

# DOWNTOWN

# 2025

## Metropolitan Redevelopment Plan

City of Albuquerque Planning Department  
Downtown Action Team (DAT)



Adopted May 2004



# Downtown 2025 Metropolitan Redevelopment Plan

(formerly Downtown 2010 and Downtown 2025 Sector Development Plan)

Originally adopted as a Sector Development Plan by the City Council On May 1, 2000  
and signed by the Mayor on May 22, 2000

Council Bill No. R-21, City Enactment No. 50-2000

**Downtown 2025 Sector Development Plan was repealed November 17, 2017**  
**Council Bill No. R-213, Enactment No. R-2017-102**

Originally adopted as a Metropolitan Redevelopment Area by the City Council on November 10, 2003  
and signed by the Mayor on November 20, 2003

Council Bill No. R-03-294, City Enactment No. R-2003-160

Originally adopted as a Metropolitan Redevelopment Area Plan by the City Council on May 3, 2004 and  
signed by the Mayor on May 11, 2004

Council Bill No. R-04-50, City Enactment No. R-2004-044

## ***Amendments:***

This Plan incorporates the City of Albuquerque amendments in the following referenced Resolutions, which are inserted at the end 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>.

<i>Date</i>	<i>Council Bill No.</i>	<i>City Enactment No.</i>	<i>Plan References</i>	<i>(see Note 1)</i>	<i>Description</i>
Adoption of the Metropolitan Redevelopment Area and Plan					
11/10/2003	R-03-294	R-2003-160		Yes	Designation of the boundary of the Metropolitan Redevelopment Area
5/3/2004	R-04-50	R-2004-044		Yes	Adoption of the Downtown 2025 Plan as the Metropolitan Redevelopment Area Plan
11/13/2017	R-17-213	R-2017-102	Title	No	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.  All zoning and development standards contained in this plan have been repealed.
Adoption & amendments to the Sector Development Plan content – zoning, uses, and development process					
5/1/2000	R-21	50-2000			Adoption of Downtown 2010 SDP, amending the boundaries of the adjoining Downtown Neighborhood Area SDP, Huning Castle Raynolds Addition SDP, and McClellan Park MRP/SDP
3/30/2007	R-07-183	R-2007-027	p. 34 - Prohibited	Yes	Adult amusement establishments and



			Uses		adult stores added to the list of prohibited uses
11/1/2010	R-09-5	R-2010-141	p. 7 - Commercial parking lots	No	Defines and regulates existing commercial surface parking lots
6/4/2012	R-11-225	R-2012-052	p. 4 – map of Downtown Core, p. 29 – Districts map	See 6/13/2014	Boundary of the Downtown 2010 SDP plan area adjusted through adoption of the 2012 Downtown Neighborhood Area SDP
6/13/2014	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 step-back p. 42 – podium building regulations p. 69 – historic preservation	Yes	<ul style="list-style-type: none"> <li>• Updates plan as Downtown 2025 SDP, incl. boundary per R-2012 052</li> <li>• Defines the process for approving minor changes or deviations from the Building Types and Standards</li> <li>• Revises the Approval Process flowchart</li> <li>• Clarifies that R-3 and C-2 Uses are allowed, including artisanal and craft manufacturing as permissive uses, while standards for each zone (setbacks, density, etc.) do not apply</li> <li>• Clarifies building height, step-backs, and recommended parking configurations</li> <li>• Incorporates 2005 Demolition Review standards</li> </ul>
11/13/2017	R-17-213	R-2017-102	Title	No	<p>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.</p> <p>All zoning and development standards contained in this plan have been repealed.</p>

**Notes:**

1. The amendments in the Resolutions may or may not be reflected in the Plan text: “Yes” in this column indicates they are; “No” indicates they are not.
2. The original adopting Resolution(s) and the Resolutions listed in the table above are inserted at the end of this Plan in chronological order.
3. 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  
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

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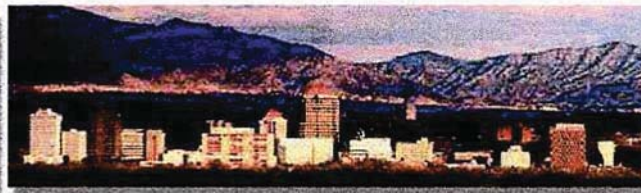
Mark Sanchez, Director of Council Services

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*

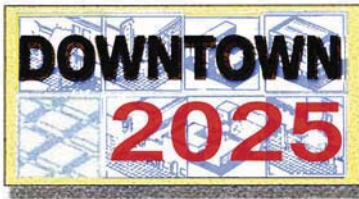
- Step 1. Districts Map
- Step 2. District Uses Matrix
- Step 3. Building Types
- Step 4. Building Standards
- Site Development Plan Approval Process

### 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.

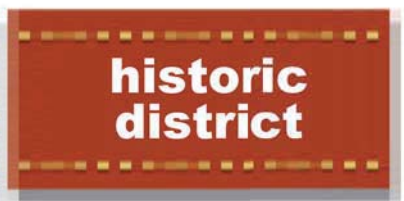
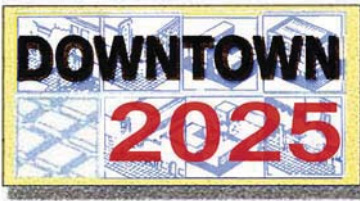
The Downtown Core, the subject of *The Plan* lies within the "Historic District" (The District). The District encompasses about 5 ½ square miles, or approximately 3,550 acres, and is bounded by I-25, I-40, Avenida Cesar Chavez, and the Rio Grande. The District includes the Downtown Core, Old Town, and 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.

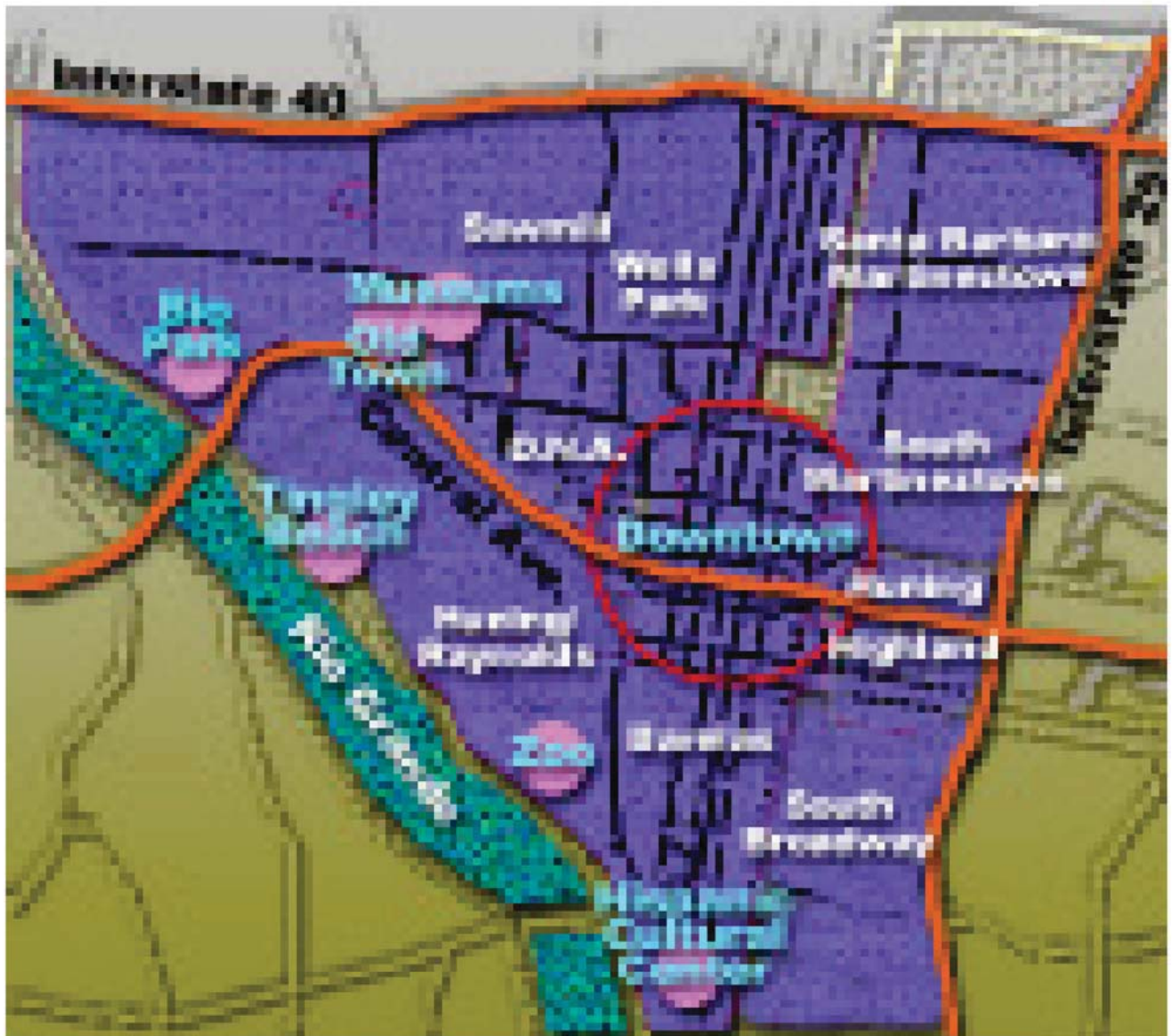
*Downtown 2010* provides goals, commitments, policies, and implementation actions for land use, transportation and urban design relative to Downtown. The goals set forth represent the results that the City and community expect to realize over time. The commitments, policies and implementation actions 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.

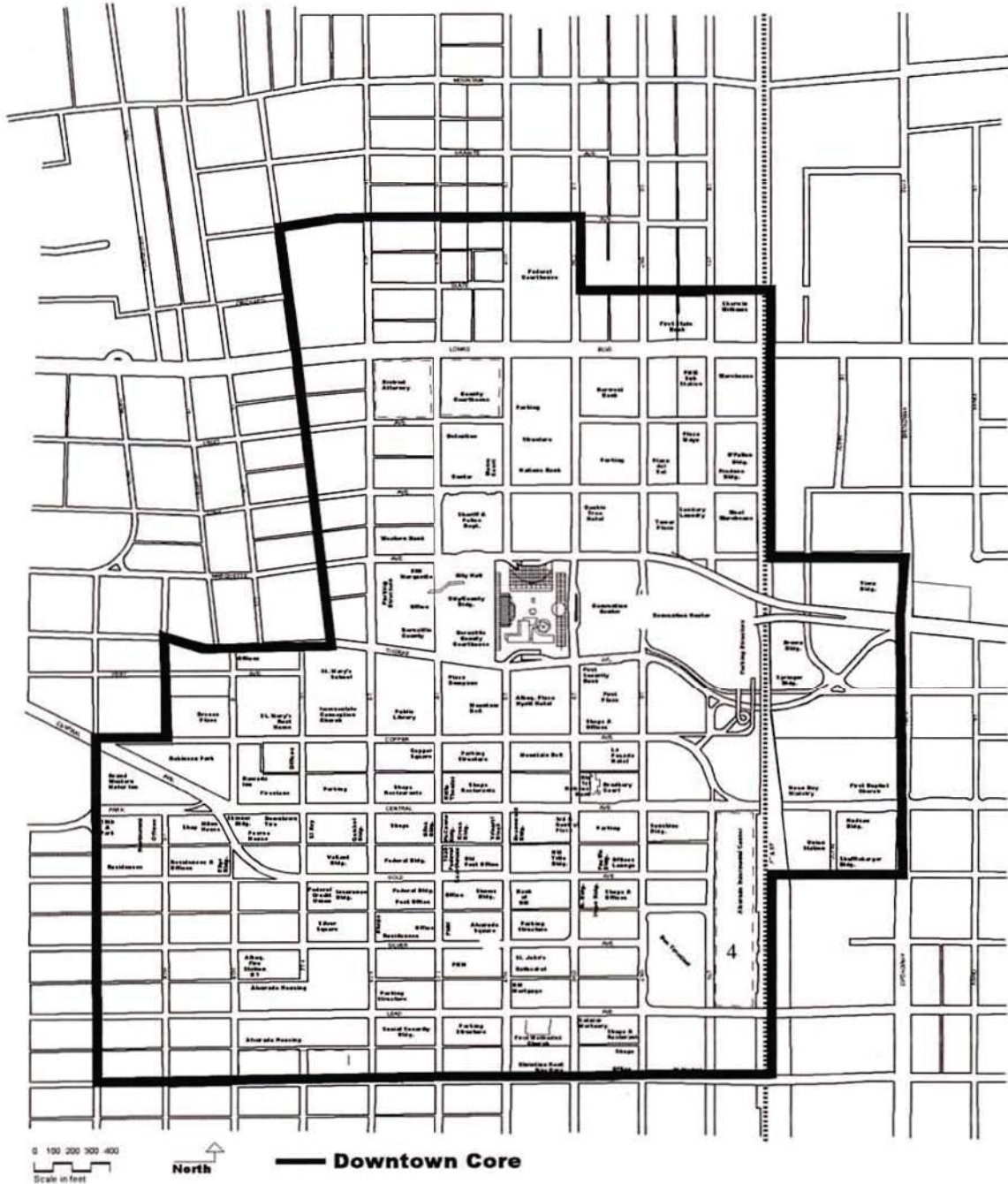
Downtown 2010 will be the catalyst for returning Downtown to its former prominence as the community's premier gathering place and as the center of Albuquerque's Historic District. Downtown Albuquerque is a microcosm of the Historic District as a whole. While each of the individual areas within the District 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!"**



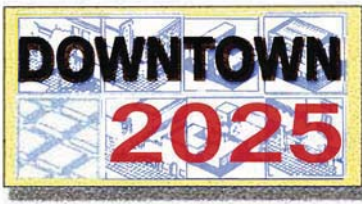


The Downtown Core is generally bounded by Marble/ Slate/ Lomas Boulevard on the north, the AT & SF railroad tracks/ Broadway Boulevard on the east, Coal Avenue on the south, and Tenth/ Ninth/ Seventh streets on the west.



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.

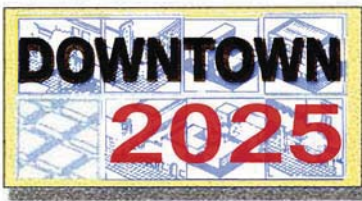
This means that a person coming Downtown need only park once. Once parked they will be within easy access via walking or transit to their destination anywhere Downtown. It also means that pedestrians will be given priority over vehicles in the Downtown and will be able to get around easily in the most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

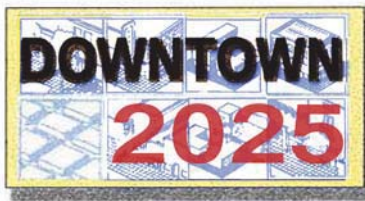
- The DAT and the Albuquerque Convention and Visitors Bureau (ACVB) shall develop a Downtown promotions package, coordinate publicity, and develop a District advertising budget. (Private)
- The “user-friendliness” of the District should be continuously evaluated by developing and administering surveys 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

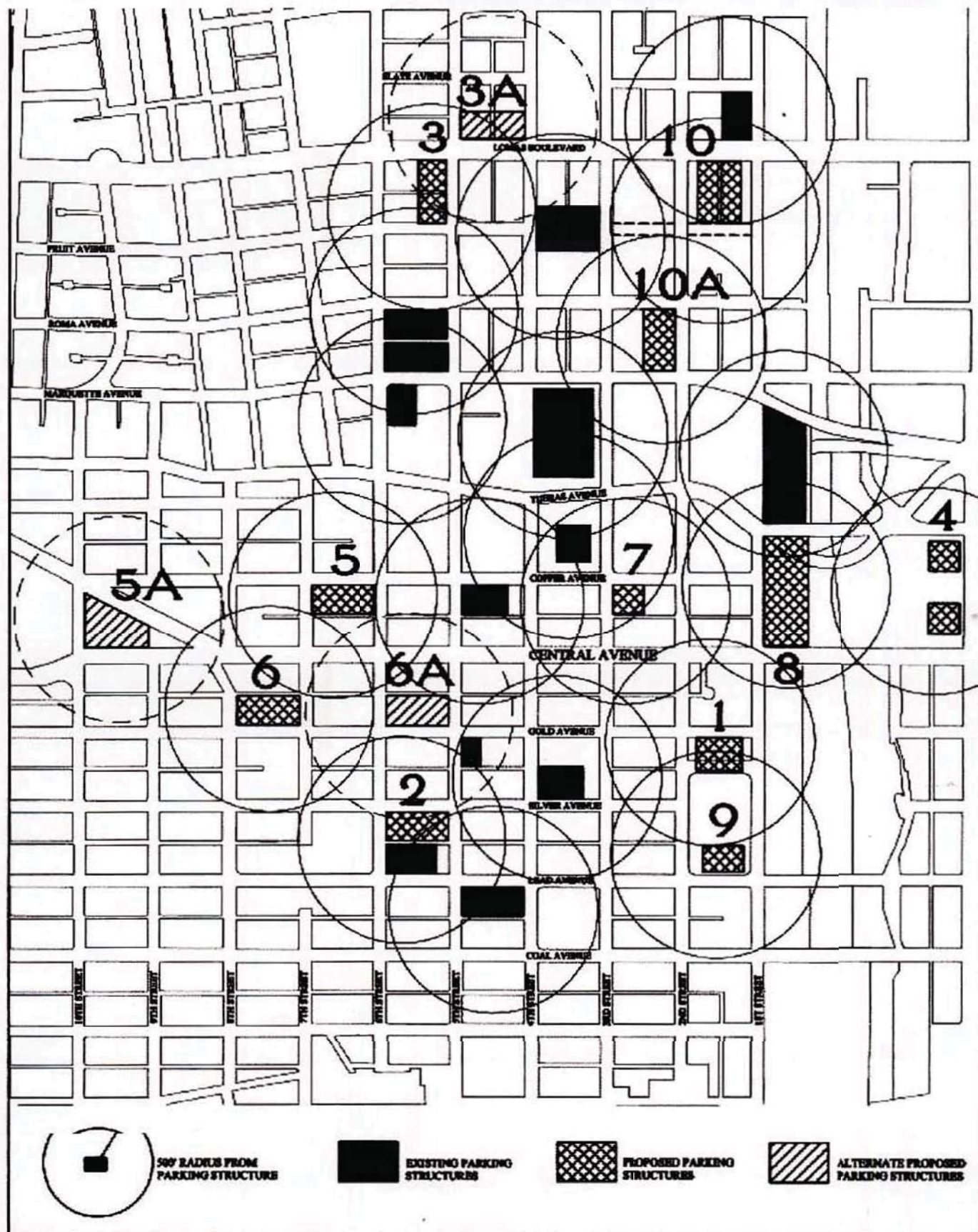
At least one North/South and at least one East/West bike route into Downtown will be established. These routes must be striped and signed for bicycles everywhere but the arts and entertainment section. Bike lockers, facilities, and showers should be encouraged in new Downtown



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.

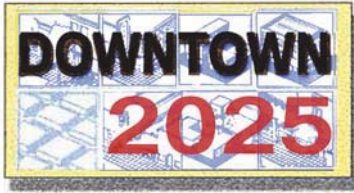
#### Magnet High School

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





GROCERY STORE



PARK-ONCE PARKING  
GARAGE





ROMA NEIGHBORHOOD INFILL HOUSING



UNM STUDENT HOUSING



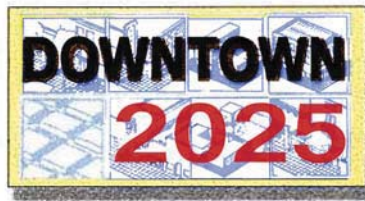


Downtown Arena / Stadium



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.

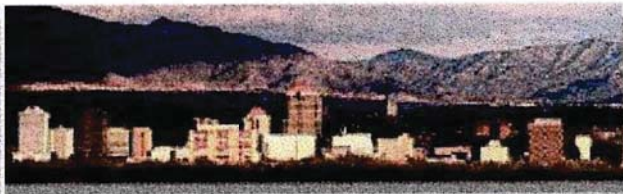
The *Site Development Plan Approval Process* has been streamlined to accommodate Downtown development. For quality Downtown projects, approval will be “short of the process and long on the results.”

"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.*

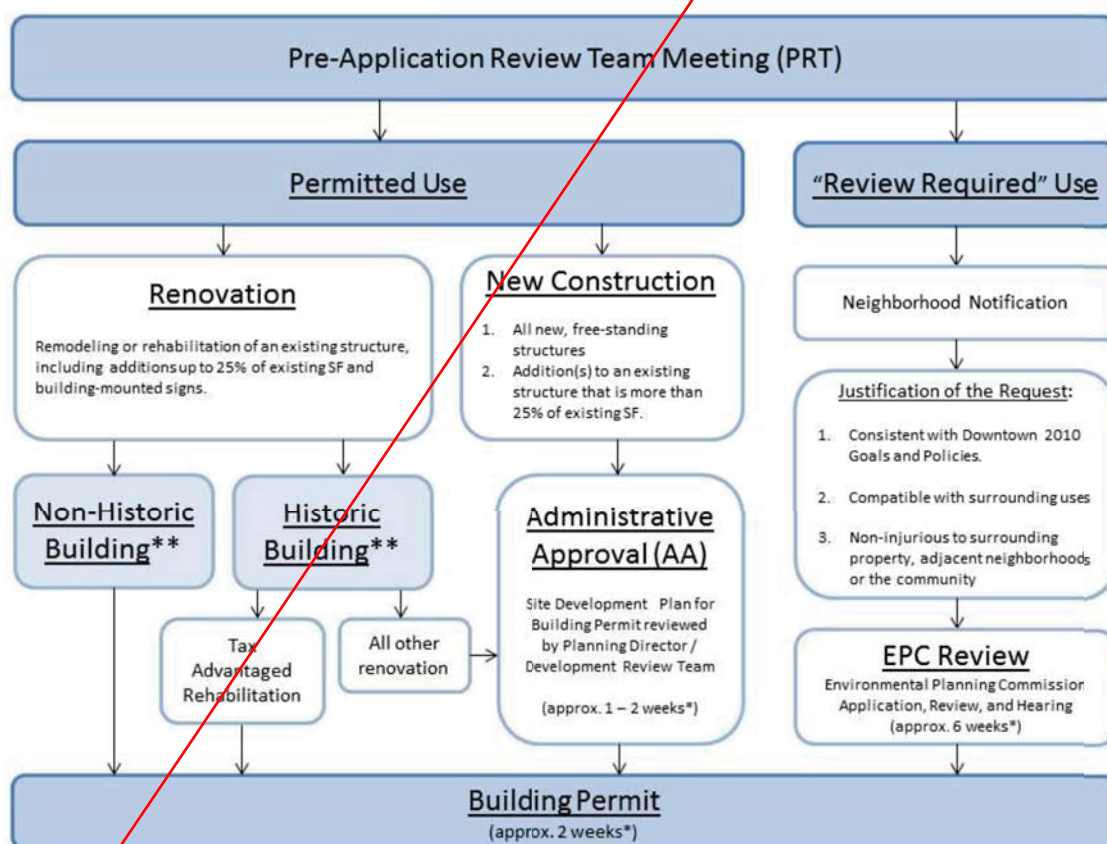




## approval process

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

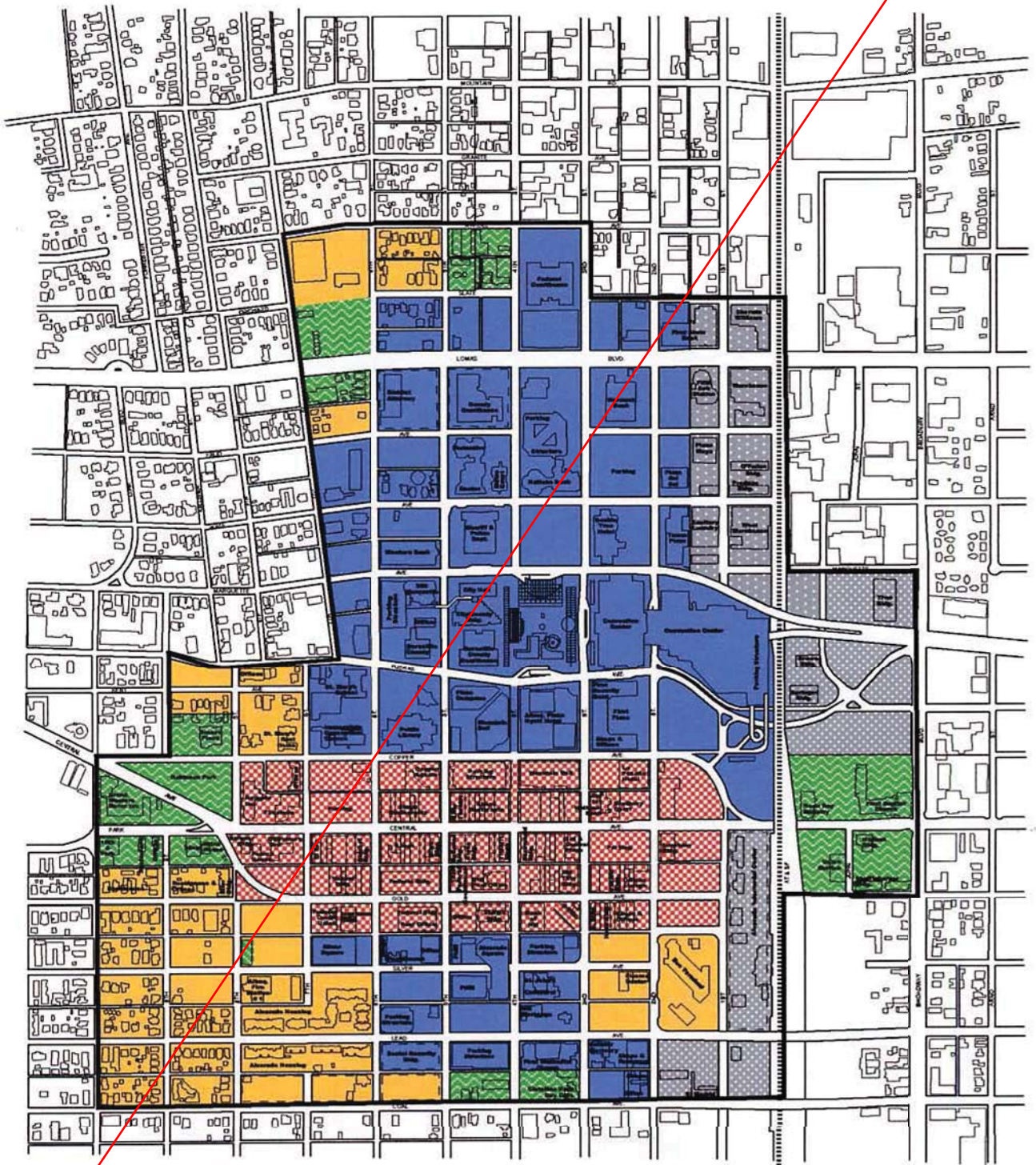


### IMPORTANT NOTE

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.

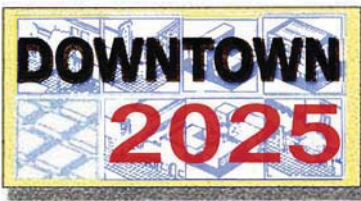


step one



- Housing Focus**
- Government/Financial/Hospitality Focus**
- Warehouse Focus**
- Mixed-Use Corridor**
- Arts & Entertainment Focus**
- 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.

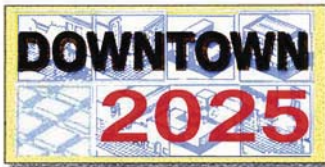
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### Mixed Use Corridors District

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 <sup>①</sup>	GOVERNMENT FINANCIAL/ HOSPITALITY	WAREHOUSE	MIXED USE	ARTS & ENTERTAINMENT
<b>RESIDENTIAL<sup>②</sup></b>					
Ground Floor	P	R	P	P	R
Above Ground Floor	P	P	P	P	P
RETAIL/SERVICES	R <sup>③</sup>	P	P	P	P
OFFICE/INSTITUTIONAL	R <sup>④</sup>	P	P	P	P
WAREHOUSE/WHOLESALE	R	R	P	R	R
MANUFACTURING					
Per M-1	X	X	R <sup>⑤</sup>	X	X
Artisanal and Craft <sup>⑥</sup>	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

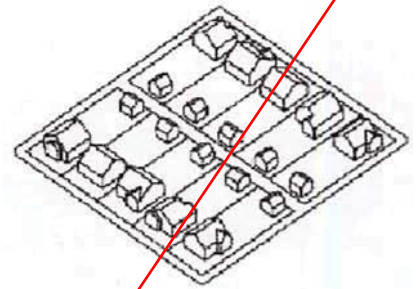
### EXAMPLES:

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

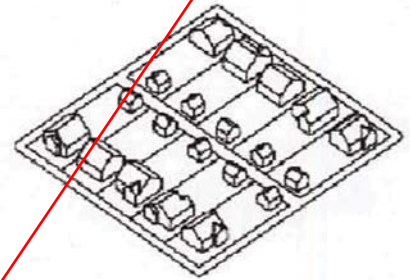
### EXAMPLES:

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

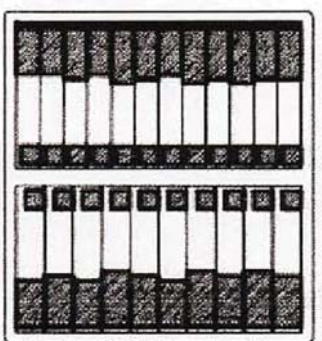
### HEIGHT AND PROFILE:

1. Height: 3 stories maximum

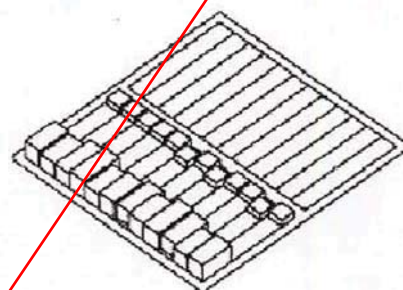
### EXAMPLES:

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

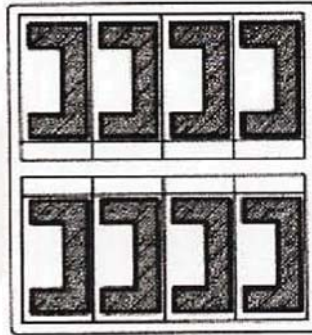
### HEIGHT AND PROFILE:

1. 3 stories maximum with setback beginning at second story

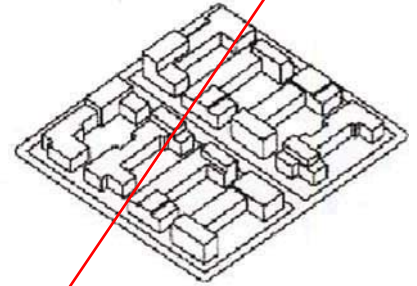
### EXAMPLES:

1. Residential flats over twostory Townhouses

## SAMPLE BLOCK PLAN



## BIRD'S EYE VIEW

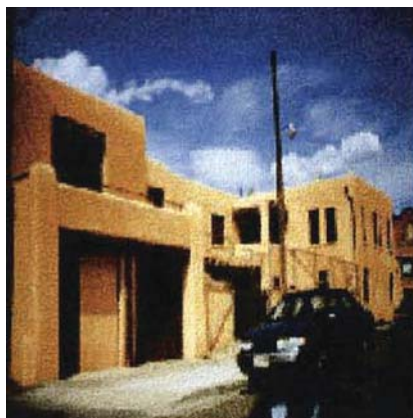


### TYPE DESCRIPTION

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

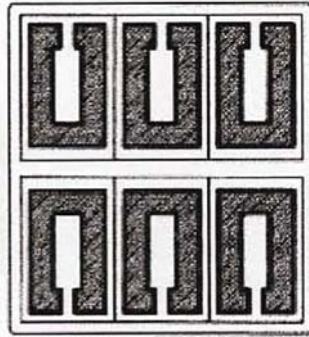
### HEIGHT AND PROFILE:

1. Height: 2 stories maximum

### EXAMPLES:

1. Residential flats over two- story townhouses

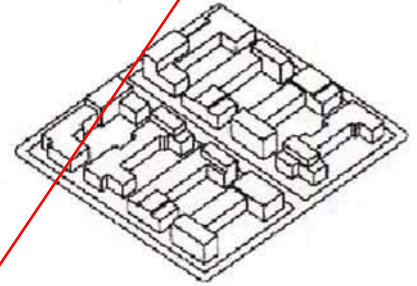
## SAMPLE BLOCK PLAN



### 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 gmde for townhouses
2. Access: through alley

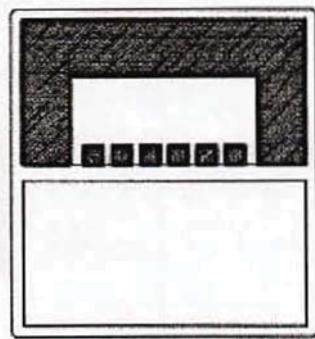
### HEIGHT AND PROFILE:

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

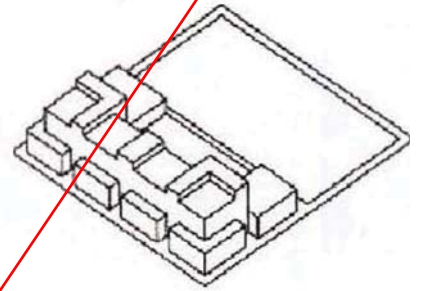
### EXAMPLES:

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 sub merged 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

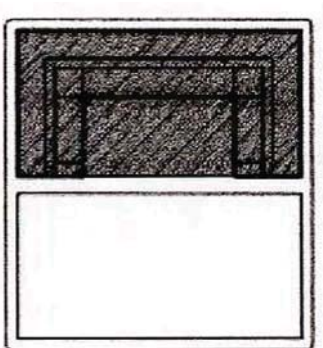
### HEIGHT AND PROFILE:

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

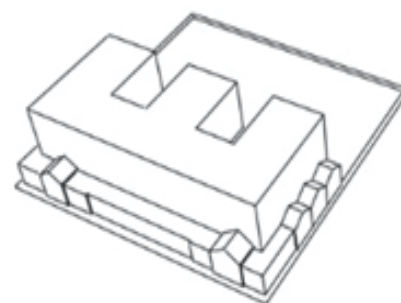
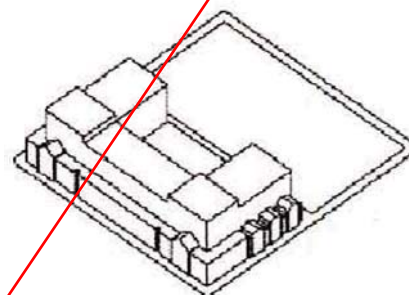
## SAMPLE BLOCK PLAN



### 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

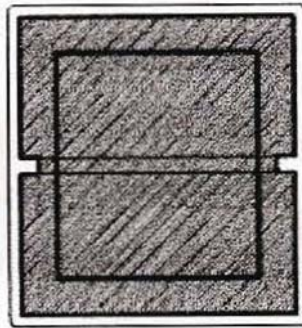
### HEIGHT AND PROFILE:

1. Height: No restrictions
2. Setback: 20' minimum with 40' preferred

### EXAMPLES:

1. Parking; Cinema; "BigBox" Retail; Office; Hotel; Residential

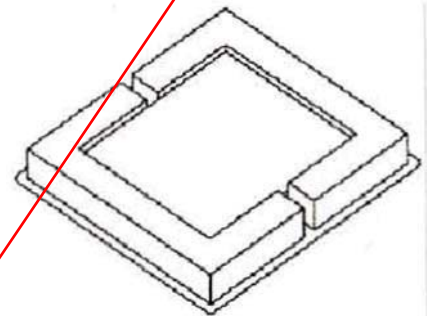
## SAMPLE BLOCK PLAN



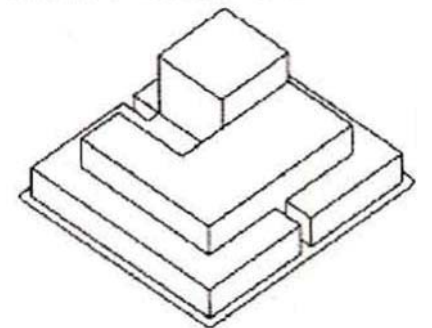
### TYPE DESCRIPTION

Two-story flats over two-story townhouses over partially submerged parking garages.

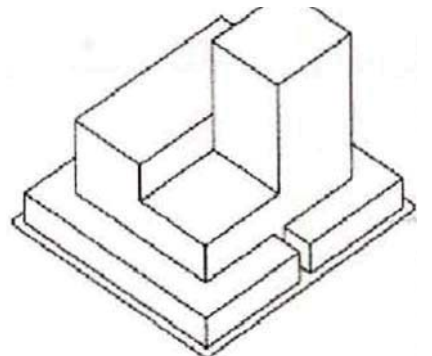
## BIRD'S EYE VIEW



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

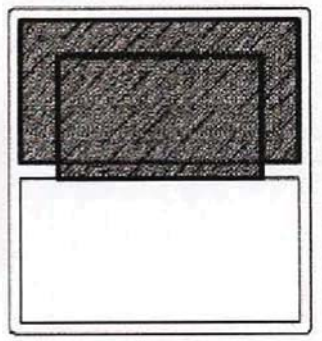
### HEIGHT AND PROFILE:

1. Height No restrictions
2. Setback: 20' minimum with 40' preferred

### EXAMPLES:

1. Parking; Cinema; "BigBox" Retail; Office; Hotel; Residential

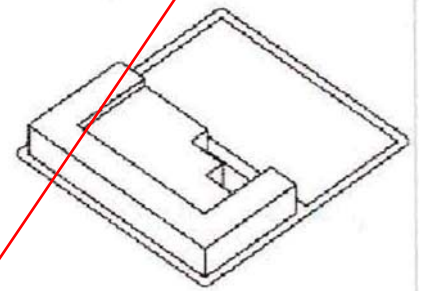
## SAMPLE BLOCK PLAN



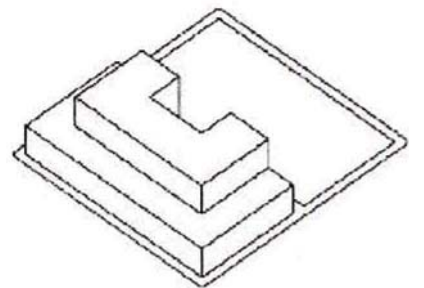
## TYPE DESCRIPTION

Large floor plate structure surrounded by low-scale "wrapper" or "liner" buildings at street frontage located on a half-block.

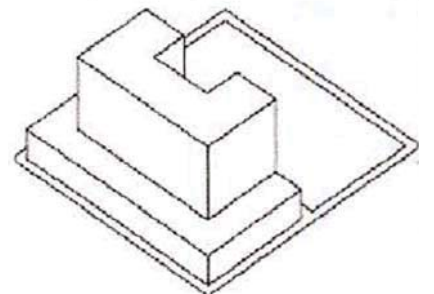
## BIRD'S EYE VIEW



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 corners 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 corners
2. Setback: 0'

### EXAMPLES:

1. Commercial or Retail on street frontage with mixed-use housing or office lofts above

## INTERIOR BUILDING

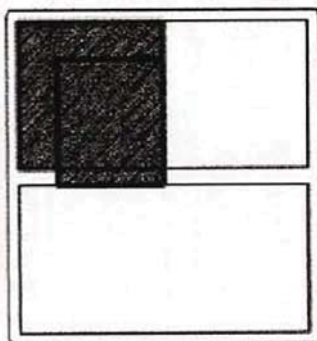
### HEIGHT AND PROFILE:

1. Height No restrictions
2. Setback: 20' minimum with 40' preferred

### EXAMPLES:

1. Parking; Cinema; "BigBox" Retail; Office; Hotel; Residential

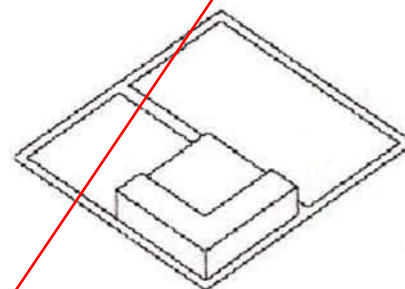
## SAMPLE BLOCK PLAN



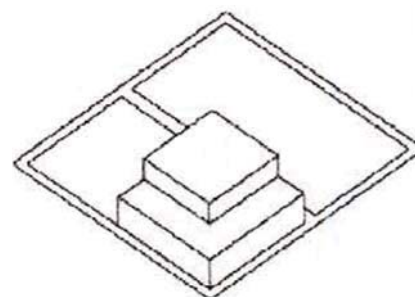
### TYPE DESCRIPTION

Large floor plate structure surrounded by low-scale "wrapper" or "liner" buildings at street frontage located on a quarter-block.

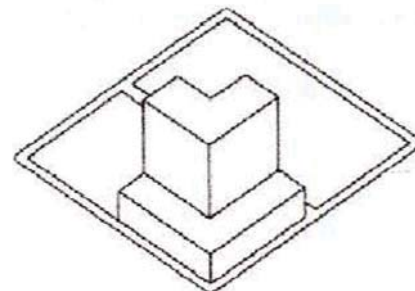
## BIRD'S EYE VIEW



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

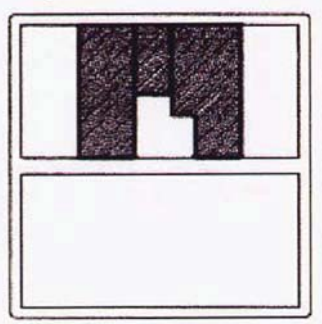
### HEIGHT AND PROFILE:

1. Street Frontage Height: 3 stories maximum and 7 stories 20' from street frontage
2. Setback: 0', 20' at 3rd Level and up

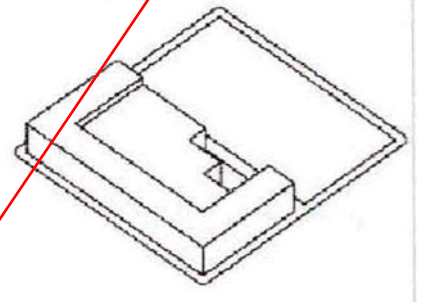
### EXAMPLES:

1. Commercial or Retail on street frontage with mixed-use housing or office lofts above

## SAMPLE BLOCK PLAN



## BIRD'S EYE VIEW

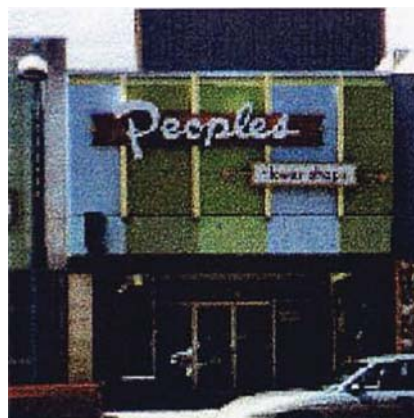


## TYPE DESCRIPTION

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

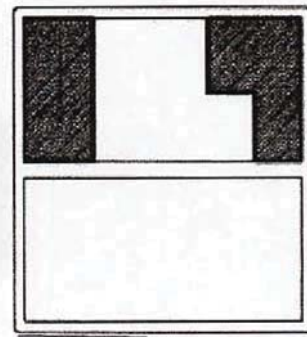
### HEIGHT AND PROFILE:

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

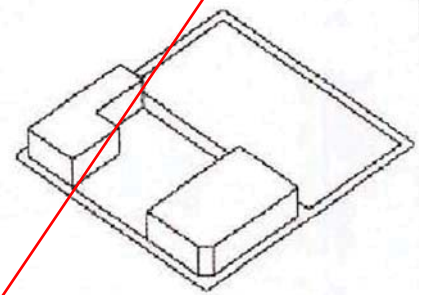
## SAMPLE BLOCK PLAN



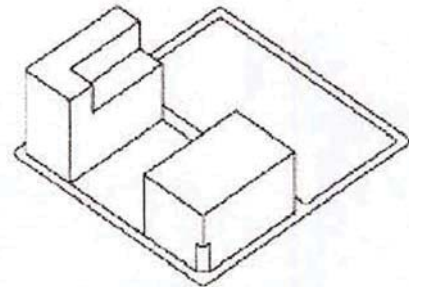
### TYPE DESCRIPTION

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*



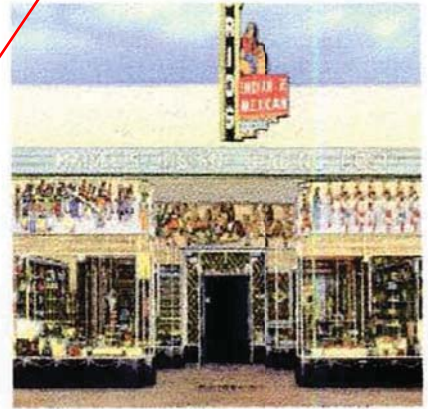
Example 2

*Residential*



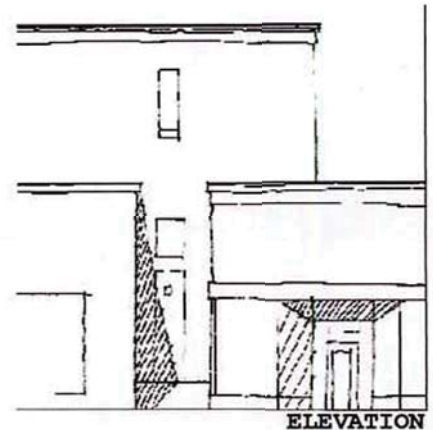
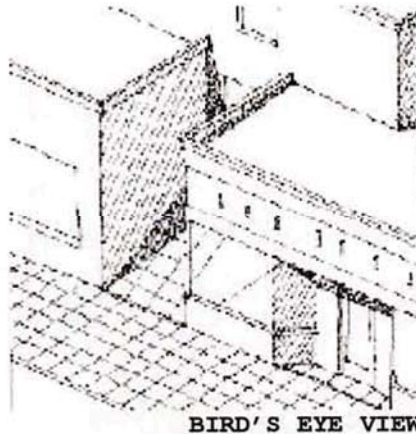
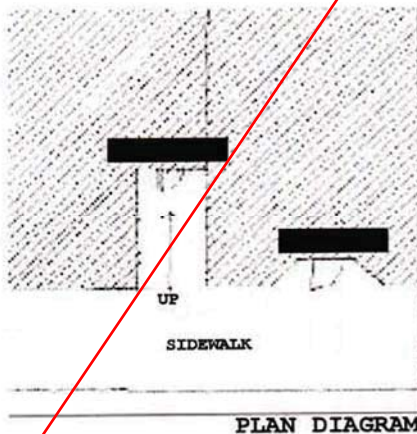
Example 3

*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

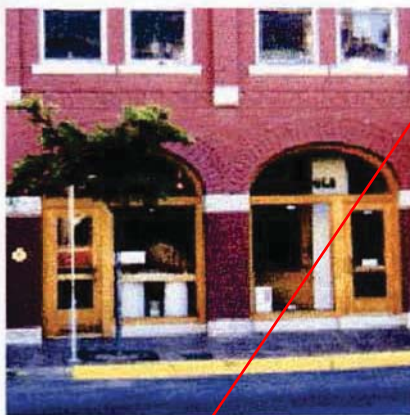
Provide safe and easy passage from the public realm into individual buildings.

Example 1

*Not Permitted*



Example 2

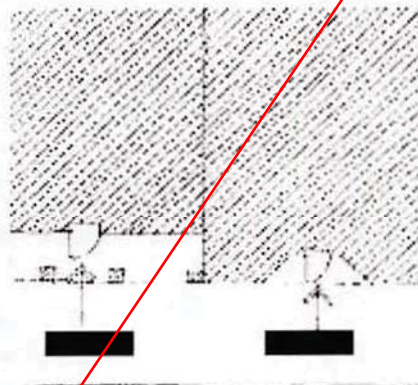


Example 3

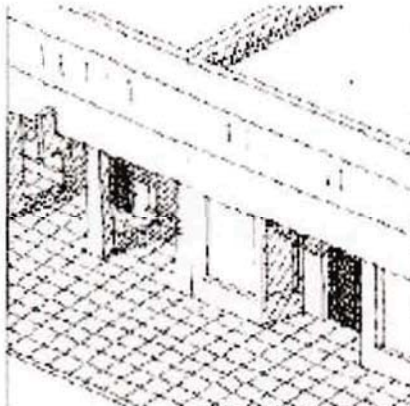


### STANDARD

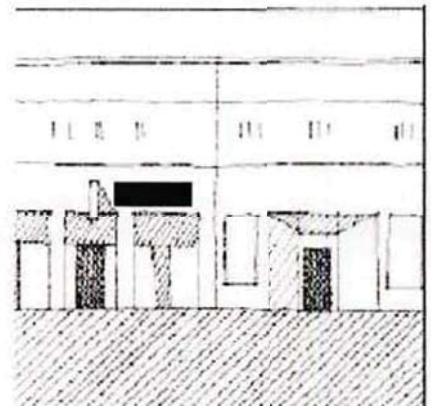
The front doors of all buildings shall be visible from the street. If located more than 10 feet from the front building line, their location must be reinforced with additional graphics, lighting, marquees or canopies.



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

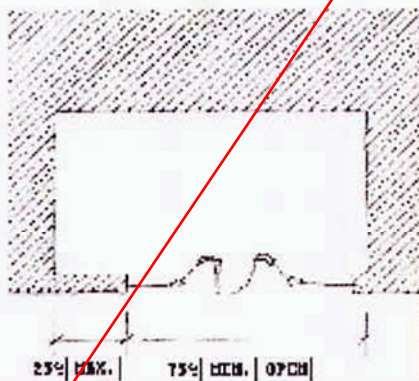


Example 3

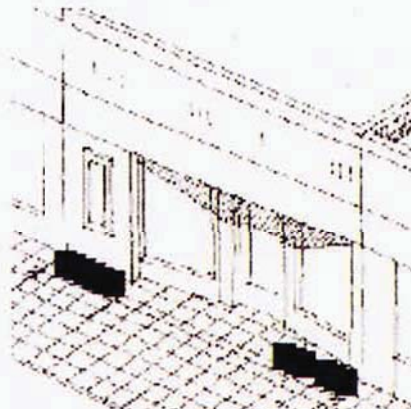


### STANDARD

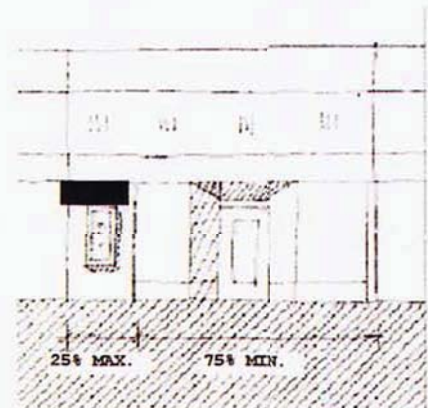
Blank walls in excess of 25% or 10 continuous feet of the frontage of the property shall not be used at the street level. Blank walls must contain architectural relief such as expressive details, blind windows, murals, etc.



PLAN DIAGRAM



BIRD'S EYE VIEW



ELEVATION

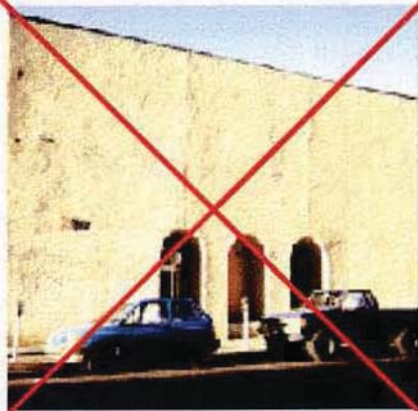


### INTENT

Provide interest for the pedestrian at the ground level of buildings through detailing at close view.

Example 1

*Not Permitted*



Example 2

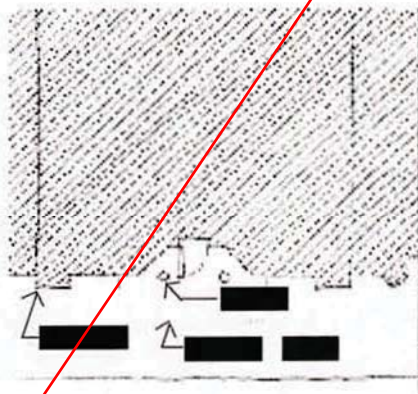


Example 3

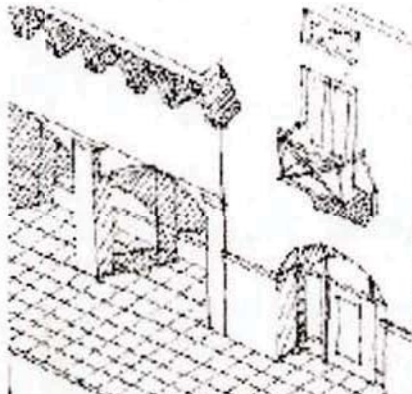


### STANDARD

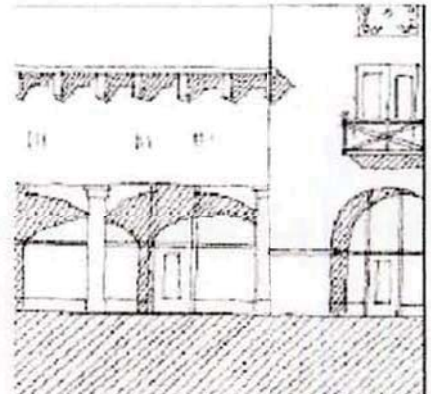
All buildings shall provide scale-defining architectural elements or details at the first two floor levels minimum, such as windows, spandrels, awnings, por-ticos, pediments, cornices, pilasters, columns and balconies.



PLAN DIAGRAM



BIRD'S EYE VIEW



ELEVATION



### INTENT

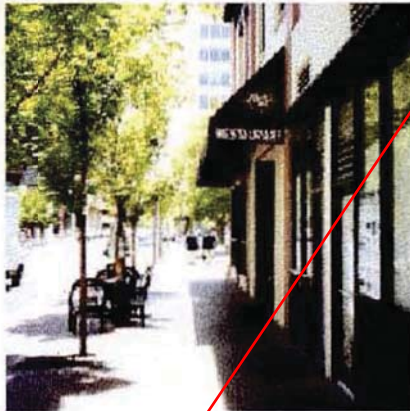
Allow sufficient room for pedestrian passage and additional use of sidewalk such as cafe tables.

Example 1

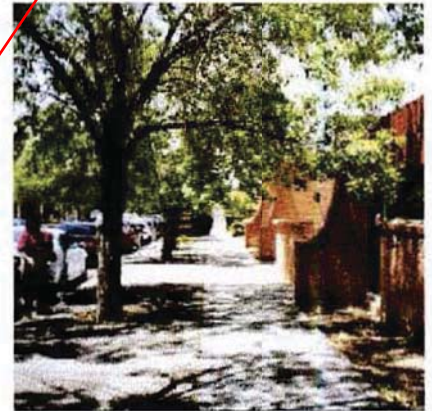
*Not Permitted*



Example 2

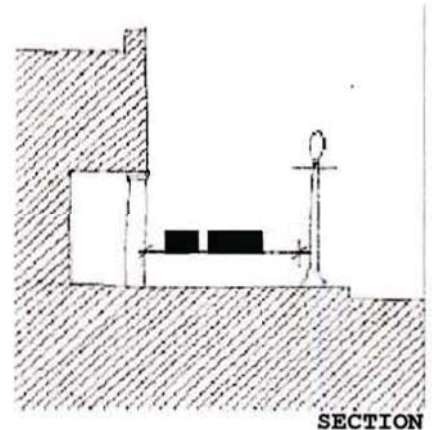
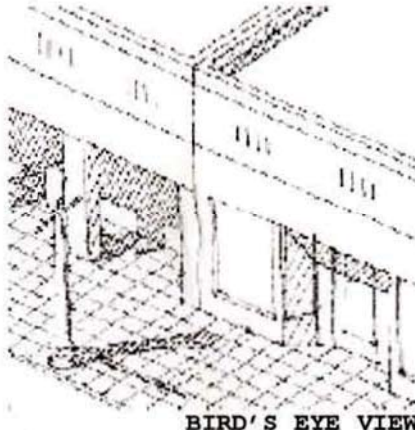


Example 3



### 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

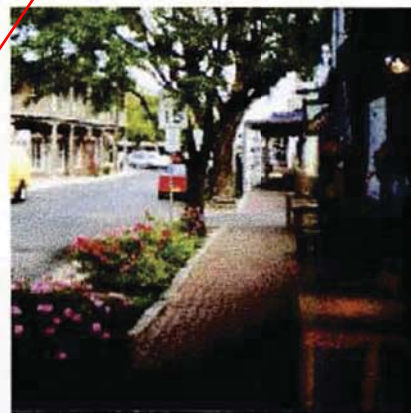
Not Permitted



Example 2

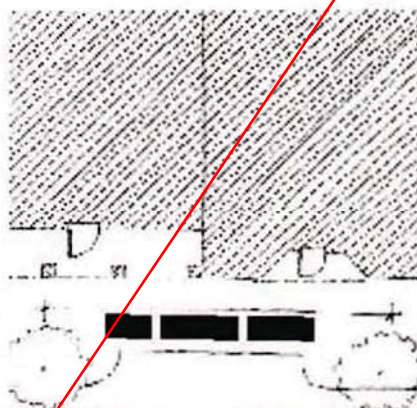


Example 3

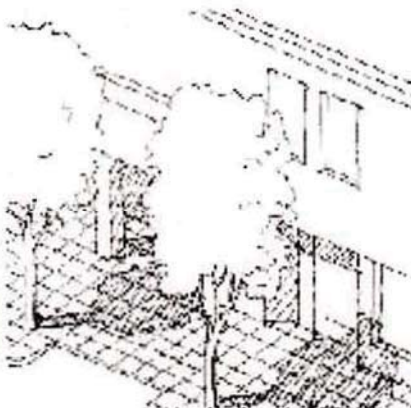


### STANDARD

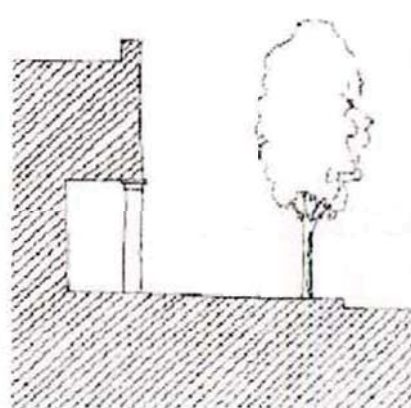
Street trees must be provided to the extent that the sidewalk width permits. Selection shall be from the approved list of Downtown street trees and shall be consistent with the established landscape palette.



PLAN DIAGRAM



BIRD'S EYE VIEW



SECTION

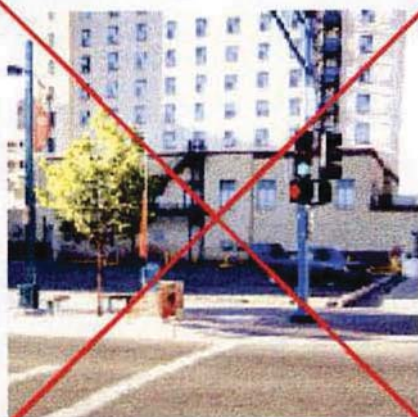


### INTENT

Streets and sidewalks lined with buildings rather than parking lots.

Example 1

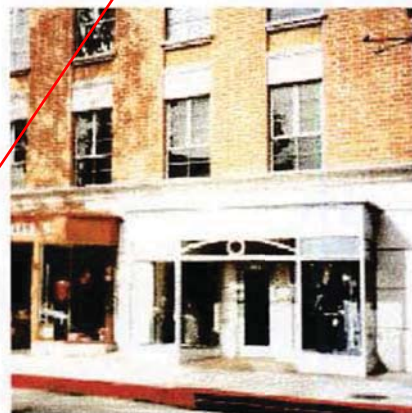
Not Permitted



Example 2

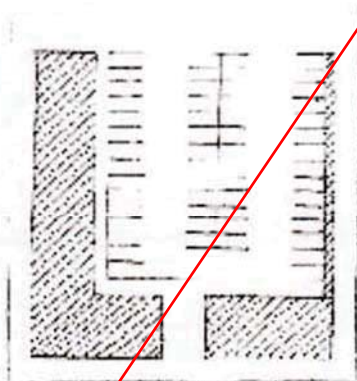


Example 3

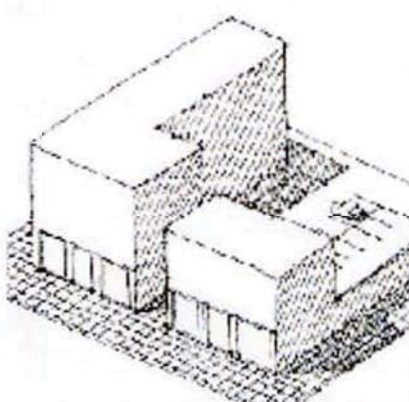


### STANDARD

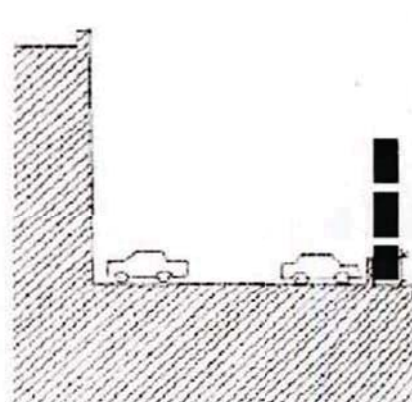
- A. On Central Avenue (between 1st Street and 8th Street) surface parking must be located behind buildings.
- B. Elsewhere in the Downtown, surface parking can not be between the building and the front property line. Parking between the building and the side lot line must be screened from the street 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

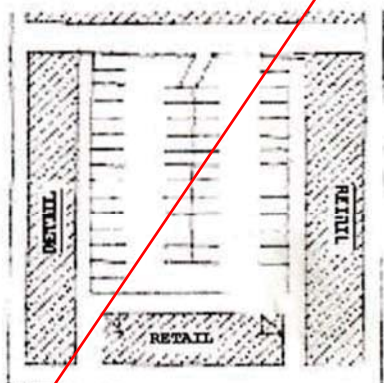


Example 3

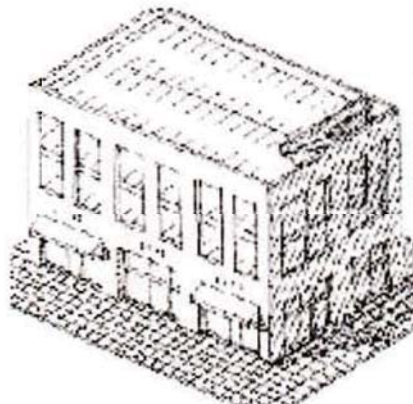


### STANDARD

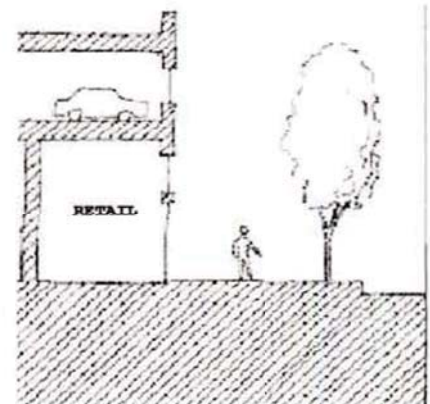
Parking garages must have a minimum of 50% of their sidewalk frontage along the street (excluding the ingress and egress) designed as retail, commercial or office space. The entire first floor, floor to ceiling height, shall be designed to accommodate future retail, commercial or office uses. There is 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

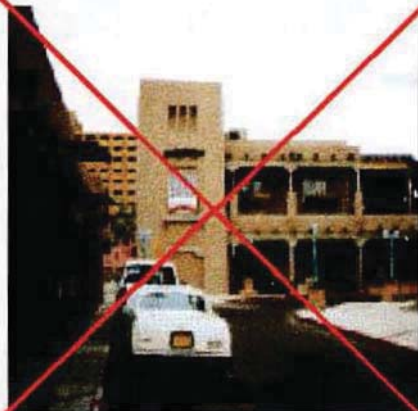


### INTENT

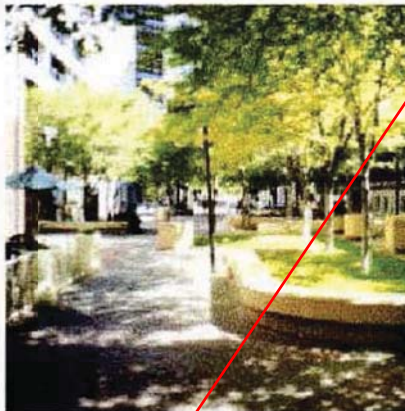
To keep the traditional Downtown grid of streets and alleys intact, for maximum pedestrian choice and activity.

Example 1

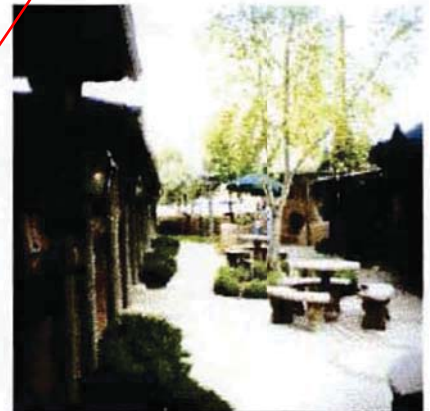
Not Permitted



Example 2

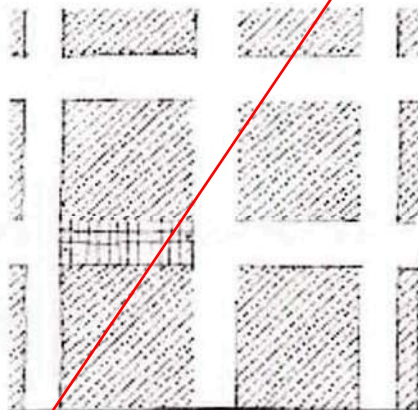


Example 3

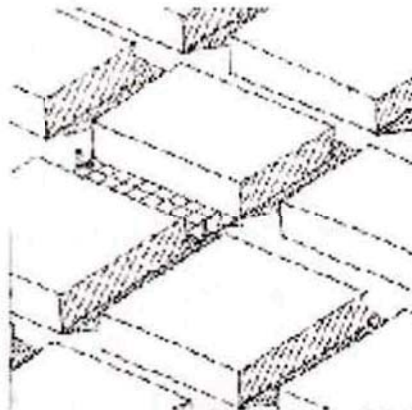


### STANDARD

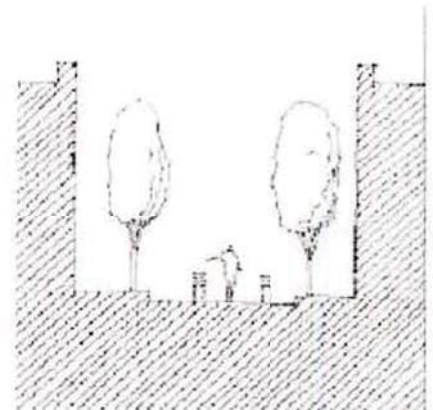
If the traditional street grid is broken for development, pedestrian connections shall be established to replace those vacated. These connections shall be a continuation of the existing grid and allow for service access.



PLAN DIAGRAM



BIRD'S EYE VIEW



SECTION

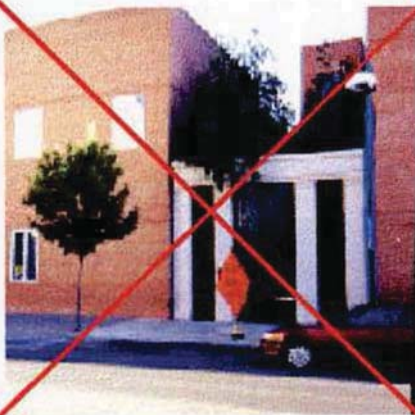


### INTENT

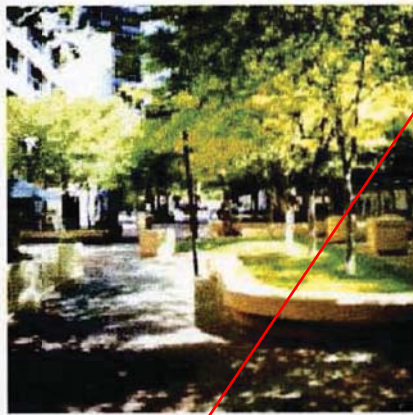
To make a seamless connection between the sidewalks at the street and courtyards and plazas towards the interior of the block.

Example 1

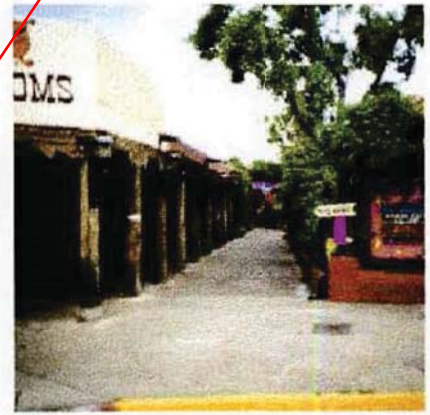
Not Permitted



Example 2

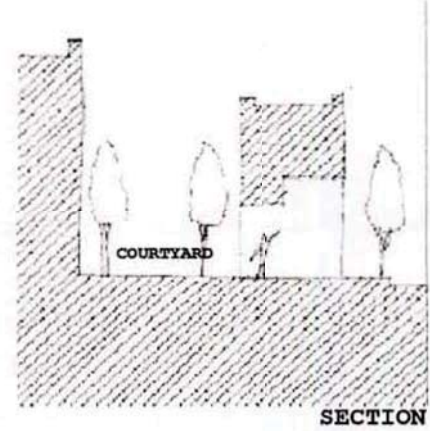
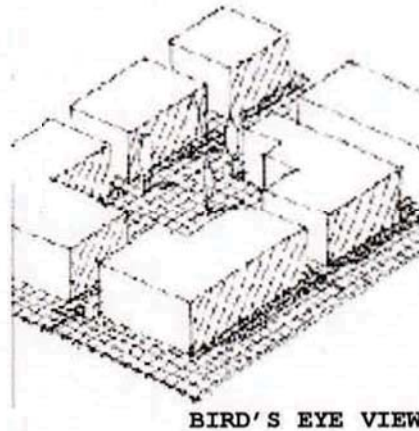
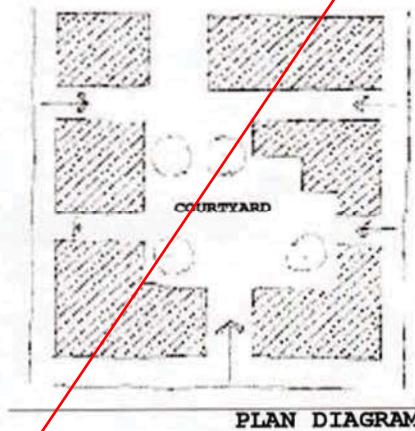


Example 3



### 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.





### INTENT

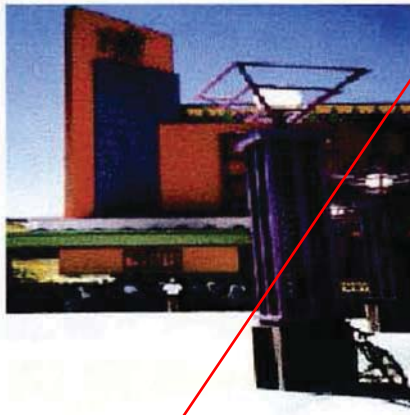
Provide a safe and welcoming connection between the sidewalks at the street and courtyards and plazas toward the interior of the block.

Example 1

Not Permitted



Example 2

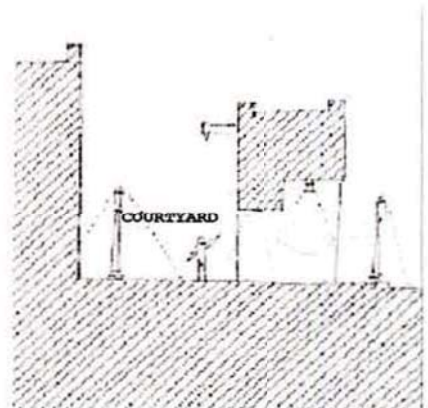
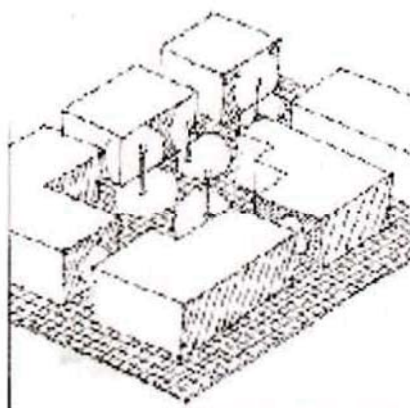
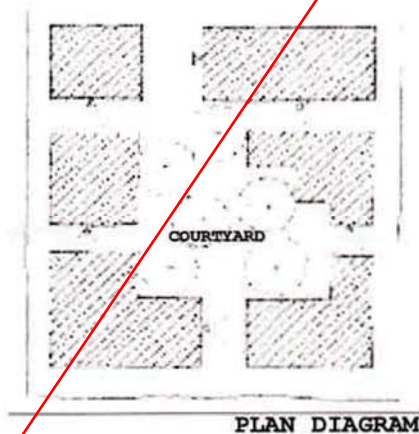


Example 3



### 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.



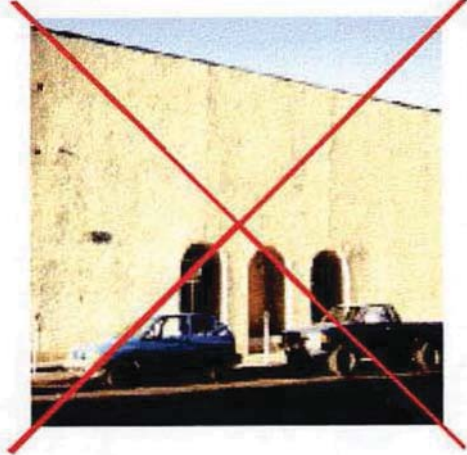


### INTENT

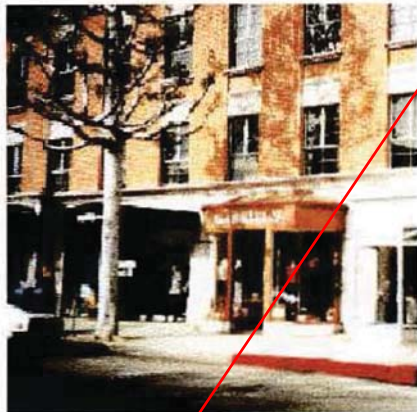
To visually extend the pedestrian's realm and provide interest along the sidewalk, as well as allowing people inside opportunity to observe the passing street scene.

Example 1

Not Permitted



Example 2



Example 3

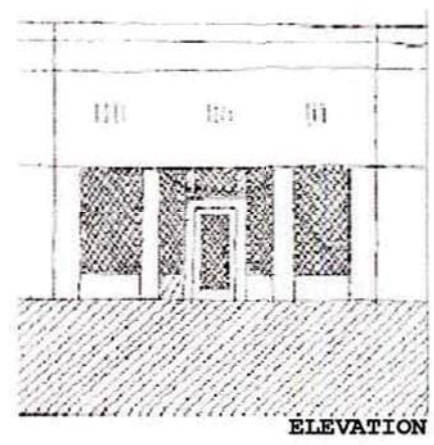
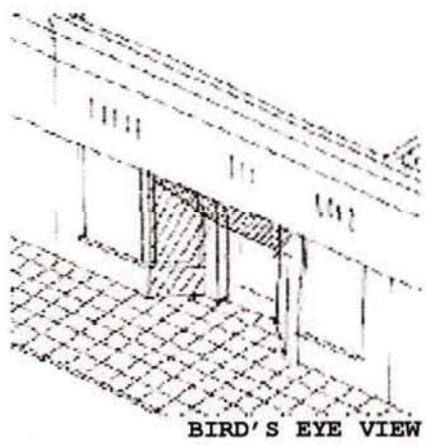
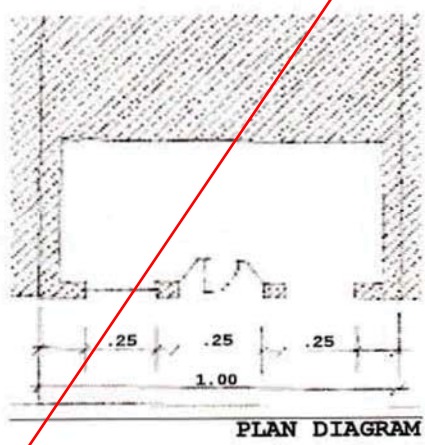


### STANDARD

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

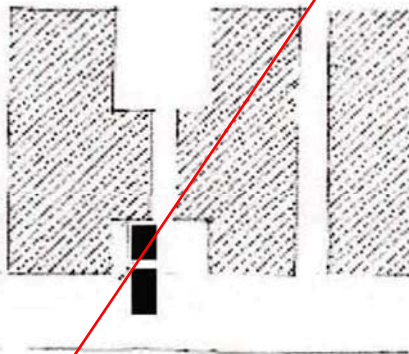


Example 3

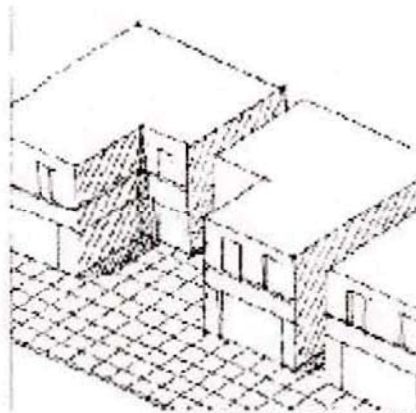


### STANDARD

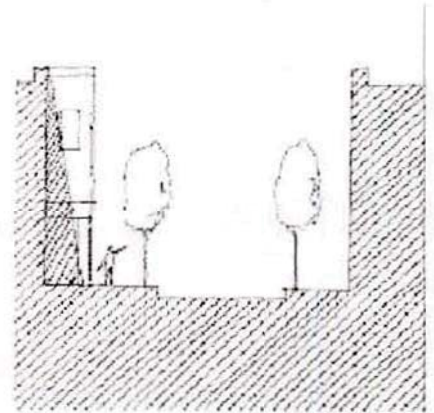
The street facade of buildings may be setback a maximum of 15 feet from the front lot line, except those buildings facing Central Avenue between Eight Street and First Street, which shall meet Standard 3. In general, it is preferred to keep the street facade built to the property line, in alignment with 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

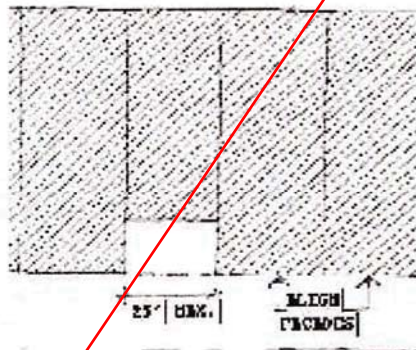


Example 3

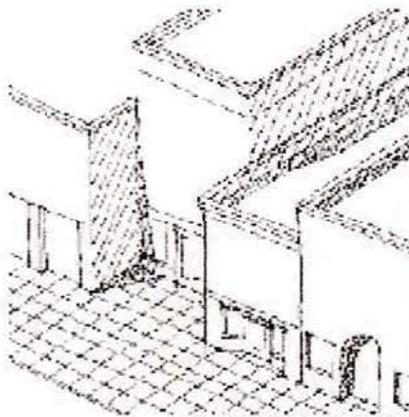


### STANDARD

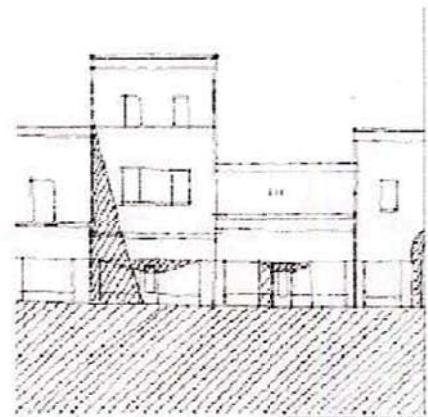
For buildings on Central Avenue between 8th and the railroad tracks: A minimum of one facade element shall align horizontally with adjacent buildings. Facade elements include, but are not limited to, roof tops, cornices, signs, storefront windows, windows above the first floor and awnings. Awnings are 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

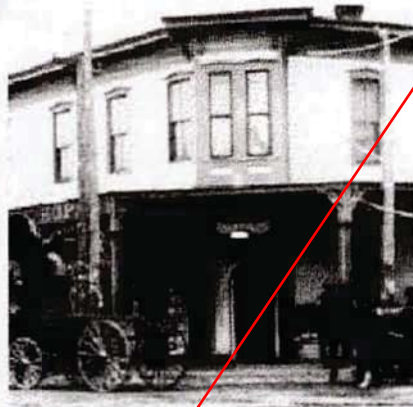
Corner buildings shall relate to the activities of the intersection and encourage activity through their design.

Example 1

Not Permitted



Example 2



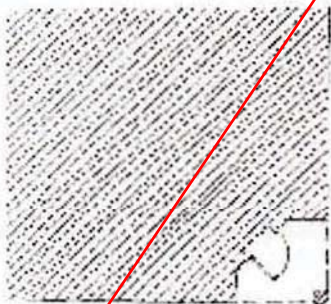
Example 3



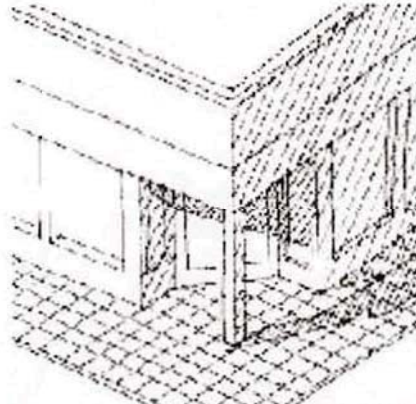
### STANDARD

Appropriate design of the corner shall include one of the following successful patterns:

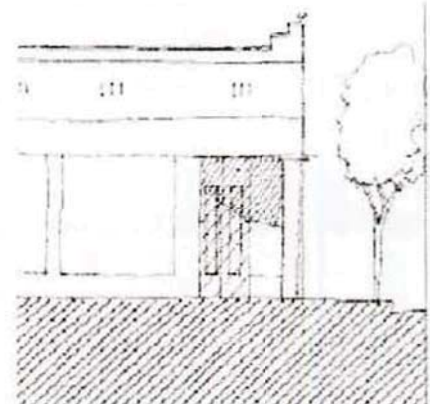
- 1 Opening the space at ground level for people to walk around the corner with the building mass above redefining the corner
- 2 A recessed entry at the corner such as the familiar angled wall with an entry door.
- 3 A corner window with an important view into the building



PLAN DIAGRAM



BIRD'S EYE VIEW



ELEVATION

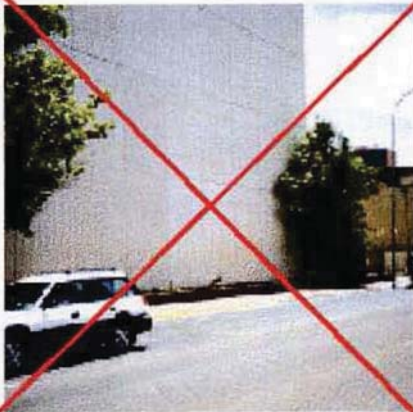


### INTENT

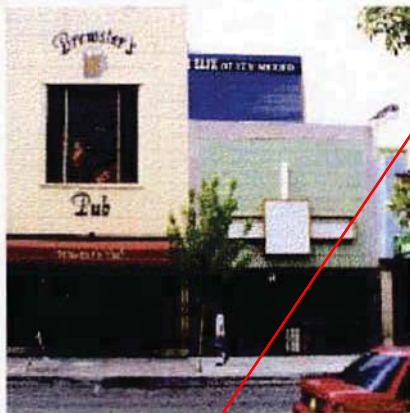
Create pedestrian interest by using materials that relate to the traditional context of Downtown.

Example 1

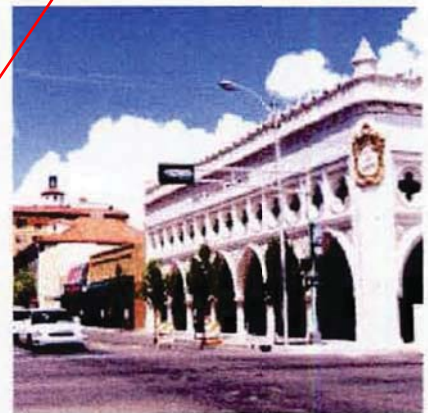
Not Permitted



Example 2

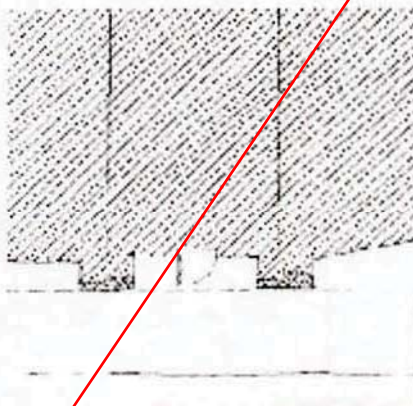


Example 3

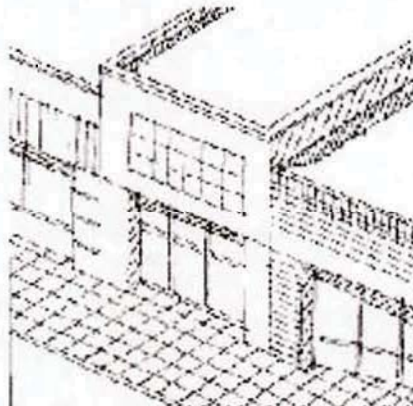


### STANDARD

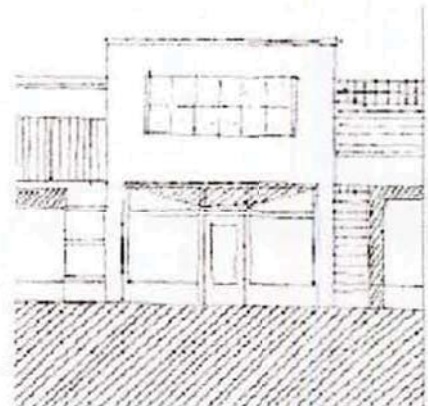
For buildings on Central Avenue between 8th Street and the railroad tracks: Building facades shall incorporate patterned and textured elements that add visual interest to the surface. These elements should be based on materials and patterns that relate to the traditions of Downtown buildings.



PLAN DIAGRAM



BIRD'S EYE VIEW



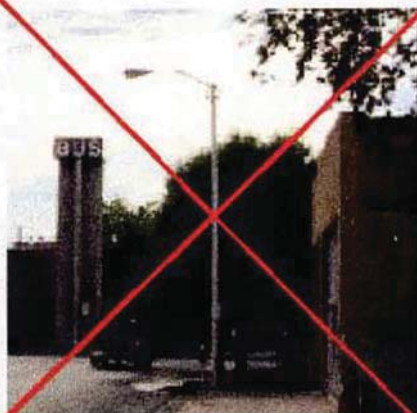
ELEVATION



### INTENT

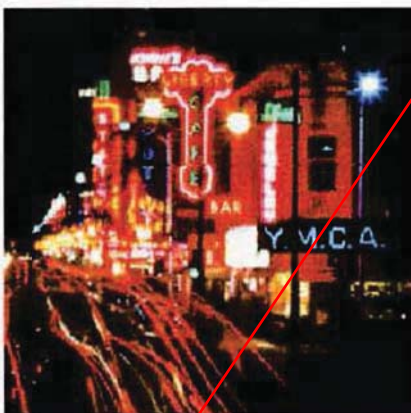
Provide a safe and appealing nighttime environment for the Downtown.

Example 1

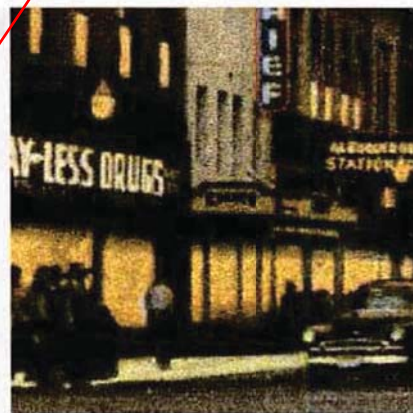


Not Permitted

Example 2

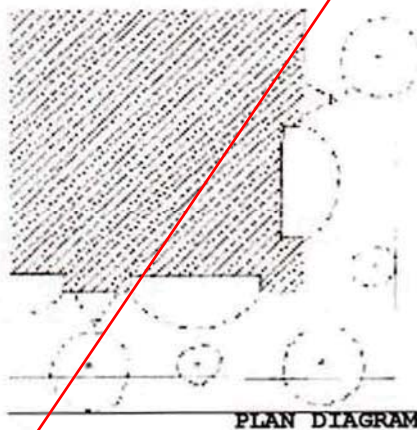


Example 3

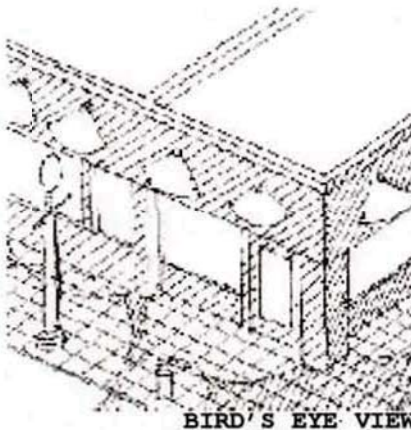


### STANDARD

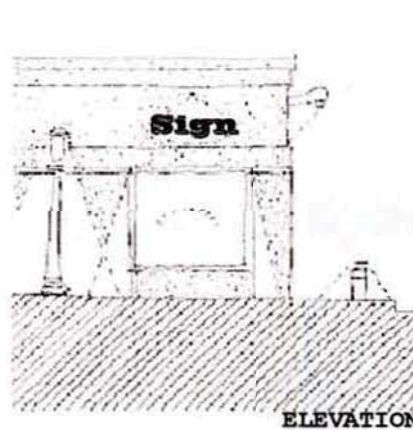
The design for a proposed facade must consider the appearance of the building in the evening and develop an exterior lighting plan that includes display window lighting, building lighting, and pedestrian-scaled lighting for both buildings and pedestrian areas within the site. Lighting shall be warm in color, with control of glare for the pedestrian.



PLAN DIAGRAM



BIRD'S EYE VIEW



ELEVATION

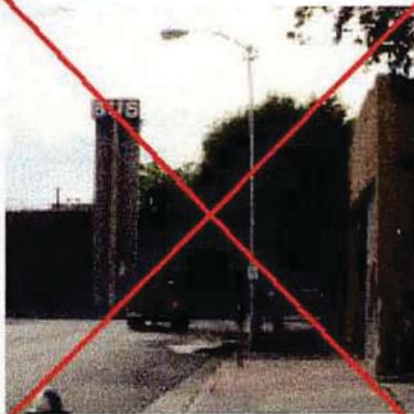


### INTENT

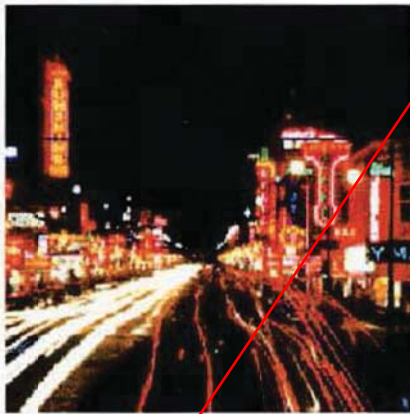
Provide an exciting nighttime environment for the Downtown.

Example 1

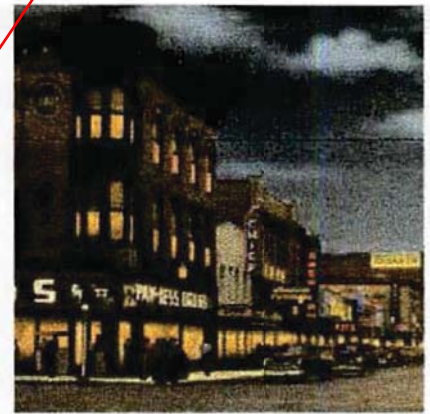
Not Permitted



Example 2



Example 3

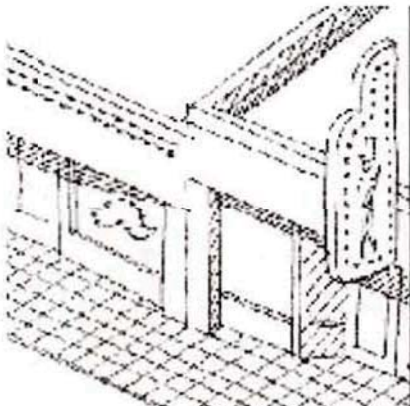


### STANDARD

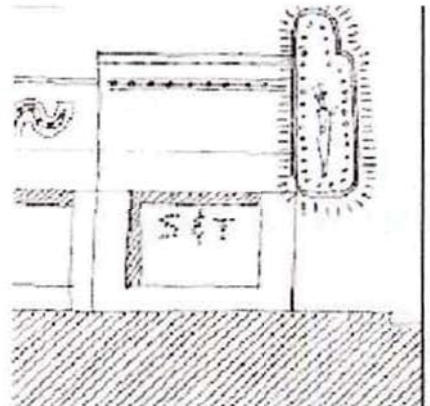
For buildings on Central Avenue between 8th Street and the railroad tracks: the use of neon and fiber optic lighting should be considered since it can contribute to the tradition of strong decorative lighting on Central Avenue. Signage on marquees, blade signs, sign bands, outline of significant architectural 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

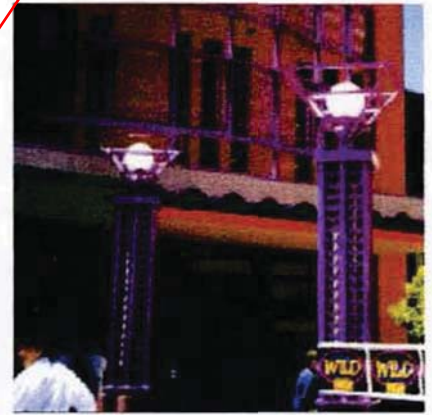
Not Permitted



Example 2



Example 3

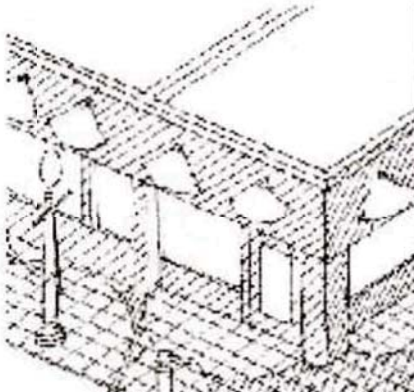


### STANDARD

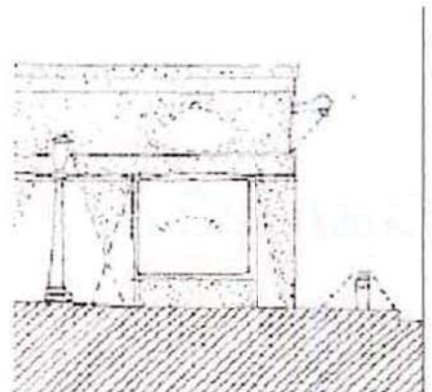
Adequate lighting must be provided for safety and visibility at night.  
Project plans must include illumination levels and color rendition of exterior building lighting adjacent to sidewalks.



PLAN DIAGRAM



BIRD'S EYE VIEW



SECTION



### INTENT

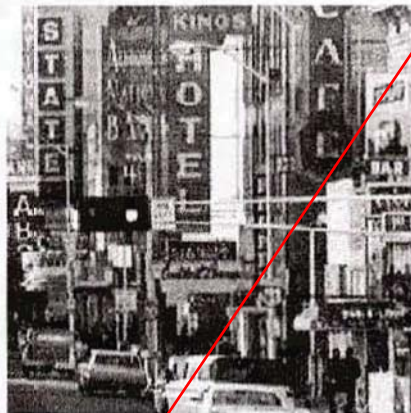
Create identity for individual stores and buildings through projecting signs.

Example 1

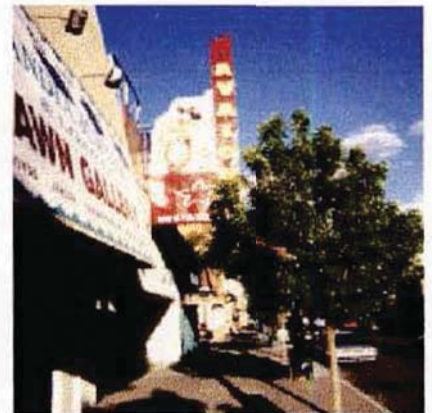
Not Permitted



Example 2



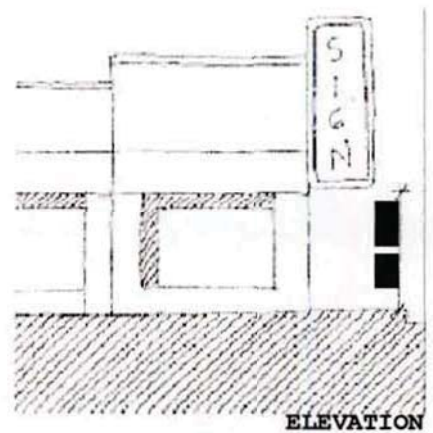
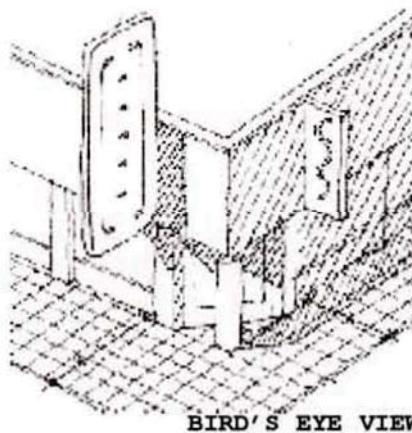
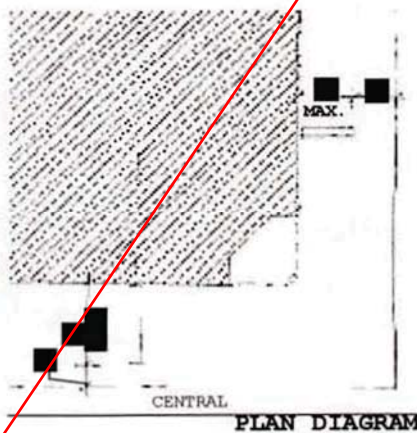
Example 3



### 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.

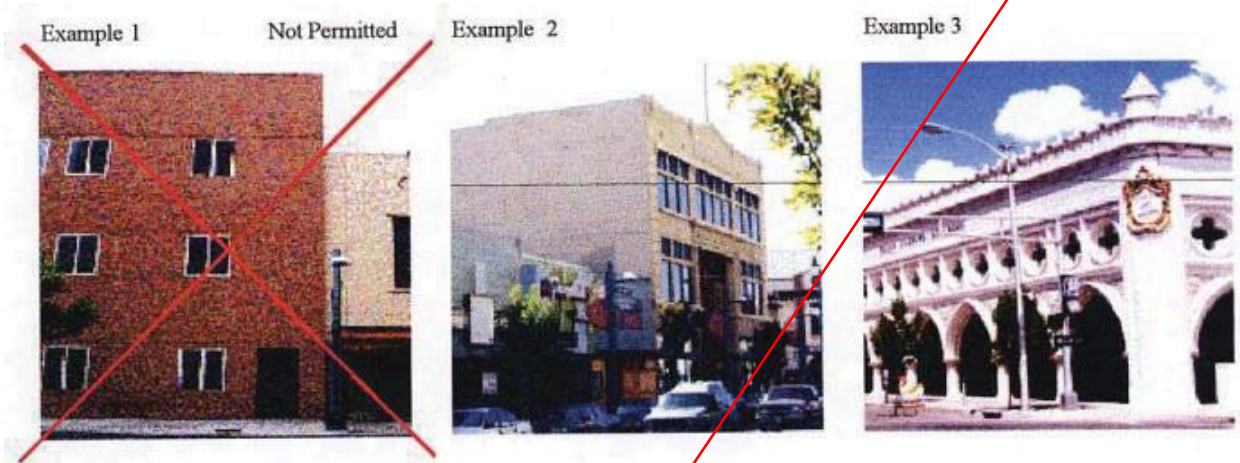
*(In addition to these standards, all zoning code regulations regarding signage will apply).*





### 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](http://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](http://nmhistoricpreservation.org). Standards for qualified rehabilitations do apply and applications must be approved prior to starting any work.



**Large**

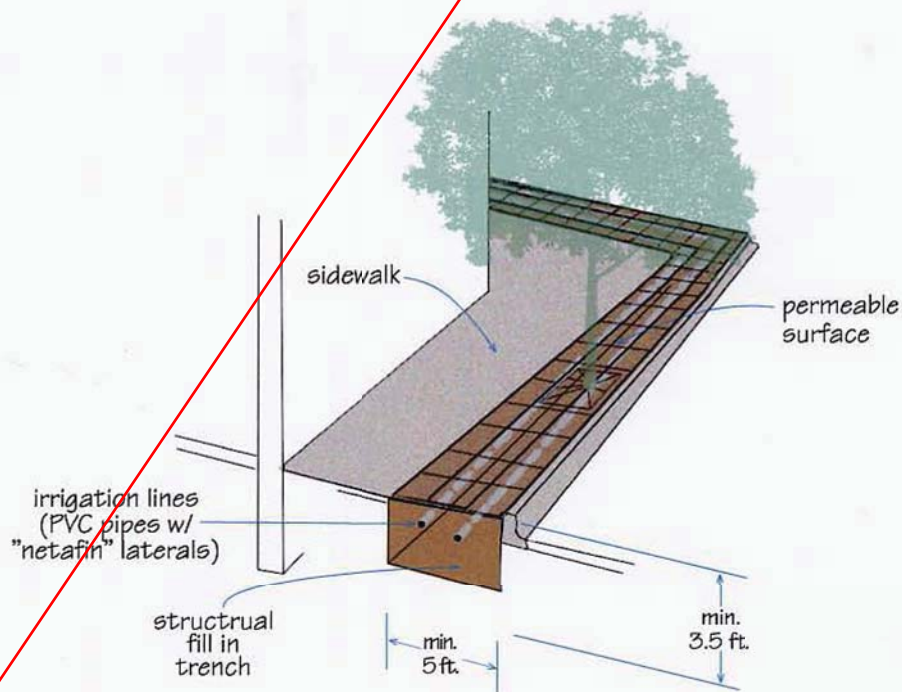
1. *Quercus macrocarpa* - Bur Oak
2. *Quercus robur* - English Oak
3. *Quercus shumardii* - Shumard Red Oak

**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



Planting and Irrigation Detail





# Park Once-Pedestrian First



# 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 northeastern 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



**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)

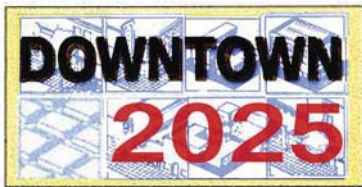
**2. Making higher education convenient for Downtown residents, workers, employers, and visitors.****Actions:**

- 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



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:**

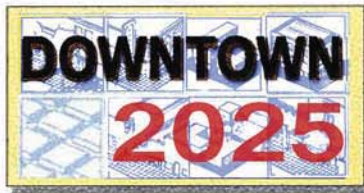
- Adhere to a “zero tolerance” of panhandling and enforce it. (Public)
- Downtown business and property owners must fund increased security through a “business improvement district” (BID) to assist in enforcement of panhandling laws and create a sense of security. (Private)

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



## 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.



# CITY of ALBUQUERQUE

## FOURTEENTH COUNCIL

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

SPONSORED BY: Adele Baca-Hundley

### RESOLUTION

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

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 3-19-3 NMSA 1978, and by its home rule powers; and

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

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

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

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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.

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

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4 BY A VOTE OF: 8 FOR 1 AGAINST.

5

6 Yes: 8

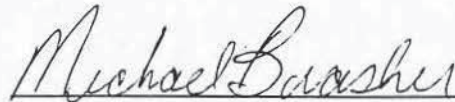
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Michael Brasher, President

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City Council

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APPROVED THIS 22<sup>nd</sup> DAY OF May, 2000 26

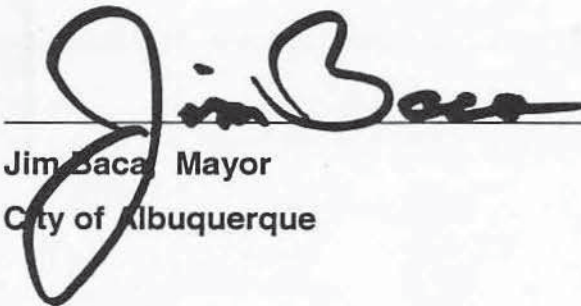
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Bill No. R-21

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Jim Baca Mayor

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City of Albuquerque

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ATTEST:

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City Clerk

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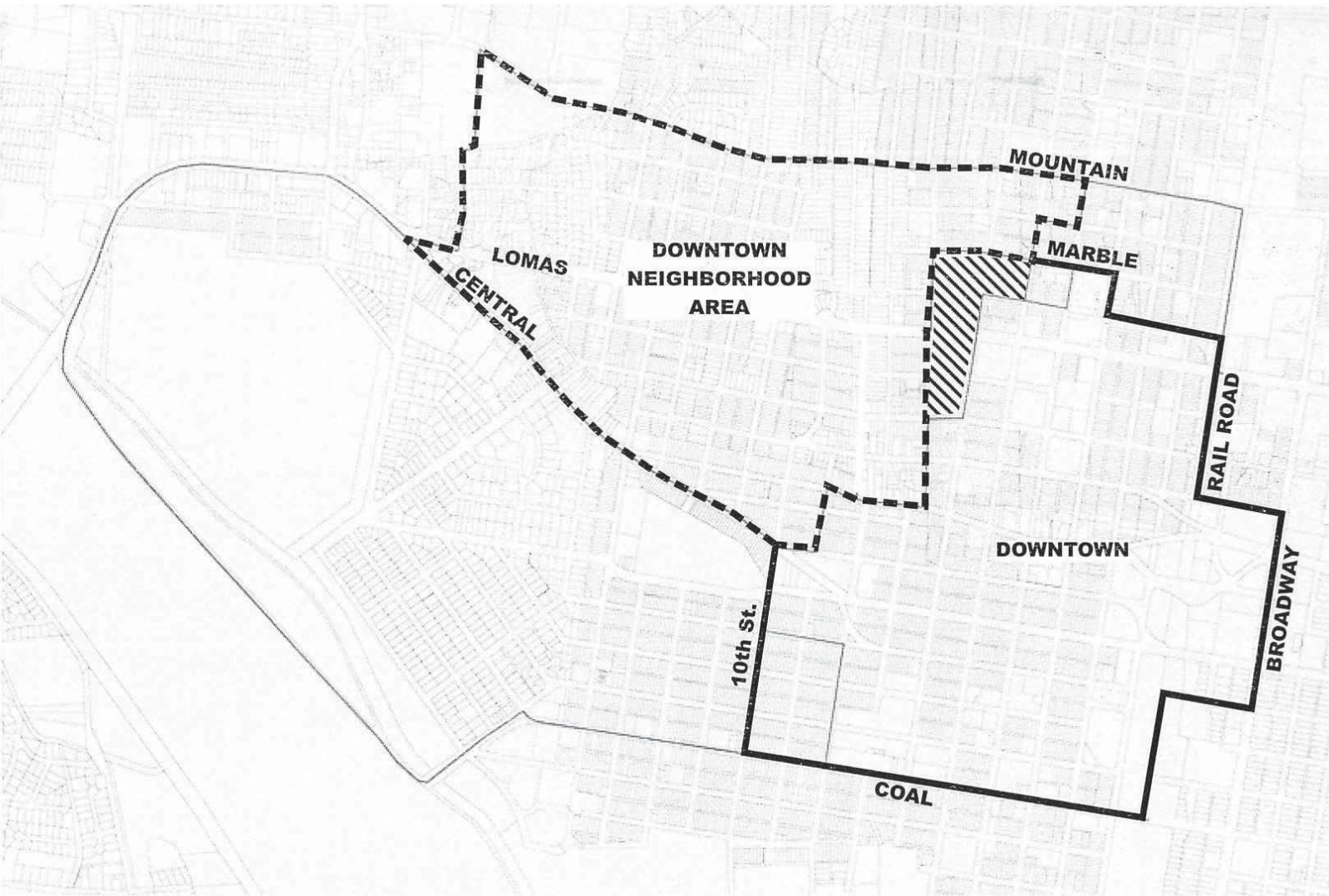
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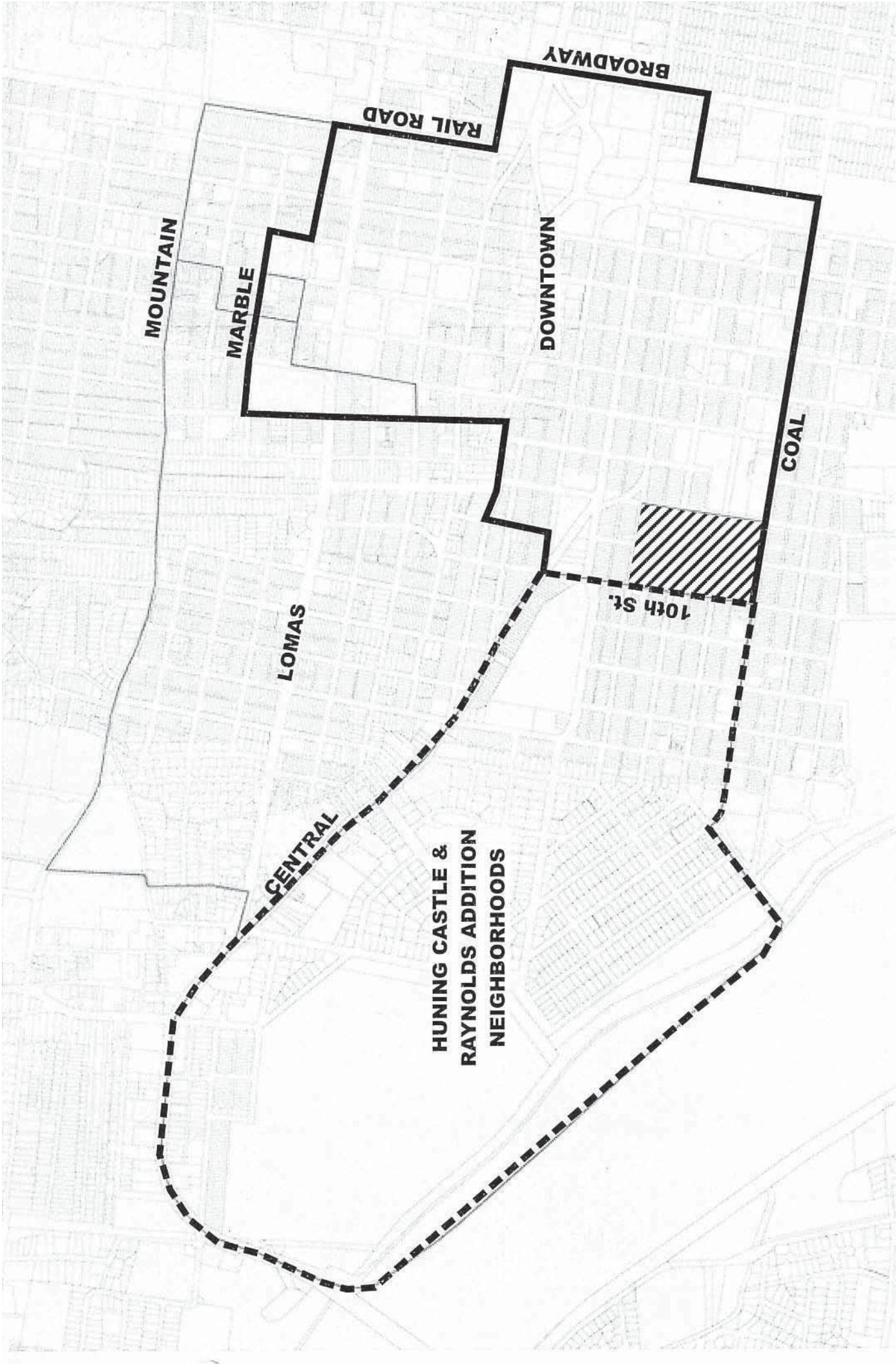




**DOWNTOWN NEIGHBORHOOD AREA (DNA) PLAN**

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





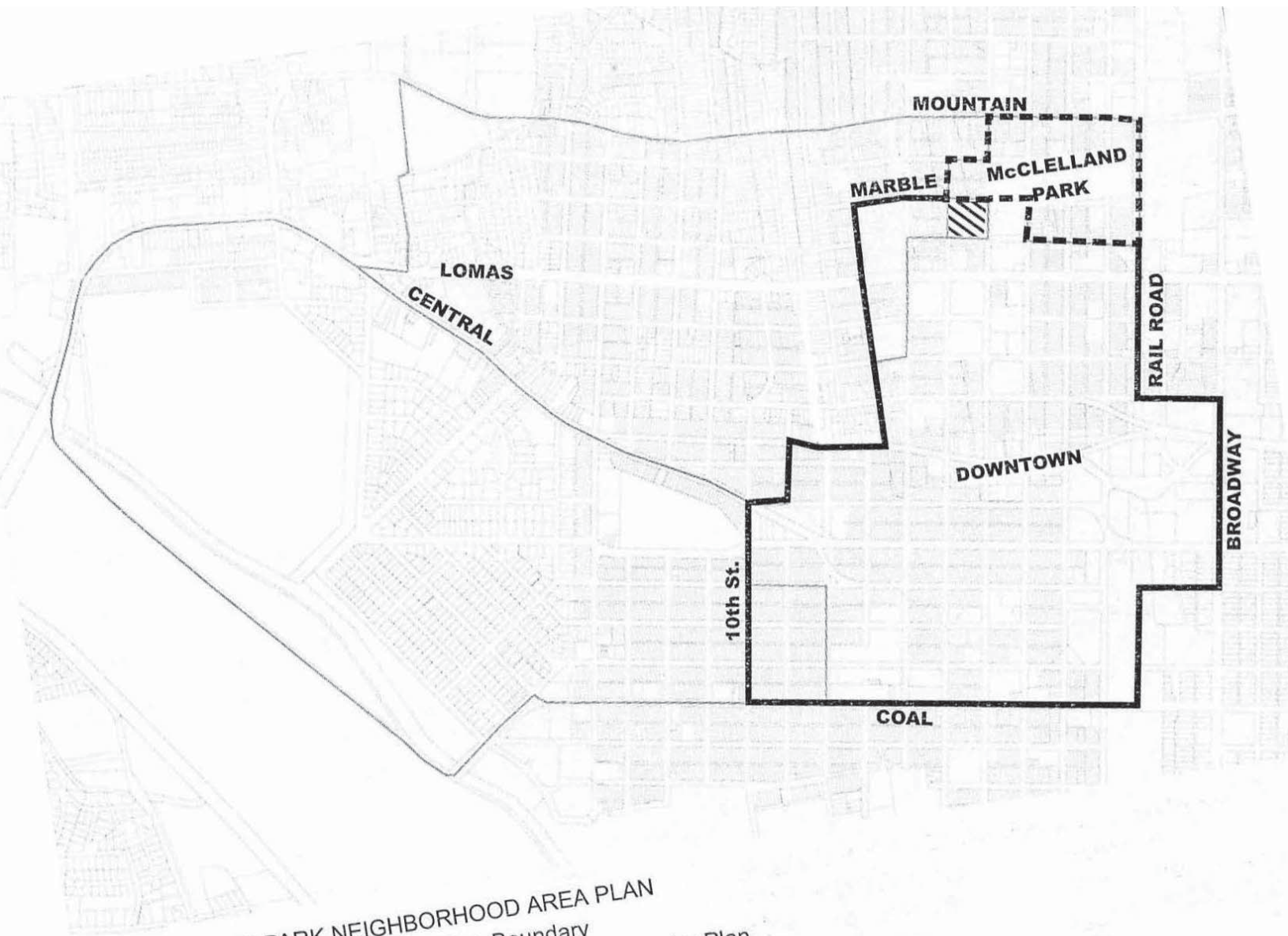
**HUNING CASTLE AND RAYNOLDS ADDITION NEIGHBORHOOD PLAN**

--- Sector Development Plan Boundary



AREA Deleted from the Huning Castle & Raynolds Addition Neighborhood Plan





McCLELLAND PARK NEIGHBORHOOD AREA PLAN  
----- Sector development Plan Boundary  
----- deleted from the McClelland Park Sector Plan



# CITY of ALBUQUERQUE

## FIFTEENTH COUNCIL

COUNCIL BILL NO. F/S R-03-294 ENACTMENT NO. \_\_\_\_\_

SPONSORED BY: **ERIC GRIEGO**

### 1 RESOLUTION

2 DESIGNATING THE DOWNTOWN METROPOLITAN REDEVELOPMENT AREA  
3 (“Downtown MRA”), MAKING CERTAIN FINDINGS AND DETERMINATIONS  
4 PURSUANT TO THE METROPOLITAN REDEVELOPMENT CODE, AND  
5 AUTHORIZING AND DIRECTING THE METROPOLITAN REDEVELOPMENT  
6 AGENCY TO PREPARE A METROPOLITAN REDEVELOPMENT PLAN FOR THE  
7 AREA; AMENDING THE BOUNDARIES OF McCLELLAN PARK  
8 METROPOLITAN REDEVELOPMENT AREA AND THE RAILROAD  
9 METROPOLITAN REDEVELOPMENT AREA THAT ARE LOCATED PARTIALLY  
10 WITHIN THE DOWNTOWN CORE AREA; SUPERCEDING THE ALVARADO  
11 METROPOLITAN REDEVELOPMENT AREA LOCATED FULLY WITHIN THE  
12 DOWNTOWN CORE AREA; AND SPECIFICALLY INCLUDING THE ENTIRE  
13 DOWNTOWN MRA FOR PURPOSES OF TAX INCREMENT FINANCING.

14 WHEREAS, the New Mexico Legislature has passed the Metropolitan  
15 Redevelopment Code (“Code”), Sections 3-60A-1 to 3-60A-48 NMSA 1978, as  
16 amended, which provides in Section 3-60A-8 that: “A municipality shall not  
17 prepare a metropolitan redevelopment plan for an area unless the governing  
18 body has by resolution determined the area to be a slum area or a blighted  
19 area, or a combination thereof, and designated the area as appropriate for a  
20 metropolitan redevelopment project”; and

21 WHEREAS, the City of Albuquerque (“City”) and the Metropolitan  
22 Redevelopment Agency of the City and their employees and agents have, for  
23 some time, engaged in a study of blighted areas within the City, and have  
24 submitted their findings and recommendations concerning the area shown on  
25 the map attached to this resolution as Exhibit A and as set forth in the Staff

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1 Report which is attached to this resolution as Exhibit B, both of which are  
2 incorporated herein by reference; and

3 WHEREAS, pursuant to the Code, the Council has caused to be published  
4 in the Albuquerque Journal, a newspaper of general circulation within the City,  
5 a notice containing a general description of the proposed metropolitan  
6 redevelopment area and the date, time and place where the Council will hold  
7 public hearings to consider the adoption of this resolution and announcing  
8 that any interested party may appear and speak to the issue of the adoption of  
9 this resolution; and

10 WHEREAS, the Albuquerque Development Commission held an advertised  
11 public meeting on June 17, 2003, at which it took testimony from the public,  
12 and has recommended to the Council that the Downtown MRA be designated,  
13 that the boundaries of the McClellan Park Metropolitan Redevelopment Area  
14 and the Railroad Metropolitan Redevelopment Area be amended to eliminate  
15 portions of those areas that would be included within the Downtown MRA, that  
16 the Alvarado Metropolitan Redevelopment Area be superceded by the  
17 Downtown MRA, and that the entire Downtown MRA be included for purposes  
18 of tax increment financing, as set forth in the Staff Report attached to this  
19 resolution as Exhibit B; and

20 WHEREAS, the Council has directed in Council Bill No. R-01-336  
21 (Enactment No. 150-2001) that the entire Downtown MRA be included for  
22 purposes of tax increment financing; and

23 WHEREAS, the Council has considered the findings and determinations set  
24 forth in the Staff Report attached to this resolution as Exhibit B, the  
25 Downtown, and all comments made at the public hearing held on this  
26 resolution concerning the conditions which exist in the proposed Downtown  
27 MRA; and

28 WHEREAS, the City Council adopted the Downtown 2010 Sector  
29 Development plan (Council Bill No. R-21, Enactment No. 50-2000) on May 1,  
30 2000; and

31 WHEREAS, the Downtown 2010 Sector Development Plan identifies the  
32 Downtown Core area, which is coextensive with the proposed Downtown  
33 MRA, and contemplates that it be designated as a metropolitan redevelopment



1 area and that the entire Downtown MRA be included for purposes of tax  
2 increment financing; and

3 WHEREAS, the Downtown Core and the proposed Downtown MRA are  
4 bounded by Marble/Slate/Lomas Boulevard on the north, the AT&SF railroad  
5 tracks/Broadway Boulevard on the east, Coal Avenue on the south, and  
6 Tenth/Ninth/Seventh streets on the west, containing approximately 321 acres,  
7 as shown on the map at page 29 of the Downtown 2010 Sector Development  
8 Plan.

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

11 SECTION 1. The City Council finds and determines that the area bounded  
12 by Marble/Slate/Lomas Boulevard on the north, the AT&SF railroad  
13 tracks/Broadway Boulevard on the east, Coal Avenue on the south, and  
14 Tenth/Ninth/Seventh Streets on the west, containing approximately 321 acres,  
15 as shown on the map attached to this resolution as Exhibit A, is a slum and  
16 blighted area, that redevelopment of the area is necessary in the interest of the  
17 public health, safety, and welfare of the residents of the municipality and  
18 designates the area as appropriate for metropolitan redevelopment projects.

19 SECTION 2. The Downtown Core, which is described in Section 1, is hereby  
20 designated as the Downtown Metropolitan Redevelopment Area.

21 SECTION 3. The Downtown MRA designation supercedes the designation  
22 of the Alvarado MRA, which is entirely located within the boundaries of the  
23 Downtown MRA, and the boundaries of the McClellan Park MRA and the  
24 Railroad MRA are hereby amended to exclude the portions of those  
25 metropolitan redevelopment areas that are located within the Downtown MRA.

26 SECTION 4. The entire Downtown MRA is specifically included for  
27 purposes of tax increment financing.

28 SECTION 5. The Metropolitan Redevelopment Agency is hereby authorized  
29 and directed to prepare or cause to be prepared a Metropolitan  
30 Redevelopment Plan for the Downtown Metropolitan Redevelopment Area  
31 which, without limitation, shall seek to eliminate the problems created by the  
32 slum and blight conditions in the area, shall conform to any general plan for  
33 the City as a whole, and shall be sufficient to indicate the proposed activities



1 to be carried out or encouraged in the area and the Plan's relationship to  
2 defined local objectives respecting land use, improved traffic patterns and  
3 controls, public transportation, public utilities, recreational and community  
4 facilities, housing facilities, commercial activities or enterprises, and other  
5 public improvements.

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

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33 legislation\amendments\fsr-03-294.



# CITY of ALBUQUERQUE

## SIXTEENTH COUNCIL

COUNCIL BILL NO. \_\_\_\_\_ ENACTMENT NO. \_\_\_\_\_

SPONSORED BY:

### RESOLUTION

ADOPTING THE DOWNTOWN 2010 SECTOR DEVELOPMENT PLAN AS THE METROPOLITAN REDEVELOPMENT PLAN (“Plan”) FOR THE DOWNTOWN METROPOLITAN REDEVELOPMENT AREA, (“Downtown MRA”).

WHEREAS, the New Mexico Legislature has passed the Metropolitan Redevelopment Code (herein “Code”), Sections 3-60A-1 to 3-60A-48 NMSA 1978, which authorizes the City of Albuquerque, New Mexico (“City”) to prepare metropolitan redevelopment plans and to undertake and carry out metropolitan redevelopment projects; and

WHEREAS, the City Council, the governing body of the City (“City Council”), after notice and a public hearing as required by Code, has duly passed and adopted Council Resolution No. F/S R-03-294 , finding, among other things, that one or more slum areas or blighted areas exist in the City and that the rehabilitation, conservation, development and redevelopment of the area designated as the Downtown MRA is necessary in the interest of the public health, safety, morals and welfare of the residents of the City; and

WHEREAS, the Albuquerque Development Commission (“Commission”), which acts as the Metropolitan Redevelopment Commission under provisions of Section 14-8-4 R.O.A. 1994 at their meeting on June 17, 2003, after notice, conducted a public hearing on the Plan and after the public hearing, recommended adoption of the Downtown 2010 Sector Development Plan as the Downtown MRA Plan; and

WHEREAS, the City Council, after notice, has conducted a public hearing pursuant to Section 3-60A-8(B) of the Code, after proper notice as required by such subsection to the Plan; and

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1 WHEREAS, the Plan will promote the local health, general welfare,  
2 safety, convenience and prosperity of the inhabitants of the City.  
3 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF  
4 ALBUQUERQUE:

5 Section 1. The City Council, after having conducted a public hearing  
6 pursuant to the Code, adopts the Downtown 2010 Sector Development Plan as  
7 the Metropolitan Redevelopment Plan for the Downtown MRA.

8 Section 2. The City Council, after having conducted a public hearing  
9 pursuant to the Code, finds that:

10 A. The Plan proposes activities for the redevelopment of the  
11 Downtown MRA that will aid in the elimination and prevention of slum and  
12 blight or conditions, which lead to the development of slum and blight;

13 B. The Plan does not require the relocation of any families and  
14 individuals from their dwellings and a method for providing relocation  
15 assistance is not needed;

16 C. The Plan conforms to and complements the  
17 Albuquerque/Bernalillo County Comprehensive Plan; and

18 D. The Plan affords maximum opportunity consistent with the needs  
19 of the community for the rehabilitation or redevelopment of the Downtown  
20 MRA by private enterprise or persons, and the objectives of the Plan justify  
21 the proposed activities as public purposes and needs.

22 Section 3. The Plan is hereby approved in all respects.

23 Section 4. If any section, paragraph, clause, or provision of this  
24 Resolution shall for any reason be held to be invalid or unenforceable, the  
25 invalidity or unenforceability of such section, paragraph, clause or provision  
26 shall not affect any of the remaining provisions of this Resolution.

27 Section 5. All orders and resolutions, or parts thereof, in conflict with  
28 this Resolution are hereby repealed; this repealer shall not be construed to  
29 revive any order, resolution, or part thereof, heretofore repealed.



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.

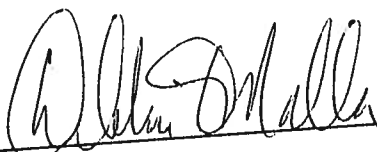


- Off-premise free-standing signs are not permitted.
- Existing uses within the Housing district area between Central Avenue and Lomas Boulevard that are inconsistent with the District/Use Matrix are nonconforming and the City's nonconformance regulations shall apply."

**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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Debbie O'Malley, President  
City Council  
8  
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12 APPROVED THIS 30th DAY OF March, 2007  
13  
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15

16 Bill No. R-07-183

  
Martin J. Chavez, Mayor  
City of Albuquerque  
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23 ATTEST:

  
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

1 RESOLUTION

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

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

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

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

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

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

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

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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 1<sup>st</sup> Street and 8<sup>th</sup> 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).

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

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

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

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

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

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

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

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

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

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

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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

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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

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

3  
4 For: Benton, Cook, Garduño, Harris, O'Malley  
5 Against: Jones, Lewis, Sanchez, Winter  
6

7  
8 

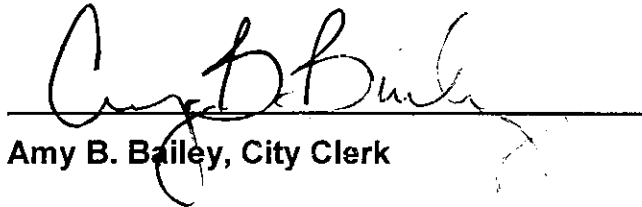
9 Ken Sanchez, President  
10 City Council  
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14 APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2010  
15

16 Bill No.F/S R-09-5  
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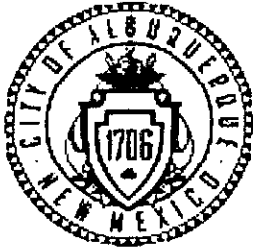
18 \_\_\_\_\_  
19 Richard J. Berry, Mayor  
20 City of Albuquerque  
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22 ATTEST:

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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](http://www.cabq.gov/clerk)

Richard J. Berry, Mayor

Amy B. Bailey, City Clerk

November 17, 2010

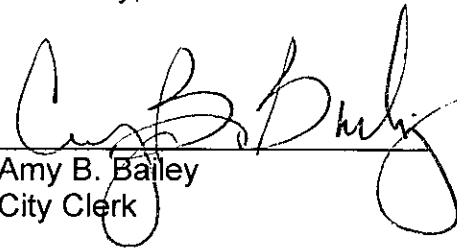
To: City Council

From: Amy B. Bailey, City Clerk

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

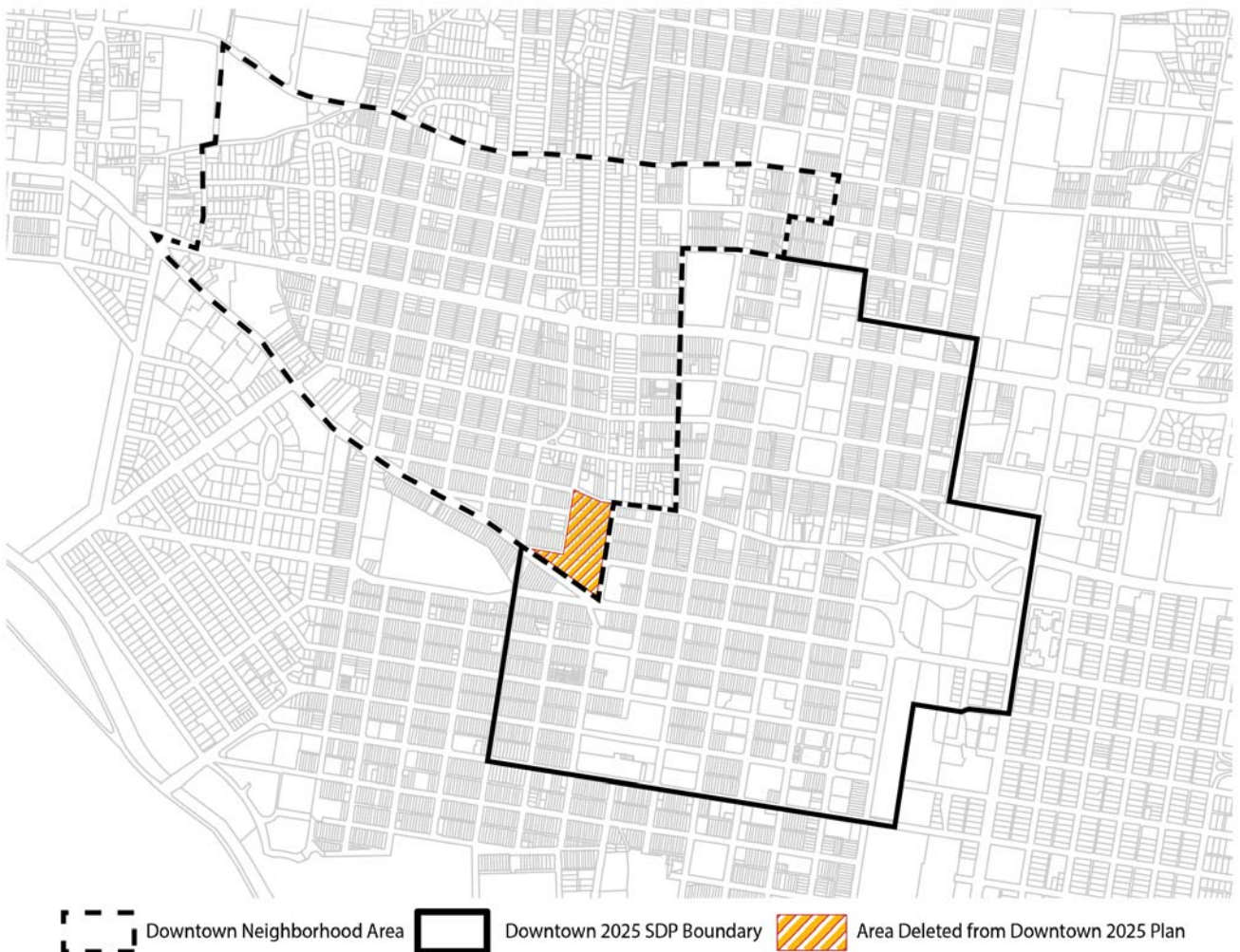
I hereby certify that on November 17, 2010, the Office of the City Clerk received Bill No. R-09-5 as signed by the president of the City Council, Ken Sanchez. Enactment No. R-2010-141 was passed at the November 1, 2010 City Council meeting. Mayor Berry did not sign the approved Resolution within the 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 9<sup>th</sup> Street to 8<sup>th</sup> 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)."

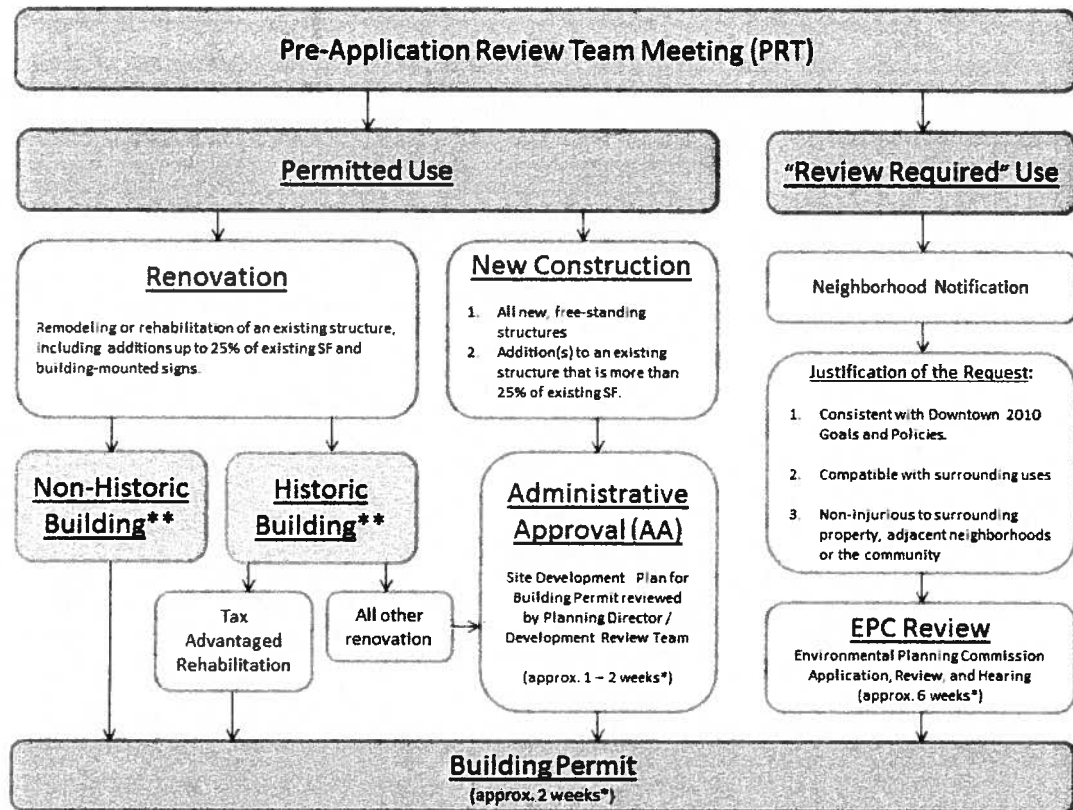
32      C. The Approval Process, described on page 70 of the DSDP, is moved  
33      to become a new page 28b, and hereby amended as follows:



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."**





**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”**



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

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

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

**1. PLACEMENT:**

**“1. Lot Width: 300’ or 150”**

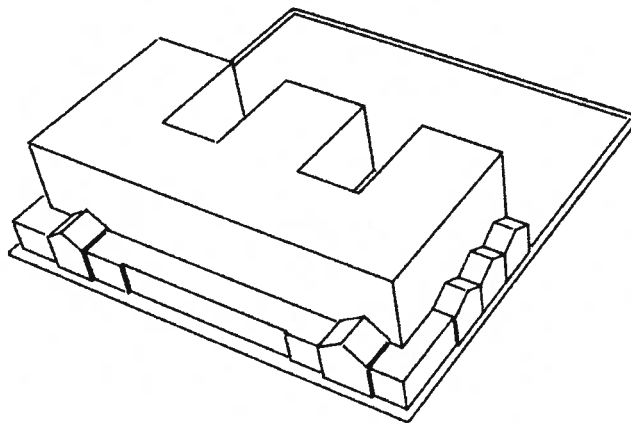
**2. PARKING:**

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

**3. HEIGHT AND PROFILE:**

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

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



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



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



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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



- 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



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

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

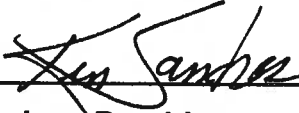


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1           determining factor is the desire to maintain the iconic Downtown  
2           skyline, consistent with the intent of the Plan.  
3       **H. Section 1H: The request is not site specific and is not influenced by**  
4           proximity 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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33       X:\CITY COUNCIL\SHARE\CL-Staff\_Legislative Staff\Legislation\20 Council\R-236fsfinal.doc

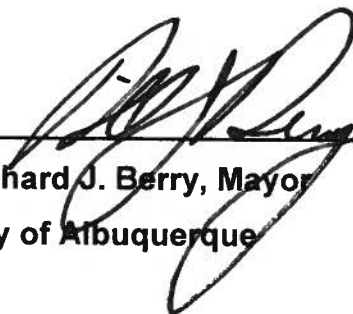


1 PASSED AND ADOPTED THIS 19<sup>th</sup> DAY OF May, 2014  
2 BY A VOTE OF: 9 FOR 0 AGAINST.

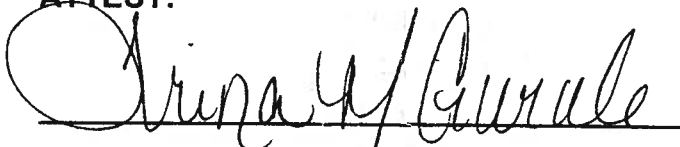
3  
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6   
7 Ken Sanchez, President  
8 City Council  
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10  
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12 APPROVED THIS 13<sup>th</sup> DAY OF June, 2014  
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14

15 Bill No. F/S R-13-236  
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17  
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20 Richard J. Berry, Mayor  
21 City of Albuquerque  
22  
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25 ATTEST:

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27  
28 Trina M. Gurule, Acting City Clerk  
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31  
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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

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



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

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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 Barelmas 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 4<sup>th</sup> 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:



- 1 (A) The City hereby designates the following plans as Rank 3 Metropolitan  
2 Redevelopment Area Plans only, with regulatory content voided and  
3 amended with the following changes:
- 4 • Part §1-6-7 McClellan Park Metropolitan Redevelopment Plan, is moved  
5 to become a new §1-12-17 and is revised to delete subsection (C).
  - 6 • Part §1-6-9 South Broadway Neighborhoods Metropolitan  
7 Redevelopment Plan is moved to become a new §1-12-18 and is revised  
8 as follows: “The South Broadway Neighborhoods Metropolitan  
9 Redevelopment Plan is hereby approved in all respects.”
  - 10 • Part §1-7-16 St. Joseph/Civic Auditorium Area Sector Development Plan,  
11 is moved to become a new (A) through (F) of Part §1-12-4, and sections  
12 (A) and (B) are renumbered to reflect the insertion.
  - 13 • Part §1-7-43 Downtown 2010 Sector Development Plan, is moved to  
14 become a new Part §1-12-19, Downtown 2025 Metropolitan  
15 Redevelopment Plan. References to the “Downtown 2010 Sector  
16 Development Plan” shall be deleted and replaced with “Downtown 2025  
17 Metropolitan Redevelopment Area Plan.”
  - 18 • Part §1-12-12 Los Candelarias Village Center Metropolitan  
19 Redevelopment Area, is revised to delete the words “Sector  
20 Development Plan” in and replace with “Metropolitan Redevelopment  
21 Area Plan.”
- 22 (B) The following Metropolitan Redevelopment Plan resolutions are amended  
23 to update their citation reference in the Code of Ordinances and amended  
24 with the following changes:
- 25 • Part §1-4-2 Sawmill Revitalization Strategy is hereby rescinded in its  
26 entirety, whose purpose and intent has been incorporated into the  
27 Sawmill Metropolitan Redevelopment Area Plan.
  - 28 • Part §1-4-3 Bridge/Isleta Revitalization Plan is moved to become a new  
29 §1-12-20.
  - 30 • Part §1-6-8 Soldiers and Sailors Park Metropolitan Redevelopment Plan,  
31 is moved to become a new §1-12-21 and is revised as follows: “(A)(2)  
32 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.



- 1 • Subsection §1-2-1(C) is amended as follows: “The Implementation
- 2 Chapter shall be used as a foundation for procedures to evaluate
- 3 accomplishments and recommend amendments to the plan and
- 4 revisions to the work priorities associated with implementation; and
- 5 such evaluation and adjustment shall be done at least every 5 years.”
- 6 • Subsections §1-2-1(D) et seq., §1-2-1(E), and §1-2-1(H) through §1-2-
- 7 1(BB) are deleted. This resolution shall become a new §1-2-1(D).

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

- 11 • The title is amended to read: “Rail Yards Master Plan”
- 12 • Subsection §1-6-12(A) is amended as follows: “The Rail Yards Master
- 13 Plan and accompanying Site Plan (attached hereto as Exhibit A) are
- 14 hereby approved and adopted.”
- 15 • Subsection §1-6-12(B) is amended as follows: “The City Council adopts
- 16 the following Findings as recommended by the Environmental Planning
- 17 Commission: (1) This is a Master Plan and accompanying Site Plan for
- 18 Tract A of the Plat of Tract A of AT&SF Railway Co. Machine Shop
- 19 located on 2nd Street SW between Cromwell Avenue and Hazeldine
- 20 Avenue and containing approximately 27.3 acres. (2) The Rail Yards are
- 21 zoned PD. The Master Plan allows for a wide range of permissive uses,
- 22 including multifamily residential (R-MH), community commercial uses
- 23 such as retail, restaurants, services (MX-M), and light industrial (NR-BP)
- 24 each with some limited exceptions. The Master Plan was reviewed by
- 25 the EPC and approved by the City Council prior to the issuance of a
- 26 building permit for the site (with very limited exceptions). (3) The Master
- 27 Plan as submitted contains a site development plan for subdivision with
- 28 an accompanying Master Plan document. The Master Plan is the
- 29 document that will guide redevelopment of the City-owned Albuquerque
- 30 Rail Yards site. The Albuquerque Rail Yards are located within the
- 31 Barelas neighborhood and adjacent to the South Broadway
- 32 neighborhood.... (5) The Rail Yards property is located within the Area
- 33 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.

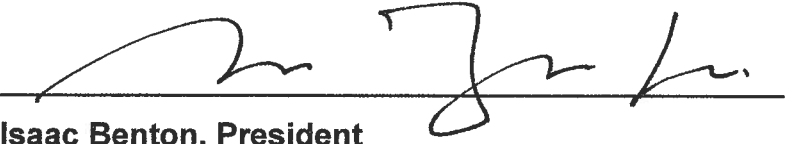
32  
33



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

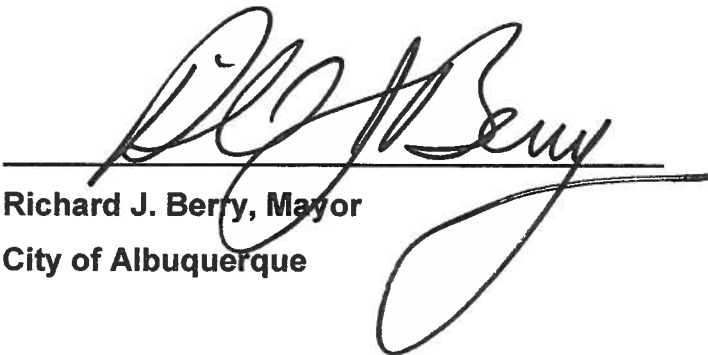
3  
4 For: Benton, Davis, Gibson, Harris, Jones, Lewis

5 Against: Peña, Sanchez, Winter  
6  
7

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9   
10 Isaac Benton, President  
11 City Council  
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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:

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27   
28 Natalie Y. Howard, City Clerk  
29  
30  
31  
32  
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[+Bracketed/Underscored Material+] - New  
[-Bracketed/Strikethrough Material-] - Deletion