

2020 Annual Update - Small Areas

EPC Review - Hearing January 21, 2021

Page	Section	Change / Discussion	Explanation
36	Table 2-4-11	<p>MX-FB Zone District Revise Table 2-4-11 to add the following as a sub-line in the Setback Standard, Rear Minimum line for the MX-FB-ID, MX-FB-FX, and MX-FB-AC subzones: <u>0 feet where rear lot line abuts a street or alley.</u></p>	Reduces the rear setback minimum in the Form-based zone district sub-zones (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 change is consistent with the 2019 revision for UC-MS-PT areas and the previous Downtown 2025 Sector Development Plan. See additional explanation in the Council Services Memo - Small Areas.
75	3-4(C)(5)(c) [new]	<p>Coors Boulevard CPO-2 Add a new Subsection Parking Reductions with text as follows: "Parking reductions associated with proximity to Major Transit are not applicable in the Coors Boulevard VPO-1."</p>	Exempts Coors Boulevard CPO from reduced parking requirements associated with Major Transit corridors. Reduced parking can result in more dense development patterns that could be contrary to the intentions of the Coors Boulevard CPO. See additional explanation in Council Services Memo - Small Areas.
79	3-4(D)(5)(a)1	<p>Downtown Neighborhood Area - CPO-3 Revise Subsection b. to move the second sentence to be a new Subsection d. and add a new Subsection c. as follows: "c. <u>A garage door facing the street shall be set back a minimum of an additional 5 feet beyond the horizontal plane of the front façade, which includes a porch façade.</u>"</p>	Carries forward a regulation adopted in the Downtown Neighborhood Area Sector Development Plan. First submitted with the 2019 Annual Update, which was legislative, but was re-submitted with notice to property owners.
79	3-4(D)(5)(a)1	<p>Downtown Neighborhood Area - CPO-3 Add a new subsection b. with text as follows: "<u>The minimum rear yard setback for attached or detached garages off an alley is 5 feet.</u>"</p>	Carries forward a regulation adopted in the Downtown Neighborhood Area Sector Development Plan. First submitted with the 2019 Annual Update, which was legislative, but was re-submitted with notice to property owners.
83	3-4(E)(5)(a)3	<p>East Downtown – CPO-4 Add a new Subsection b with text as follows: "Parking structures shall have uses from Table 4-2-1 on the ground floor along at least 50 percent of the street-facing façade of the parking structure. a. Where ground floor uses aren't provided, opaque walls at least 3 feet high or vegetative screens at least 3 feet high at the time of planting shall be provided. b. <u>Walls provided pursuant to Subsection a. above may be part of the structure of the building or may be a separate wall constructed between the building and the sidewalk.</u>"</p>	Adds consistency with changes made to parking requirements in the EDO HPO (5-5(F)(4)(a)) as part of this 2020 Annual Update.

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90	3-4(G)(3)(a)1.b	<p>Los Duranes - CPO-6 Revise text to read: "In new developments of 5 or more single-family and/or two-family detached dwellings, front setbacks shall be within 5 feet of the front setback of 1 existing single-family or two-family detached dwelling located on an abutting lot facing the same street as the subject property."</p>	Clarifies that both options in this standard should apply to single-family homes and duplexes. As written in the IDO, a new subdivision of 5 or more duplexes wouldn't have any applicable setback rules.
90	3-4(G)(4)(b)	<p>Los Duranes - CPO-6 Revise to read: "Building height, maximum: 35 feet for buildings located more than 450 feet from the right-of-way of Interstate Highway 40."</p>	Clarifies where the distance is to be measured from.
98	3-4(I)(5)(b)(4)b	<p>Nob Hill - CPO-8 Revise as follows: "Be built to function as or appear as a <u>storefront or urban residential building frontage type</u>."</p>	Clarifies what a residential façade is and links the regulation to defined terms.
105	3-4(L)(3)	<p>Rio Grande Blvd. - CPO-11 Replace text to read as follows: "Setback from the right-of-way of Rio Grande Boulevard between Indian School Road and Montano Road, minimum: 25 feet in the R-A zone and 20 feet in all other zones."</p>	Revises the standard to be consistent with the Rio Grande Corridor Plan to apply only to the setback from Rio Grande and makes the regulatory language parallel with the Coors Blvd. CPO-2. First submitted with the 2019 Annual Update, which was legislative, but was re-submitted with notice to property owners.
106	3-4(L)(5)(b)3	<p>Rio Grande Blvd. - CPO-11 Replace "non-residential development" with "mixed-use or non-residential development."</p>	Maintains the intent of the original regulation from the Rio Grande Corridor Plan now that mixed-use development is allowed. First submitted with the 2019 Annual Update, which was legislative, but was re-submitted with notice to property owners.
109	3-4(M)(5)(b)8	<p>Sawmill/Wells Park - CPO-12 Revise as follows: "Street-facing façades over 35 feet long on residential buildings must be designed to appear as a collection of smaller buildings."</p>	Applies standard to all residential development based on the Subsection title. Eliminates the term "residential buildings," which is not defined in the IDO. First submitted with the 2019 Annual Update, which was legislative, but was re-submitted with notice to property owners.

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109	3-4(M)(5)(c)	<p>Sawmill/Wells Park - CPO-12 Replace header and text to read as follows: "Building Design for Mixed-use and Non-residential Development" "In Mixed-use and Non-residential zone districts, the following building design regulations apply:"</p>	<p>Applies building design standards to MX development, as well as NR development. Applies the standards to all zones (not just zones existing currently in the CPO area). This will ensure that even if a property owner got a zone change to a different MX or NR zone, the building design standards would apply. First submitted with the 2019 Annual Update, which was legislative, but was re-submitted with notice to property owners.</p>
109	3-4(M)(5)(c)5	<p>Sawmill/Wells Park - CPO-12 Revise to read as follows: "Street-facing façades on buildings in non-residential development on Mountain Road or adjacent to a Residential zone district must be designed to appear as a collection of smaller buildings <u>by incorporating variations in massing, building height, or building material at least every 35 feet of facade length.</u>"</p>	<p>Reinstates language from the Sawmill/Wells Park Sector Development Plan. Provides options for compliance that are consistent with other building design standards. First submitted with the 2019 Annual Update, which was legislative, but was re-submitted with notice to property owners.</p>
111	3-4(N)(4)	<p>Volcano Mesa - CPO-13 Revise the first sentence to read as follows: "Standards in this Subsection 14-16-3-4(N)(4) apply only outside of the sub-areas indicated in Subsection 14-16-3-6(E)(2) as the Northwest Mesa VPO-2 Height Restrictions Sub-area 1 and Sub-area <u>2.</u>"</p>	<p>Editorial addition related to proposal to add a VPO-2 Height Restriction Sub-area 2. See related item for change to Northwest Mesa Escarpment VPO-2 in Subsection 3-6(E)(3). See additional explanation in Council Services Memo - Small Areas and Exhibit A.</p>
112	3-4(N)(5)(c)	<p>Volcano Mesa - CPO-13 Revise to read as follows: "On streets designated as a local or collector, residential garages on corner lots shall be accessed from <u>the side or rear lot line or alley.</u>"</p>	<p>Clarifies the intent of the garage setback regulations from the Volcano Cliffs Sector Development Plan to require driveway access for corner lots to be from the side of the lot, not the front of the lot.</p>
112	3-4(N)(5)(c) [new]	<p>Volcano Mesa - CPO-13 Create a new subsection 3-4(N)(5)(c) Landscaping with text as follows and renumber subsequent subsections accordingly: "<u>Within VPO-2 Sub-areas 1 and 2, a minimum of 25 percent of the net lot area of each multi-family, mixed-use, or non-residential development shall contain landscaping.</u>"</p>	<p>Requires more landscaping in the existing VPO-2 sub-area and a new sub-area to reduce the scale and intensity of a multi-family, mixed-use, or non-residential development; reduce the amount of the property with an impermeable surface; and reduce run-off near the Petroglyph National Monument. See additional explanation in the Council Services Memo - Small Areas.</p>
114	3-4(N)(5)(d)2	<p>Volcano Mesa - CPO-13 Revise to read: "Three-car garages are only allowed on lots over 55 feet wide, and the third garage shall be set back a minimum of 2 feet from the façade of the other garages for any front-access garage."</p>	<p>Clarifies the intent of the garage set back to apply to garages that face the street. Garages that are turned to the side or accessed from an alley would not have to set back the third garage façade.</p>

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130	3-6(D)	Coors Boulevard VPO-1 Revise as shown in Exhibit 3-6(D) - Coors Boulevard VPO-2.	Incorporates changes proposed with the 2019 IDO update and clarifies issues raised during the EPC process in 2020. Generally, these changes specify what view is protected, the view point that view is taken from, defined terms, and more specific methodology about how to perform the view analysis. The changes clarify that the sight line is used for both the building height and bulk analyses and that more than one sight line may be required. Finally, minor revisions to the graphics are proposed to add clarity. See Exhibit 3-6(D).
132	3-6(D)(5)	Coors Boulevard VPO-1 Add a new Subsection with text as follows and renumber subsequent subsections accordingly: <u>"No height bonuses allowed by Table 5-1-2 for Workforce Housing or Structured Parking are allowed."</u>	Removes the bonus height available on Major Transit (MT) corridors, added in the 2019 IDO annual update. While the VPO-1 regulations would prevail 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. See additional explanation in Council Services Memo - Small Areas.
133	3-6(D)(9) [new]	Coors Boulevard VPO-1 Add a new Subsection Parking Reductions with text as follows: <u>"Parking reductions associated with proximity to Major Transit are not applicable in the Coors Boulevard VPO-1."</u>	Exempts Coors Boulevard VPO-1 from reduced parking requirements associated with Major Transit corridors. Reduced parking can result in more dense development patterns that could be contrary to the intentions of the Coors Boulevard VPO. See additional explanation in Council Services Memo - Small Areas.
134	3-6(E)	Northwest Mesa Escarpment VPO-2 Revise as shown in Council Memo - Small Area Exhibit A.	Adds a second Height Restrictions sub-area and expands the Use Specific Standards in proximity to Major Public Open Space to both the existing and proposed Height Restriction sub-areas in VPO-2 in order to decrease the intensity of development in proximity to the NW Mesa Escarpment and the surrounding Petroglyph National Monument. The revised area does not include the Volcano Heights Urban Center, where more intense development is appropriate. See additional explanation in Council Services Memo - Small Areas and Exhibit A. See also related item for use-specific standards in Subsection 4-3.
135	3-6(E)(3)(c)2.b.	Northwest Mesa Escarpment VPO-2 Revise as follows: <u>"Structures that are Two-story construction that is located and designed so that..."</u>	Deletes "Two-story," as this criterion should apply to any construction, not just two-story buildings. First submitted with the 2019 Annual Update, which was legislative, but was re-submitted with notice to property owners.

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Multiple	4-3	<p>Northwest Mesa Escarpment VPO-2 Add "or within VPO-2 Sub-areas 1 or 2" to the use-specific standards for the following uses after "Within 330 feet of Major Public Open Space": Car Wash Heavy Vehicle Sales, Rental, Fueling, and Repair Light Vehicle Fueling Light Vehicle Repair Light Manufacturing Heavy Manufacturing Natural Resource Extraction Solid Waste Convenience Center Waste Transfer Center Warehousing Wholesaling and Distribution Center Drive-through or Drive-up Facility</p>	<p>Extends use restrictions for Major Public Open Space to the existing VPO-2 sub-area and a new sub-area to limit the intensity of development in these sub-areas. See related items to revise the Northwest Mesa Escarpment VPO-2 in Subsection 3-6(E). See additional explanation in Council Services Memo - Small Area and Exhibit A.</p>
154	4-3(B)(7)(d)	<p>Downtown Center Revise to read as follows: "This use shall require a Conditional Use Approval pursuant to Subsection 14-16-6-6(A) if located on the ground floor of any building in the Downtown Center <u>in any zone district other than MX-FB-ID or Volcano Heights Urban Center areas.</u>"</p>	<p>Eliminates a conflict between this regulation, which requires conditional use approval for residential on the ground floor, and a small area zoned MX-FB-ID in the Downtown Center. This area previously had a housing focus in the Downtown 2025 Sector Development Plan.</p>
193	4-3(F)(4)(e)9	<p>Uptown Urban Center Revise to read 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 <u>or located within 1,320 feet (1/4 mile) in any direction of the right-of-way of Interstate Highway 40.</u>"</p>	<p>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. Development Standards for Drive-through or Drive-up Facility Design in Subsection 5-5(1)(2) would still apply to minimize potential conflicts between pedestrians and vehicles. See additional explanation in Council Services Memo - Small Area.</p>
212	5-1(C)(2)(b)2	<p>Near Downtown Center Revise to read: "Within UC-MS-PT areas or within 1,320 feet (1/4 mile) of <u>DT-UC-MS-PT</u> areas, new low-density residential development..."</p>	<p>Extends the allowance for more flexible infill opportunities in more urban areas to also apply within 1/4 mile of the Downtown Center.</p>

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250	5-5(B)(2)(a)1	<p>Downtown Center Revise as follows: "Downtown Area Downtown Center" Delete map.</p>	Makes the off-street parking exemption apply only within the Downtown Center as established by the Comprehensive Plan. The existing map in the IDO is the boundary of the Downtown 2025 Sector Development Plan, which included some blocks from the Downtown Neighborhood Area SDP, Huning Castle Reynolds Addition SDP, and McClellan Park SDP. Those areas were not converted to MX-FB zones, and this edit would make off-street parking requirements apply per Table 5-5-1 in those areas.
270	5-5(F)(4)(a)3	<p>East Downtown HPO-1 Revise text to read as follows: "Parking structures shall have uses from Table 4-2-1 on the ground floor along at least 50 percent of the street-facing façade of the parking structure. a. Where ground floor uses aren't provided, opaque walls at least 3 feet high or vegetative screens at least 3 feet high at the time of planting shall be provided. b. Walls provided pursuant to Subsection a. above may be part of the structure of the building or may be a separate wall constructed between the building and the sidewalk."</p>	Adds consistency with changes made to parking requirements in the EDO CPO as part of the 2019 Annual Update and as part of this 2020 Annual Update. See related item for a change to the East Downtown CPO in Subsection 3-4(E)(5)(a)3.
332	5-12(E)(4)(d)	<p>Near Downtown Center Add a new subsection 1. and renumber accordingly: "<u>Near Downtown Center.</u> <u>Rooftop signs are allowed pursuant to Subsection 14-16-5-12-(F)(3)(a) (Standards Applicable in Small Areas).</u>"</p>	Editorial change related to proposal for changes to Subsection 5-12(F)(3). See additional explanation in the Council Services Memo - Small Areas.
336	5-12(F)(3)	<p>Near Downtown Center Add a new subsection (a) and renumber accordingly: "<u>Near Downtown Center.</u> <u>Rooftop signs are allowed in any Mixed-use or Non-residential zone district in the Downtown Center or in any Mixed Use or Non Residential zone district within 330 feet of the Downtown Center.</u> <u>1. Only 30 percent of the sign area shall consist of channel letters, channel graphics, open lighting elements, or a solid panel.</u> <u>2. The structural framework of the sign shall be visible for the remaining 70 percent of the sign area.</u>"</p>	Allows rooftop signs in and within 330 feet of the Downtown Center. Historically rooftop signs were located in the downtown core and along Central Avenue on commercial buildings. See additional explanation in the Council Services Memo - Small Areas.

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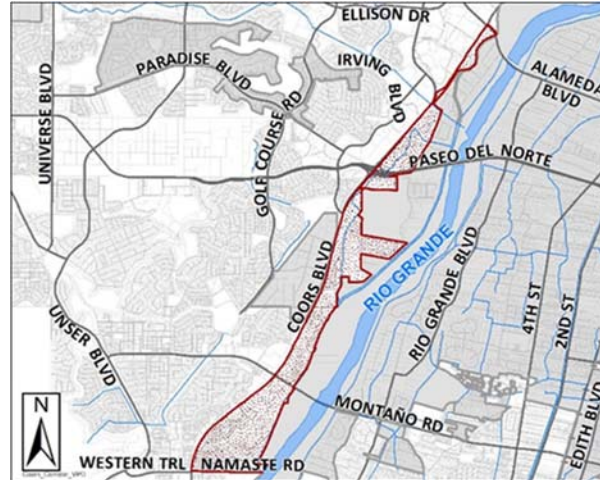
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345	5-12(H)(2)(f)	<p>Volcano Mesa CPO-13 Add a new Subsection 5 to prohibit electronic signs in Volcano Mesa CPO-13.</p>	Carries forward an electronic sign prohibition from Volcano Cliffs Sector Plan that was inadvertently omitted and extends it to the entire Volcano Mesa CPO area.
378	6-4(J)(5) [new]	<p>Near Petroglyph National Monument National Park Service and Open Space Division of the City Parks and Recreation Department for applications that include development within 660 feet of the Petroglyph National Monument.</p>	The Petroglyph National Monument of the National Park Service requested early notification of development that is near the park boundary, which could impact how access is managed. Early notification could improve implementation of the Sensitive Lands standards.
459	6-6(N)(3)(c)	<p>Northwest Mesa Escarpment VPO-2 Revise to read: "...because of physical and/or engineering constraints (e.g. rock outcroppings, street grades, <u>drainage requirements</u>, ADA compliance, utility design, etc.)."</p>	Stormwater is not allowed to drain into the Petroglyph National Monument, so building sites need to drain towards streets. Where streets are constructed and street elevations therefore already set, properties often need variances to the 15-foot building height because fill is needed to ensure that the site drains to the road.

3-6(D) COORS BOULEVARD – VPO-1

3-6(D)(1) Applicability

The VPO-1 standards apply in the following mapped area. Where the VPO-1 boundary crosses a lot line, the entire lot is subject to these standards.



3-6(D)(2) Protected Views

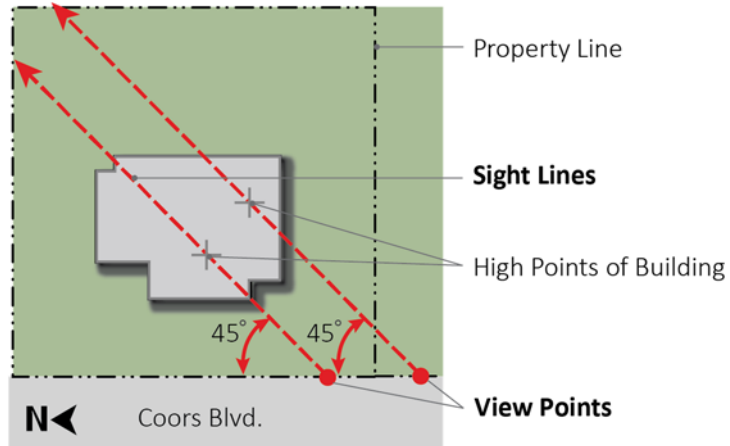
Views protected by this VPO-1 are from Coors Boulevard, along the segment between Western Trail/Namaste Road and Alameda Boulevard, looking toward the Rio Grande Bosque and the ridgeline of the Sandia Mountains from each view point.

3-6(D)(3) Definitions

The terms defined and illustrated below are used in the standards of this VPO-1.

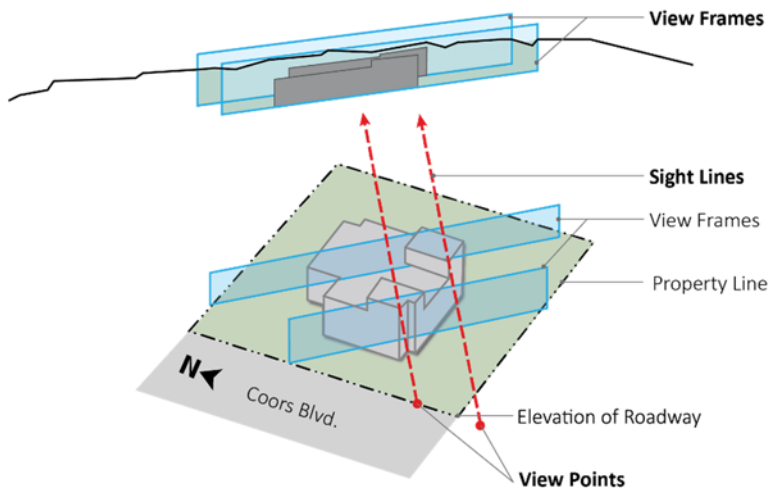
3-6(D)(3)(a) Sight Lines

1. Lines that begin at each view point along Coors Boulevard, looking toward the ridgeline of the Sandia Mountains at a 45 degree angle from the east edge of the roadway.
2. Sight lines are required to intersect the highest point(s) of the proposed building(s) on the site. If the building has no higher point is all the same height, a sight line shall begin at a view point at the lowest elevation(s) of the public right-of-way of Coors Boulevard abutting or nearest to the site that allows the sight line to pass through the building.
3. The sight line is used as the perspective for the analysis in Subsections 14-16-3-6(D)(5)(a) (Building Height) and 14-16-3-6(D)(5)(b) (Building Bulk). Multiple sight lines may be required depending on the size of the site and shape of the building(s). (See figure below.)



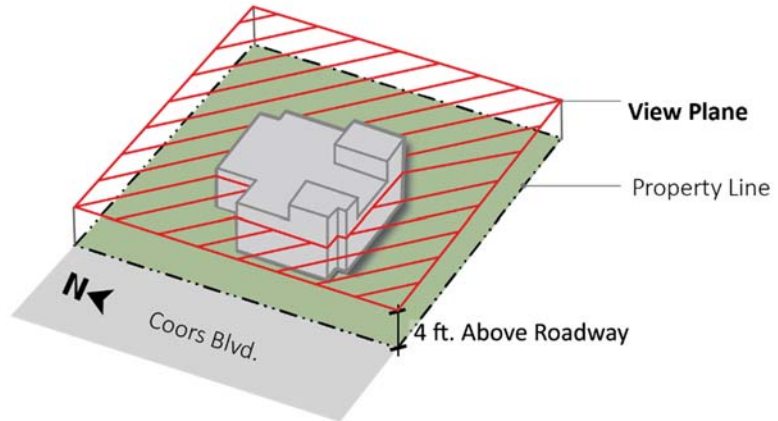
3-6(D)(3)(b) View Frame

A vertical rectangular frame drawn perpendicular (i.e. 90 degrees) to a given sight line **through the highest point of the proposed building**. The top of the view frame is established by the highest visible point of the Sandia ridgeline within the view frame. The bottom of the view frame is the elevation of the public right-of-way of Coors Boulevard where the sight line begins. The left and right edges of the view frame are an upward projection of the property lines at the site boundary where the view frame intersects the property lines. As many view frames as necessary to capture all the sight lines on a site are required. (See figure below.)



3-6(D)(3)(c) View Plane

A **horizontal view** plane 4 feet above the elevation of the east edge of the east driving lane on Coors Boulevard, **based on the elevation of the view point for a given sight line, and extending horizontally above the sites located east of Coors Boulevard considering the perspective that would be seen along the sight line. Multiple view planes may be required if the elevation of Coors Boulevard varies across the site.** (See figure below.)



3-6(D)(3)(d) View Point

The location that the views from Coors Boulevard are protected from, representing the approximate position of a passenger in a vehicle traveling north along Coors Boulevard. A view point is set at the east edge of the east driving lane on Coors Boulevard and is 4 feet above the elevation of Coors Boulevard at that location. The view point is the starting point for the sight line.

3-6(D)(4) Setback Standards

Within this VPO-1, the setback standards in Subsection 14-16-3-4(C)(3)(b) (Setback from Coors Boulevard) shall apply for lots abutting Coors Boulevard.

3-6(D)(5) Structure Height, Bulk, and Massing

All development within this VPO-1 shall meet all of the following requirements.

3-6(D)(5)(a) Structure Height (Zone District)

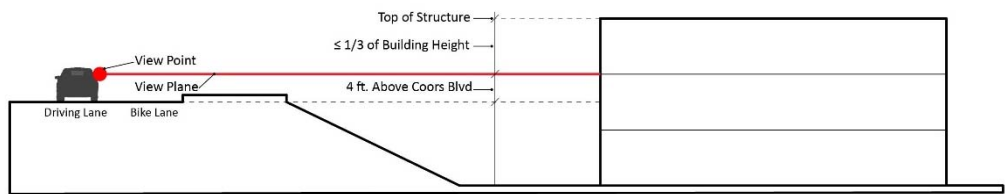
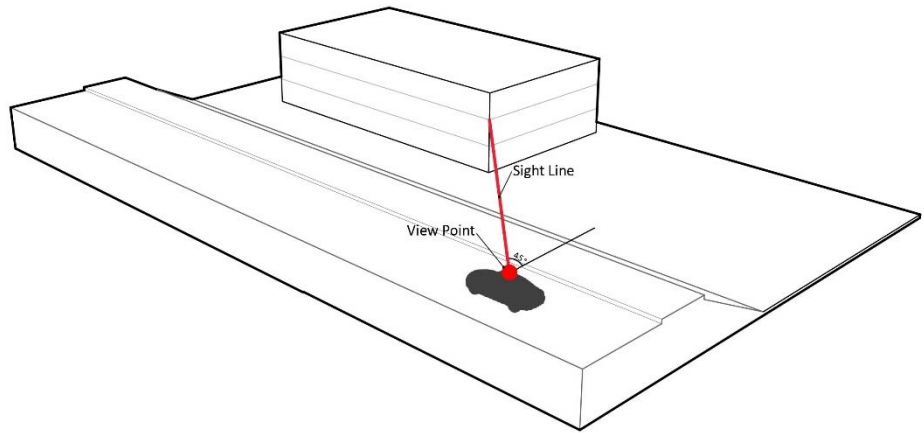
If the maximum height allowed by the zone district is lower than what would otherwise be allowed by the height, bulk, and massing regulations, the maximum height of the zone district shall apply.

3-6(D)(5)(b) Structure Height (View Plane)

No more than 1/3 of the height of structures (including building parapets, mechanical equipment and associated screening, walls, and fences) shall be allowed to penetrate above the view plane as seen along each sight line and as shown in section diagram below, with the following exceptions:

1. For low-density residential development, a total height of 16 feet is allowed for structures other than walls on a lot with developable area that is constrained because where, because of site constraints, any portion of a structure is proposed in a location where the natural grade (or finished grade, if infrastructure is already installed) is less than or equal to 10 feet below the elevation of the east edge of the public right-of-way of Coors Boulevard. ~~may also include sensitive lands (see Subsection 14-16-[Error! Reference source not found.](#))~~.

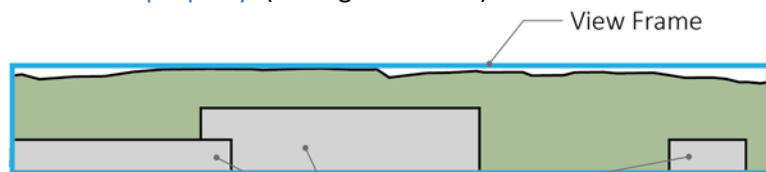
- For development other than low-density residential development, a total height of 20 feet is allowed for structures other than walls on a lot where, because of site constraints, any portion of a structure is proposed in a location where the natural grade (or finished grade, if infrastructure is already installed) is less than or equal to 10 feet below the elevation of the east edge of Coors Boulevard.



Note: This section is taken along a sight line or parallel to the closest sight line.

3-6(D)(5)(c) Structure Bulk (View Frame)

Looking from the view point, no more than 50 percent of the area within any view frame for a property shall be obscured by the bulk of the structure(s) (including walls and fences) placed on the property. No portion of a structure shall extend above the ridgeline of the Sandia Mountains that is visible within any view frame for a property. (See figure below.)



Bulk of Structures $\leq 50\%$ of Area within View Frame

3-6(D)(5)(d) Building Massing (Site Layout)

Projects containing several buildings shall provide variety in building size and massing. Lower, smaller buildings shall be located closer to Coors Boulevard, with larger, taller buildings located farther back on the property. (See figure below.)



3-6(D)(6) Colors

The exterior surfaces of structures, including but not limited to mechanical devices, roof vents, and screening materials, shall be colors with light reflective value (LRV) ranging from 20 percent to 50 percent. This middle range of reflectance is intended to avoid very light and very dark colors.

3-6(D)(6)(a) Allowable colors include the browns and greens existing within the Bosque.

3-6(D)(6)(b) Trim materials on façades constituting less than 10 percent of the façade's opaque surface may be any color.

3-6(D)(7) Site Landscaping Within Coors Boulevard Setback

3-6(D)(7)(a) Any private landscaping other than trees shall not be higher at maturity than the view plane.

3-6(D)(7)(b) Tree varieties shall be selected for small "see through" type foliage texture and shall be planted singularly or in small groupings with concern for enhancing, not blocking, views to the east.

3-6(D)(8) Variances

Variances to standards for setback, structure height, or structure bulk and massing in this Coors Boulevard – VPO-1 shall be reviewed and decided by the Environmental Planning Commission (EPC) pursuant to Subsection 14-16-6-6(N) (Variance – EPC).

3-6(D)(9) Cross-references

3-6(D)(9)(a) Subsection 14-16-3-4(C) (Coors Boulevard – CPO-2).

3-6(D)(9)(b) Subsection 14-16-3-4(C)(3) (Coors Boulevard – CPO-2 Setback Standards).

3-6(D)(9)(c) Subsection 14-16-5-12(G)(1)(e) (Off-premises Signs Prohibited).

3-6(D)(9)(d) Subsection 14-16-6-4(P)(3)(e) (Deviations to Overlay Standards Not Allowed).

3-6(D)(9)(e) Subsection 14-16-6-6(N) (Variance – EPC).

EXHIBIT A

Exhibit A to the
Memo for the IDO Annual Update 2020 –
Application for Amendment to the IDO Text – Small Area

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

Actions:

1. Create a new Height Sub-area 2 within VPO-2 that is within 660 feet of the existing Height Sub-area. This area shall not include the Volcano Heights Urban Center. The existing VPO-2 Height Sub-area shall be referenced as VPO-2 Height Restrictions Sub-area 1.
2. Revise the VPO-2 boundary to include any areas where the proposed VPO-2 Height Restrictions Sub-area 2 is outside of the existing VPO-2 boundaries.
3. Revise Subsection 3-4(N)(4) Volcano Mesa – CPO-13 to read as follows:
“Standards in this Subsection 14-16-3-4(N)(4) apply only outside of the sub-areas indicated in Subsection 14-16-3-6(E)(2) as the Northwest Mesa VPO-2 Height Restrictions Sub-area 1 and Sub-area 2.
4. Move existing content in 3-6(E)(3) to a new subsection (a) with heading VPO-2 Subarea 1 and create a new subsection (b) VPO-2 Subarea 2 as follows:
Structure height shall not exceed 30 feet, as measured from natural grade, or the maximum height of the underlying zone district, whichever is lower.
5. Create a new subsection 3-4(N)(5)(c) Landscaping as follows and renumber subsequent subsections accordingly:
“Within VPO-2 Sub-area 1 and 2, a minimum of 25 percent of the net lot area of each multi-family, mixed-use, or non-residential development shall contain landscaping.”
6. Add the VPO-2 Height Restriction Sub-areas 1 and 2 to the MPOS Use Specific Standards:
 - Car Wash
4-3(D)(15)(b) Within 330 feet of Major Public Open Space or within VPO-2 Height Restrictions Sub-areas 1 or 2, this use shall require a Conditional Use Approval pursuant to Subsection 14-16-6-6(A).
4-3(D)(15)(c) Notwithstanding Subsection (a) above, this use is prohibited adjacent to Major Public Open Space.
 - Heavy Vehicle Sales, Rental, Fueling, and Repair
4-3(D)(16)(h) This use is prohibited within 330 feet of Major Public Open Space or within VPO-2 Height Restrictions Sub-areas 1 or 2.
 - Light Vehicle Fueling
4-3(D)(17)(m) This use is prohibited within 330 feet of Major Public Open Space or within VPO-2 Height Restrictions Sub-areas 1 or 2.
 - Light Vehicle Repair
4-3(D)(18)(e) This use is prohibited within 330 feet of Major Public Open Space or within VPO-2 Height Restrictions Sub-areas 1 or 2.
 - Light Manufacturing
4-3(E)(2)(f) Within 330 feet of Major Public Open Space or within VPO-2 Height Restrictions Sub-areas 1 or 2, this use shall require a Conditional Use Approval pursuant to Subsection 14-16-6-6(A).

- Heavy Manufacturing

4-3(E)(3)(e) This use is prohibited in the following locations:

 1. Within 330 feet of Major Public Open Space or within VPO-2 Height Restrictions Sub-areas 1 or 2.
 2. Within 660 feet of a lot containing a religious institution or elementary, middle, or high school.
 3. Within 1,000 feet of a lot containing a residential use other than an accessory dwelling unit used as a caretakers dwelling for a non-residential property.
 - Natural Resource Extraction

4-3(E)(4)(d) This use is prohibited in the following locations:

 1. Within 330 feet of Major Public Open Space or within VPO-2 Height Restrictions Sub-areas 1 or 2.
 2. Within 1,000 feet of a lot containing a religious institution; elementary, middle, or high school; or residential use other than an accessory dwelling unit used as a caretakers dwelling for a non-residential property.
 - Solid Waste Convenience Center

4-3(E)(12) Solid Waste Convenience Center This use is prohibited within 330 feet of Major Public Open Space or within VPO-2 Height Restrictions Sub-areas 1 and 2.

 - Waste Transfer Center

4-3(E)(14) Waste and/or Recycling Transfer Station This use is prohibited within 330 feet of Major Public Open Space or within VPO-2 Height Restrictions Sub-areas 1 or 2.

 - Warehousing

4-3(E)(16) Warehousing Within 330 feet of Major Public Open Space or within VPO-2 Height Restrictions Sub-areas 1 or 2, this use shall require a Conditional Use Approval pursuant to Subsection 14-16-6-6(A).

 - Wholesaling and Distribution Center

4-3(E)(17)(b) Within 330 feet of Major Public Open Space or within VPO-2 Height Restrictions Sub-areas 1 or 2, this use shall require a Conditional Use Approval pursuant to Subsection 14-16-6-6(A).

 - Drive-through or drive-up Facility

4-3(F)(4)(c) Within 330 feet of Major Public Open Space or within VPO-2 Height Restrictions Sub-areas 1 or 2, this use shall require a Conditional Use Approval pursuant to Subsection 14-16-6-6(A).

4-3(F)(4)(d) Notwithstanding Subsection (a) above, this use is prohibited adjacent to Major Public Open Space.

MEMO COUNCIL SERVICES



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.