employees and visitors wishing to visit downtown. A seven-minute headway is proposed for this service.

The cost of the three shuttle services is estimated in Table 1.

PEDESTRIAN FIRST ZONES

In support of the park once/pedestrian first concept, we recommend that two zones within downtown (Figure 10) be designated for high priority sidewalk and streetscape treatment:

- The first priority streetscape zone is the retail center of downtown, bounded by Copper and Gold Avenues to the north and south and by Robinson Park and First Street to the east and west.

Part of the streetscape treatment for some of the north/south streets will include a change in pavement width, with a corresponding increase in sidewalk size.

- The second priority should be improving the 4th Street sidewalks and streetscape to connect the Central Avenue Retail and Entertainment District to the emerging judicial office zone along Loams Blvd. in the north part of downtown.

- Then, the employment district along Lomas Boulevard, between Fifth Street and First Street should receive streetscape improvements as the third priority.

The pedestrian first treatments also include major public spaces at the Courthouse Square and at the Civic Plaza on Fourth Street.

CONVERSION OF THE ONE WAYS

In further support of the *Park Once - Pedestrian First* concept, we want to applaud and encourage the efforts already begun by the City to convert its one way couplets to two way traffic. This conversion will encourage pedestrian activity by calming traffic and providing additional very visible on-street parking. Similar efforts in other communities have proven to be highly successful in enhancing Pedestrian First environments. The conversions should be completed as soon as practical.



Education

REPEALED (R-17-213 & O-17-49)

We will:

Make Downtown schools among the best and most innovative in the community in order to attract families and businesses to Downtown.

By:**1. Encouraging the investment and growth of K-12 educational opportunities in Downtown.****Actions:**

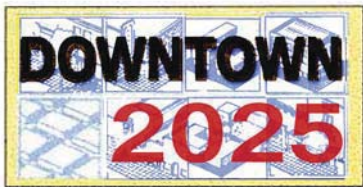
- Convert each Downtown elementary school into a “magnet school” with increased pre-school programs at each school. (Public)
- Use Downtown schools as a pilot cluster to experiment with innovations in education. (Public)
- Implement a “lab school” at Washington Middle School, with a curriculum developed by a team of experts comprised of APS teachers and professors from the UNM College of Education. (Public)
- Move the Career Enrichment Center (CEC) to a Downtown location in order to achieve its desired increase in capacity, and to provide a central location for serving students from throughout the city. (Public)
- Develop school-to-career partnerships between Downtown high school students and Downtown businesses, as well as provide “concurrent education” courses for Downtown high school students through TVI. (Public/Private)

2. Making higher education convenient for Downtown residents, workers, employers, and visitors.**Actions:**

- Encourage a variety of institutions of higher education to locate facilities and programs in Downtown, with an emphasis on Fine Arts and Planning & Architecture programs. (Public)
- Provide better transit connections between UNM/TVI and Downtown. (Public)
- Build new student housing Downtown. (Public / Private)
- Develop a joint-use continuing education complex Downtown. (UNM, TVI, College of Santa Fe, University of Phoenix, etc.). (Public/Private)

3. Demonstrating the City’s commitment to the education community in Downtown.**Actions:**

- Build or acquire new public education facilities in the Downtown that make a grand civic statement regarding the importance of education, and serve as the center for the Downtown education community. (Public)
- A computer lab will be added to the Downtown Library. (Public)



Minimizing the Impact of Homelessness

REPEALED (R-17-213 & O-17-49)

We will:

Reduce the number of homeless people in Albuquerque and minimize the impact of homeless population on businesses and surrounding neighborhoods.

By :

1. Creating a centralized detoxification and mental health center to serve the entire city.

Action:

- A centralized detoxification center operated by the City shall be built jointly by the City and the private sector.(Private/Public)

2. Aggressively enforcing panhandling laws. (Public)

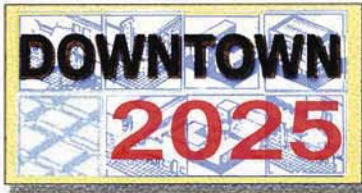
Actions:

- Adhere to a “zero tolerance” of panhandling and enforce it. (Public)
- Downtown business and property owners must fund increased security through a “business improvement district” (BID) to assist in enforcement of panhandling laws and create a sense of security. (Private)

3. Creating employment opportunities for the homeless in Downtown.

Actions:

- Downtown business and property owners should fund a “clean and safe” program through a BID; homeless should be hired by the BID to assist in Downtown clean-up efforts. (Private)
- A system of transportation shall be developed to assist the homeless in getting to and from essential services and employment. (Public)



2014 Mayor's Downtown Summit

REPEALED (R-17-213 & O-17-49)

Appendix D

2014 Mayor's Downtown Summit

Note: This list contains comments and suggestions regarding Downtown revitalization generated during a meeting of Downtown stakeholders and leaders sponsored by the Mayor's office and held on January 14, 2014. They are provided here as a record of this event. Feasibility, cost and community support for these ideas has not been assessed, and they should be considered solely as starting points for further discussion or consideration.

General

- Provide open Wi-Fi that is fast and free. By extending the COA free Wi-Fi, there would be more opportunity for people downtown to share information at internet hot spots .

Commercial/Residential

- Redevelop the Rosenwald Building as an arts incubator/gallery/culinary /film industry offices.
- Provide funding for a Property Tax Abatement for new construction Downtown and/or office to housing retrofits.
- Incentivize downtown development and remove barriers to make it easier for interested parties to redevelop vacant buildings or develop on vacant lots/parking lots. A reduction in development fees or an expedited process would help incentivize growth and development.
- Provide rent subsidies to reduce or adjust lease costs per square foot to incentivize first-year occupancy and publicize that downtown is open for business
- Request proposals for development of vacant city land downtown.
- Make parking free downtown, if not on Central at least on side streets.
- Build a Container city (railroad containers) of retail incubators on city land/vacant land.
- Provide façade improvement program/incentives
- Live work housing for artists

Streetscape and Open Space

- Wider sidewalks with street trees, shrink lane widths, ensure on street parking.
- Pedestrian friendly Bus Rapid Transit (BRT). Slower transit speeds through downtown, pedestrian improvements to coincide with BRT. Downtown funds should be used to make sure pedestrian improvements are installed at same time as BRT.
- Inset (retractable) bollards in 3rd street at convention center to encourage events at civic plaza. Ensure that these inset bollards, which can be raised and lowered as necessary, are included in 3rd street plans. The costs of hiring barricade companies are very high and will limit ability of groups to put on events. Greenbelt on 4th south of civic plaza. Reduce lane widths, add expanded sidewalk on one side with street tree allee and street furnishings.

- Allow Parklets or “Parquitos” to enable businesses and organizations the ability to develop parklets in lieu of parallel parking spaces to foster an active social public life in the street of downtown Albuquerque. Cultivate and support proposals for alternative green spaces.
- Colored pathways/ mile markers that note distances/ calories routes will help to burn. The routes should have “stations” throughout Downtown Albuquerque that will promote healthy exercises. The key to these routes is to be able to direct pedestrians to promote patronage of retail or attractions of interest and still promote a healthy lifestyle.
- Provide more bike infrastructure or improved bike connectivity. Bike lanes suddenly end and don’t continue or connect to others. There has been a big push City-wide by the Mayor to increase and maintain bike connectivity; however there is a lack of such infrastructure downtown. While dedicated bike lanes might not be feasible in all areas downtown, alerting drivers to bicycle activity with the use of “sharrows” would be greatly beneficial. As the number of bike commuters within the City is increasing, better bike lanes are necessary to encourage this mode of transportation and to keep cyclists safe.
- Provide more bike racks. Although there are bike parking opportunities downtown, there are not enough. This would also help clear space on the sidewalk for pedestrians and street furniture (like benches) and trees. It also sends a message that non-motorized traffic is valued as highly as automobiles and would help to connect targeted downtown corridors to adjacent neighborhoods, making the routes safer for all users.
- Create a Car Share program for tourists and others who don’t want the expense of owning a car but occasionally need the use of one.
- Install street banners and street flower pots. Banners can be subsidized by advertisements and or sponsorships, but need bracketing. More flower pots downtown (hanging, on the sidewalks) to beautify.
- Slow traffic down by investigating traffic calming infrastructure that would be beneficial for the downtown area. There are several streets (arterials and one-ways) that maintain the impression of a lack of safety due to the high speeds associated with them. This goes for both pedestrian and bicycle traffic. Slower speeds will make the business district more pedestrian and bicycle friendly as well as safer. This will improve quality of life and get people to notice and stop at local businesses.
- Build an at-grade crossing of railroad tracks on Central Avenue. Connecting the east downtown side (Edo) of the tracks to be able to walk over the tracks to enter downtown to work, dine, or enjoy the many cultural offerings in the area. The current conditions present a barrier for pedestrians and inviting more pedestrians into downtown relieves vehicular congestion.
- Better lighting along every street so people feel safer when they park and walk. Especially if they are on the street two to five blocks away from their destination.

Arts and Cultural

- Start a children’s artlab/museum/in the space that is currently the downtown Main library.
- Encourage more architectural up-lighting of buildings (like Wells Fargo but with different colors)
- Install neon lighting on street lights.

- Crossroads clock tower/sculpture repaired and updated and filled with visitor/event info.
- Activate vacant storefronts with window art installations.
- Expand the creation of both temporary and permanent murals and sculptures throughout

Downtown.

- Civic Plaza Intramural Epicenter – i.e. themed movie nights, art day, farmers market, etc.
- Civic Plaza ice skating rink – i.e. Pershing Square in LA.

Operational

- Create expedited event permitting. Minimize barriers (long, confusing and conflicting permitting processes, prohibitive costs, etc.), and increase support for special events and new businesses.
- Increased Security should be the number one priority for downtown. Hire a private security firm to help with patrols. To offset costs offer incentives to business owners and make it a public/private partnership. Just the appearance of security will deter much of the petty crime such as graffiti and panhandling.
- Make parking free on weekends or during business hours at public garages to bring in people who want to shop or eat downtown, which will mean more retail and restaurants. We have the spaces Downtown, why charge people to visit the neighborhood? Would you visit ABQ Uptown if you had to pay \$9 to park there?
- Improving traffic flow with better timing of traffic lights would make Central or Lomas or 2nd or 5th Streets viable transportation corridors to bring people to the neighborhood in an efficient way.
- Stop shutting down Central on weekend nights. Businesses want traffic to flow in front of their business. By blocking traffic every Friday, Saturday and Sunday, businesses lose exposure – and it discourages people from coming to the neighborhood.
- Provide more outdoor seating by eliminating parking spots to make room for patrons through City permit. This permit would allow businesses to build a platform in the parking spaces in front of their storefront. These platforms provide space for more outdoor seating as well as for pedestrians to pass on the sidewalk.
- Amend City liquor laws so servers can walk across the sidewalk to serve alcohol (with temporary 'fencing' if need be for liquor service), and require the restaurants or bars to pay the City what it costs to park a car in that space during the time. This policy would activate the sidewalk activities and make the area more inviting by aiming eyes on the street scene. It would allow both the city and the local businesses to increase revenue streams.
- Promote Civic Plaza in a designated area on key weekends or in the middle of the week. Allow the exhibition of art pieces that can be seen at City locations. Cost would be related to exhibition area and should be minimal. Allow for music and/or food trucks and/or swap meets and provide music and food trucks.
- Show classic movies in Civic Plaza and invite food trucks.

- Add attractions to Civic Plaza that will draw people in and keep people in the area, such as a merry-go-round, zip line, or skate park.
- Break up much of the hardscape of Civic Plaza and create more green space. Plant trees for shade and provide benches.

Transportation:

- Provide large golf carts that will drive people around downtown between destinations. These carts hold about 5-6 passengers and the rides would be free, with drivers working for tips. It is cheaper than a cab and safer than walking around on dark streets late at night. Caveats: Restrictions to driving golf carts on the street, which would be one road block to making this happen. Also, there would need to be some sort of licensing process for individuals wanting to provide this service in the downtown area.
- Provide transportation between downtown and Nob Hill and north to Lomas in the form of a shuttle or the trolley service. With some funding this could expand to making downtown more walkable (in regards to grade, security, satellite parking); connect the bike/running paths via maps to show ways our running community can incorporate downtown in their runs. Free or low cost transit system from Nob Hill to the Downtown area (during evening hours) would reduce drinking and driving and would enable people to easily travel from both the Nob Hill and University areas to downtown.