



CITY OF ALBUQUERQUE CITY COUNCIL

INTEROFFICE MEMORANDUM

TO: Brennon Williams, Planning Department Director
Mikaela Renz-Whitmore, Long Range Manager

FROM: Stephanie Yara, Director of Council Services

SUBJECT: IDO Annual Update 2020 – Application for Amendment to the IDO Text – Small Area

DATE: October 19th, 2020, revised November 19th, 2020

Director Williams and Ms. Renz-Whitmore,

Please include the following Amendments to the IDO Text – Small Area as part of the 2020 IDO Annual Update application materials to be submitted to the Environmental Planning Commission in November 2020. The proposed amendments are located in the following four small areas:

- Uptown Area
- Form Based Zone District and Subzones
- Downtown Center
- Northwest Mesa Escarpment – View Protection Overlay (VPO-2)
- Coors Boulevard – View Protection Overlay (VPO-1)
- Coors Boulevard – Character Protection Overlay (CPO-2)

* Please note that the following sections and page numbers are from the May 2018 IDO version of the IDO, please update the sections and page numbers once the November 2019 IDO is available as that will be the version of the IDO in effect when the application is submitted.

Uptown Area

- **Topic:** Uptown Area
- **IDO Page #:** 175
- **IDO Section:** 4-3(F)(4)(e)9.
- **Change/ Discussion:** Revise as follows “This use is prohibited in the following mapped area (which includes all of the Uptown Urban Center as mapped in the ABC Comp Plan, as amended) unless accessory to a use other than a restaurant

or located within 1,320 feet in any direction of the right-of-way of Interstate Highway 40.”

- **Explanation:** This allows drive through or drive up facilities that are accessory to a restaurant within the Uptown Area when located within 1,320 feet of the public right-of-way of I-40. The previous Uptown Sector Development Plan had included a prohibition on drive through or drive up restaurants in order to encourage walkable urban design for Uptown. Drive through or drive up facilities for other uses such as banks and pharmacies were allowed under the previous plan, and are allowed under the IDO in Uptown. However, the areas in close proximity to I-40 are not walkable, given the heavy traffic volumes in these immediate areas. The allowance for drive through or drive up facilities in association with a restaurant in this area is appropriate given the character of the area. While this revision would allow for a drive through or drive up facility, the Development Standards for Drive Through or Drive Up Facility Design in Subsection 5-5(I)(2) would still apply. These standards ensure that the design of the facility minimizes the potential conflicts between pedestrians and vehicles.

Form Based Zone District and Subzones

- **Topic:** Form Based Zone District and Subzones
- **IDO Page #:** 34
- **IDO Section:** Table 2-4-11
- **Change/ Discussion:** Revise Table 2-4-11 to add the following note or sub-line in the Setback Standard, Rear Minimum line for the MX-FB-ID, MX-FB-FX, and MX-FB-AC subzones: 0 feet where rear lot line abuts a street or alley.
- **Explanation:** This reduces the rear setback minimum in the Form Based Zone District subzones (MX-FB-ID, MX-FB-FX, and MX-FB-AC) where the rear lot line abuts a street or an alley to 0 feet. This is consistent with the 2019 revision for UC-MS-PT areas that reduced the rear setback minimum to 0 feet where the rear lot line abuts a street or alley. It is also consistent with the previous Downtown 2025 Sector Development Plan which allowed a 0 feet rear setback when the lot had an alley or street to the rear. At present the Form Based Zone Districts are mapped only within the boundaries of the former Downtown 2025 Sector Development Plan.

Near Downtown Center

- **Topic:** Signs
- **IDO Page #:** 299
- **IDO Section:** 5-12(E)(4)(d)
- **Change/ Discussion:** Add a new subsection 1. and renumber accordingly: Near Downtown Center. Rooftop signs are allowed pursuant to Subsection 14-16-5-12-(F)(3)(a) (Standards Applicable in Mapped Areas).
- **Explanation:** Rooftop signs were added as sign type during the adoption of the IDO in 2018, but allowed the signs only within the East Downtown CPO and HPO. Historically rooftop signs were located in the downtown core and along Central Avenue on commercial buildings. This would extend the allowance to the Downtown Center and lots within 330 feet of the Downtown Center.

Near Downtown Center

- **Topic:** Signs
- **IDO Page #:** 304
- **IDO Section:** 5-12(F)(3)
- **Change/ Discussion:** Add a new subsection (a) and renumber accordingly:
Downtown Center. Rooftop signs are allowed in any Mixed-use or Non-residential zone district in the Downtown Center or in any Mixed Use or Mixed-use or Non-residential zone district within 330 feet of the Downtown Center: 1. Only 30 percent of the sign area shall consist of channel letters, channel graphics, open lighting elements, and/or a solid panel. 2. The structural framework of the sign shall be visible for the remaining 70 percent of the sign area.
- **Explanation:** See row *above*

Northwest Mesa Escarpment – View Protection Overlay (VPO-2)

- **Topic:** Northwest Mesa Escarpment VPO-2
- **IDO Page #:** Multiple
- **IDO Section:** Multiple
- **Change/ Discussion:** See Exhibit A (Note: please renumber if necessary in application)
- **Explanation:** The proposed revisions to the NWME VPO-2 add a second Height Restrictions subarea and expands the Use Specific Standards in proximity to MPOS to both the existing and proposed Height Restriction subareas in VPO-2. This is intended to add an additional area of transition and to decrease the intensity of development in proximity to the Escarpment and the surrounding Petroglyph National Monument. The revised area does not include the Volcano Heights Urban Center, which the Comprehensive Plan has designated as being an area where more intense development is appropriate. Within the proposed new Height Restrictions subarea heights would be limited to 30 feet, or the maximum of the underlying zone, whichever is lower, and requires an increased level of landscaping. In general, when a property is developed the land is used for one of three things: parking, buildings/ structures, and landscaping. By increasing the landscaping area requirement from 15% to 25% of the net lot area, the scale and intensity of a multifamily, mixed use, or nonresidential development is reduced. In addition, this reduces the amount of the property that can be developed with an impermeable surface and reduces the run off volumes from each site. The Petroglyph National Monument has expressed concerns over the years about the impact of adjacent development, and run off is a component of that concern. These design regulations are intended to limit the intensity of development within the area. In addition, the MPOS Use Specific standards are extended to encompass both of the Height Restriction Subareas.

Coors Boulevard – View Protection Overlay (VPO-1)

- **Topic:** Building Height Bonus Prohibition

- **IDO Page #:** 121
- **IDO Section:** 3-6(D)(5)
- **Change/ Discussion:** Revise the first part of the section as follows:
 3-6(D)(5) **Height, Bulk, and Massing** No height bonuses allowed by Table 5-1-2 for Workforce Housing or Structured Parking are allowed.
 All development within this VPO-1 shall meet all of the following requirements.
- **Explanation:** With the adoption of the 2019 IDO Annual Update the Workforce Housing 12-foot Building Height bonus was applied to Major Transit Corridors. Coors is designated a Major Transit Corridor. The Coors Boulevard VPO-1 regulates building placement and height in relation to views. While the VPO-1 regulations would supersede any underlying zoning allowances, this provision makes it explicit that the 12-foot Workforce Housing Height Bonus is not applicable in the Coors VPO-1.

Coors Boulevard – View Protection Overlay (VPO-1)

- **Topic:** Major Transit Parking reduction exemption
- **IDO Page #:** 123
- **IDO Section:** 3-6(D)
- **Change/ Discussion:** Create a new section as follows:
 3-6(D)(9) **Parking Reductions**
(a) Parking reductions associated with proximity to Major Transit are not applicable in the Coors Boulevard VPO-1.
- **Explanation:** With the adoption of the 2019 IDO Annual Update a 20% reduction in parking in proximity to Major Transit was applied. Coors Boulevard is a Major Transit Corridor. This revision would exempt Coors Boulevard VPO-1 from the reduction in parking. Reduced parking can result in more dense development patterns that could be contrary to the intentions of the Coors Boulevard VPO.

Coors Boulevard – Character Protection Overlay (CPO-2)

- **Topic:** Major Transit Parking reduction exemption
- **IDO Page #:** 72
- **IDO Section:** 3-4(C)(5)
- **Change/ Discussion:** Add a new Section 3-4(5)(g):
 3-4(C)(5)(g) **Parking Reductions**
Parking reductions associated with proximity to Major Transit are not applicable in the Coors Boulevard CPO-2.
- **Explanation:** With the adoption of the 2019 IDO Annual Update a 20% reduction in parking in proximity to Major Transit was applied. Coors Boulevard is a Major Transit Corridor. This revision would exempt Coors Boulevard CPO-2 from the reduction in parking. Reduced parking can result in more dense development patterns that could be contrary to the intentions of the Coors Boulevard CPO.