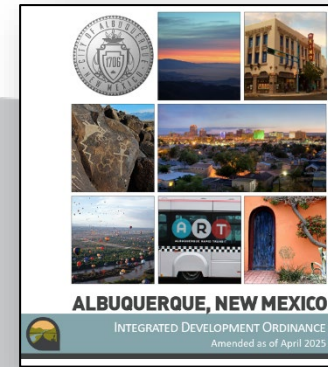


TRANSPORTATION + LAND USE



INTEGRATED
DEVELOPMENT
ORDINANCE

<https://abq-zone.com>

UNM Presentation

February 2026

Mikaela Renz-Whitmore

Division Manager

mrenz@cabq.gov

**ONE
ALBUQUE
RQUE**



ONE ALBUQUE RQUE

planning

WHAT WE DO

- Long-range community planning
- Zoning
- Project review + decision
- Historic Preservation
- Code Enforcement (plan review + in the field)

WHAT WE DON'T DO

- **Development projects**
 - We coordinate + collaborate with developers and MRA
- **Street planning**
 - We coordinate + collaborate with DMD
 - We enforce street standards
- **Utilities + infrastructure**
 - We coordinate + collaborate with public utilities
 - We enforce infrastructure standards

WHAT MAKES A WALKABLE CITY?



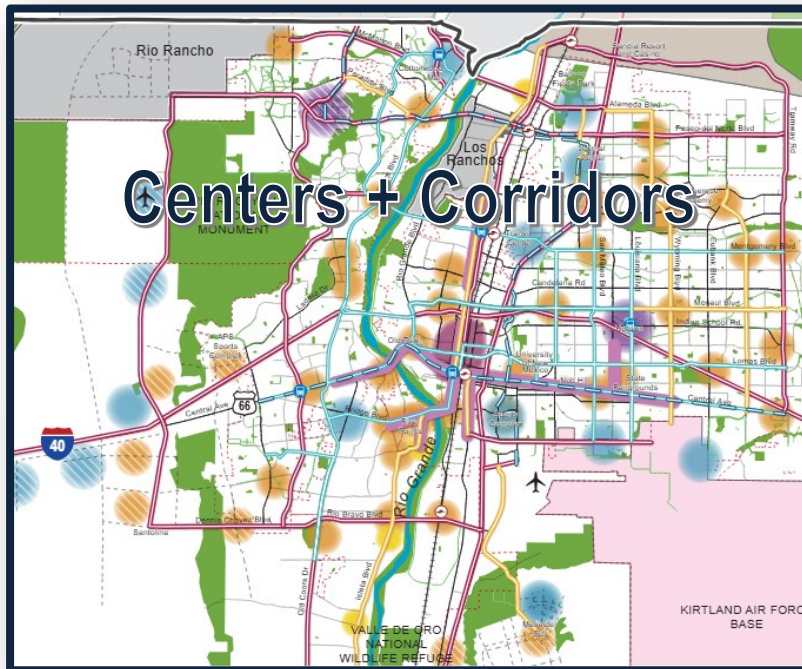
PLANNING + ZONING

ABC COMPREHENSIVE PLAN

- **What we want + why:**
 - Where to direct growth
 - What to protect
 - What actions to take
 - How to measure progress

INTEGRATED DEVELOPMENT ORDINANCE

- **How to get there:**
 - Tailored rules
 - Centers + Corridors
 - Areas of Consistency
 - Overlay Zones
 - Special places
 - Transitions / Edge Protections
 - Between Areas of Change + Consistency
 - Next to neighborhoods

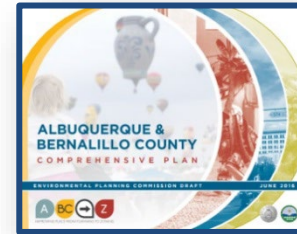


ELEMENTS

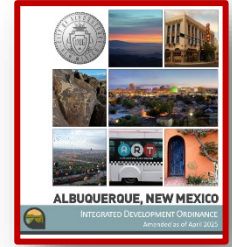


WHAT IS ZONING?

a system of laws that establishes rights and limits on property



Albuquerque
Bernalillo
County
Comprehensive Plan



U.S Constitution

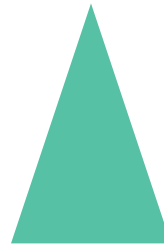
5th Amendment: Property Rights

14th Amendment: Due Process

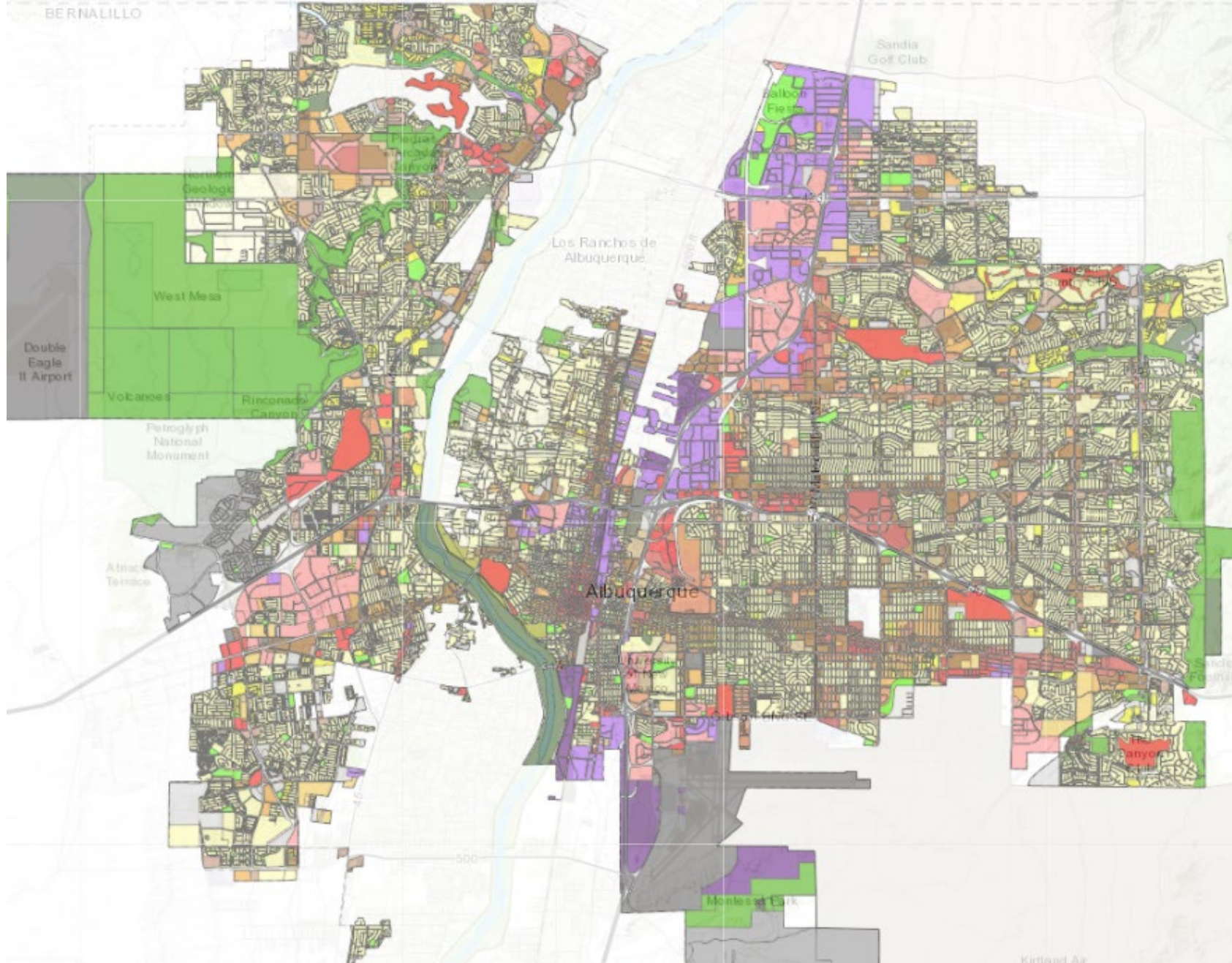
10th Amendment: Police Power
for public health, safety, and welfare

“a person may not be deprived of **property** by the government without **due process** of law”

“nor shall any State deprive any person of life, liberty, or **property**, without **due process** of law”

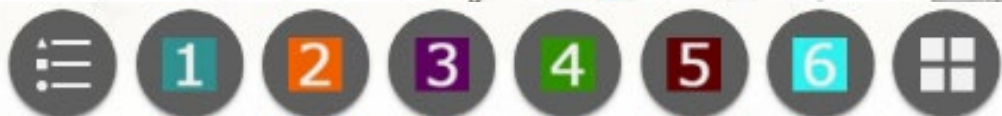


ZONE DISTRICTS



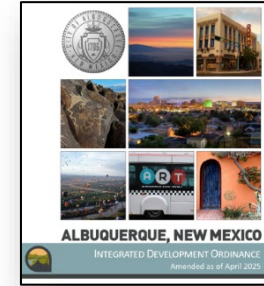
IDO Zoning

	R-A	Residential Zone Districts
	R-1A	
	R-1B	
	R-1C	
	R-1D	
	R-T	
	R-MC	
	R-MH	
	MX-T	Mixed-use Zone Districts
	MX-L	
	MX-M	
	MX-H	
	MX-FB-ID	
	MX-FB-FX	
	MX-FB-UD	
	NR-C	Non-residential Zone Districts
	NR-BP	
	NR-LM	
	NR-GM	
	NR-SU	
	NR-PO-A	
	NR-PO-B	
	NR-PO-C	
	NR-PO-D	
	PD	Planned Development Zone Districts
	PC	
	UNCL	Unclassified



<https://tinyurl.com/IDOzoningmap>

CONTENTS



<https://ido.abq-zone.com>

1. General Provisions

2. Zone Districts

Zones

3. Overlay Zones

4. Use Regulations
Allowable Use Table
Use-specific Standards

Uses

5. Development Standards
Dimensional Standards Tables
General Regulations

Standards

6. Administration & Enforcement

Processes

7. Definitions & Acronyms

IDO Zoning Map



<https://tinyurl.com/IDOzoningmap>

LEVERS FOR REGULATIONS

Overlay Zones

- Character, Historic, View Protections

Context

- Edge buffers
- Small-area & Area of Consistency rules
- Distance separations
- Proximity to residential
- Uses
- Development types

Centers & Corridors

- Incentives
- Building design standards
- Edge buffers

Zoning

- Residential
- Mixed-use
- Non-residential
- Planned Development



<https://ido.abq-zone.com>

IDO Zoning Map



<https://tinyurl.com/IDOzoningmap>

FINDING THE BALANCE

Strategy

Encourage development in Centers & Corridors to relieve market pressures on neighborhoods, special places, and open space

Protecting

Neighborhoods,
special places,
& City open space

Incentivizing

High-quality
development
in appropriate areas

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FINDING THE BALANCE

Strategy

Create the right rules for the places you want

Tailored

Rules for small areas

- Additional complexity
- Harder to enforce

Citywide

Standardized rules

- Less complexity
- Easier to enforce

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ER
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IMPLEMENTING THE COMP PLAN

<https://tinyurl.com/IDOzoningmap>

Incentives:

- Higher building heights
- Lower parking requirements

2025 Update
(coming soon):
NO parking minimums
LOWER parking maximums

Higher Standards:

- More building design & buffering requirements
- More walkable site design requirements

IDO Zoning Map

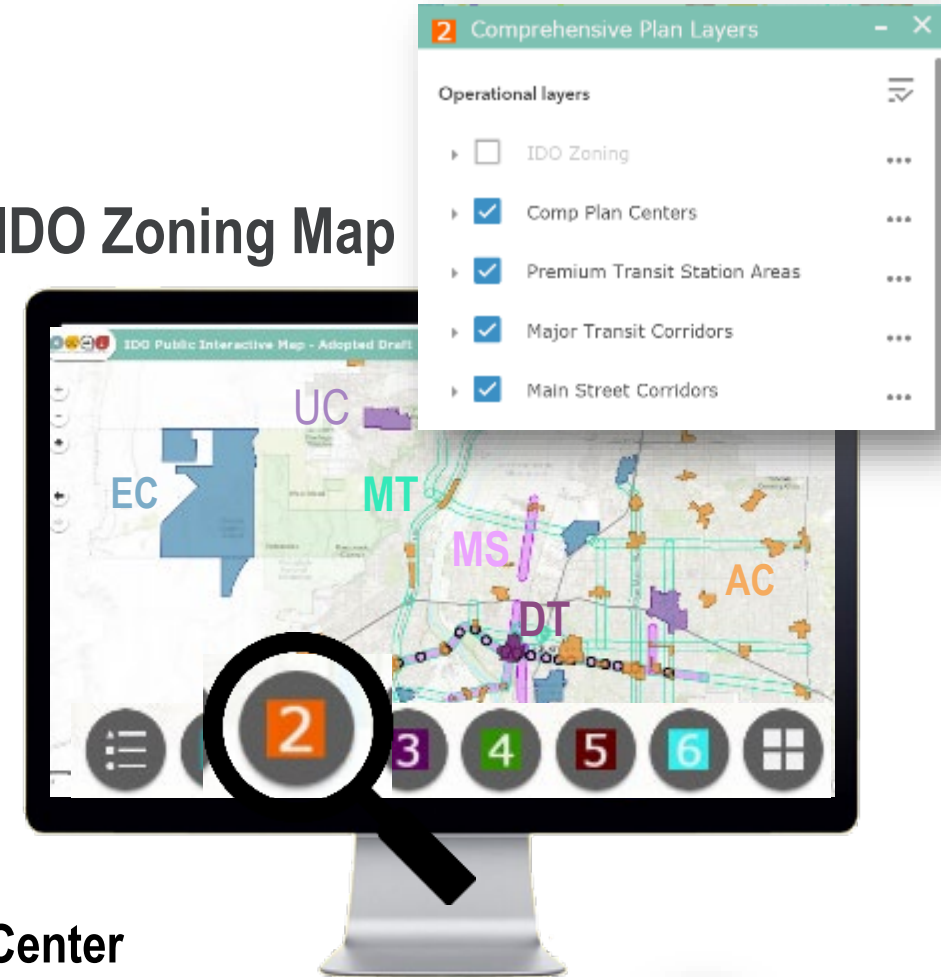


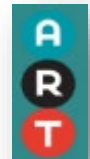
Table III

Table III: IDO Provisions for ABC Comp Plan Centers & Corridor Areas
 DT = Downtown UC = Urban Center AC = Activity Center EC = Employment Center
 MS = Main Street Area PT = Premium Transit Area MT = Major Transit Area
 This table is for reference purposes only to index provisions for Centers & Corridors in the IDO.

Subsection	Page	Header (Topic)	Center or Corridor Area						
			DT	UC	AC	EC	MS	PT	MT
Part 14-16-2: Zone Districts									
14-16-2-4(E)(3)(b)	34	Form-based Sub-zones	DT	UC	AC				
14-16-2-4(E)(3)(d)	36	Dimensional Standards	DT	UC	AC		MS	PT	
Part 14-16-4: Use Regulations									
14-16-4-3(B)(a)4	150	Dwelling, Townhome (Open Space)		UC			MS	PT	
14-16-4-3(B)(a)5	150	Dwelling, Townhome (Ground Floor Commercial)		UC			MS	PT	
14-16-4-3(B)(b)	151	Dwelling, Multi-family (Ground Floor Commercial)						PT	MT
14-16-4-3(B)(d)	152	Dwelling, Multi-family (Office)	DT	UC					
14-16-4-3(D)(17)(l)	162	Light Vehicle Fueling Station		UC	AC		MS	PT	MT
14-16-4-3(D)(17)(m)	162	Self-storage		UC	AC		MS	PT	MT
14-16-4-3(D)(28)	169	Wholesaling and Distribution Center		UC	AC		MS	PT	MT
14-16-4-3(E)(17)	186	Drive-through or Drive-up Facility		UC					
14-16-4-3(F)(4)	187			UC					

Center/Corridor Index

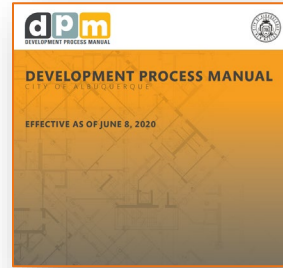
- DT = Downtown
- UC = Urban Center
- AC = Activity Center
- EC = Employment Center
- MS = 660 feet from Main Street
- PT = 660 feet from Premium Transit station
- MT = 660 feet from Major Transit





compplan.abc-zone.com

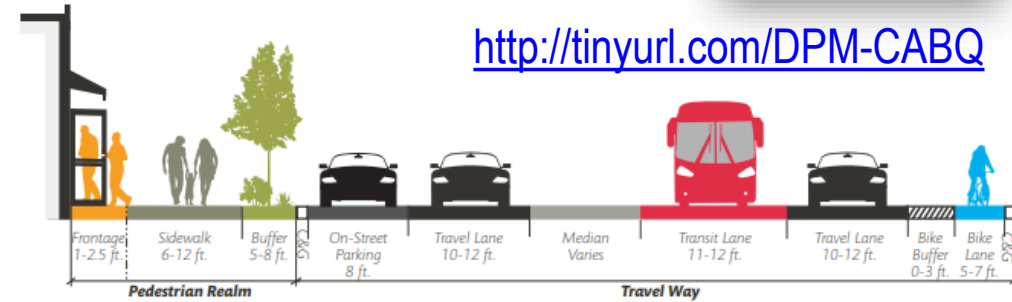
URBAN DESIGN



Goal 7.2 Pedestrian-Accessible Design

Increase walkability in all environments, promote pedestrian-oriented development in urban contexts, and increase pedestrian safety in auto-oriented contexts.

FIGURE 7.2.41 Street Element Dimensions Along Major Roads

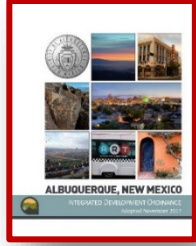
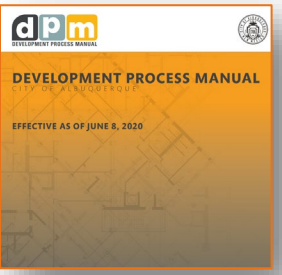


<http://tinyurl.com/DPM-CABQ>

TABLE 7.2.29 Street Element Dimensions

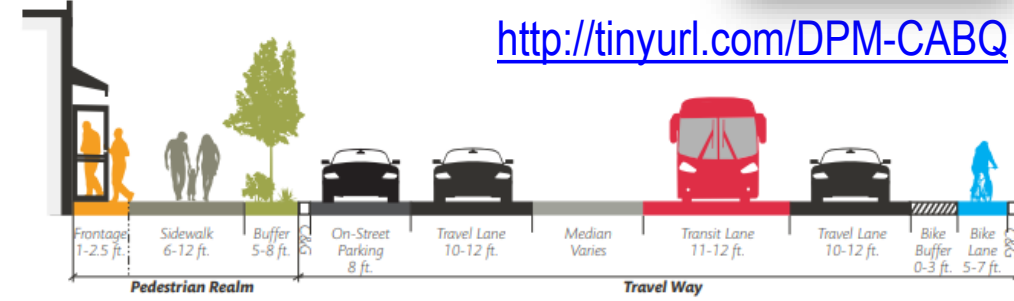
Corridor Type / Classification	Location	Design Speed (MPH)	Pedestrian Realm			Travel Way		
			Frontage Zone (ft.)	Sidewalk Width (ft.)	Landscape / Buffer Zone (ft.)	Bike Lane Width (ft.)	Bike Buffer (ft.)	Travel Lane Width (ft.)
Premium Transit	Inside Center	30-35	1-2.5	10-12	6-8	6-6.5	0-3	10-12
	Outside Center	35-40	1-2.5	8-10	6-8	6-7	1.5-3	10-12
Major Transit	Inside Center	30-35	1-2.5	10-12	6-8	5-6.5	0-3	10-12
	Outside Center	35-40	N/A	6-10	6-8	6-7	1.5-3	10-12
Multi-modal	Inside Center	30-35	1-2.5	10-12	6-8	5-6.5	0-3	10-11
	Outside Center	35-40	N/A	6-10	6-8	6-7	1.5-3	10-11
Commuter	Inside Center	30-35	1-2.5	10	6-8	5-6.5	1.5-3	10-12
	Outside Center	40-50	N/A	6	6-8	6-7	3-5	10-12
Main Street	Main Street	25-30	1-2.5	10-12	6-8	5-6.5	0-3	10-11
	Inside Center	30-35	1-2.5	10	6-8	5-6.5	0-3	10-11
Other Arterial	Outside Center	35-40	N/A	6	5-6	6-7	1.5-3	10-11
	Inside Center	30-35	1-2.5	10	6-8	5-6.5	0-3	10-11
Minor Arterial	Outside Center	35-40	N/A	6	5-6	6-6.5	1.5-3	10-11
	Inside Center	25-30	1-2.5	10	5-6	5	0-3	10-11
Major Collector	Outside Center	30-35	N/A	6	5-6	5-6	0-3	10-11
	Inside Center	25-30	1-2.5	10	5-6	5	0-3	10-11
Minor Collector	Outside Center	30-35	N/A	6	5-6	5-6	0-3	10-11
	Inside / Outside Center	18-30	1-2.5 / N/A	5	5-6	Shared Lane**		See Part 7-4(J) Local Streets
Other Locals	Inside / Outside Center	15-25	1-2.5 / N/A	5	4-6	N/A	N/A	

URBAN DESIGN



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FIGURE 7.2.41 Street Element Dimensions Along Major Roads



<http://tinyurl.com/DPM-CABQ>

Location	Block Length (ft.)	Signalized Pedestrian Crossing (ft.)	Designated Pedestrian Crossing (ft.)
Streets in Center & Corridor Areas			
Downtown	200-400	≤660	≤400
Urban Center	300-400	≤660	≤400
Main Street Area	300-400	≤660	≤400
Activity Center	400-600	≤1,320	≤600
Employment Center	≤800	≤2,640	As appropriate
Village Center	400-600	≤1,320	≤600
Streets in Other Areas			
Collector, Arterial, or Interstate Highway	Per DPM	Per DPM	Per DPM
Local Street	≤600	≤2,640	As appropriate

TABLE 7.2.29 Street Element Dimensions

Corridor Type / Classification	Location	Design Speed (MPH)	Pedestrian Realm			Travel Way		
			Frontage Zone (ft.)	Sidewalk Width (ft.)	Landscape / Buffer Zone (ft.)	Bike Lane Width (ft.)	Bike Buffer (ft.)	Travel Lane Width (ft.)
Premium Transit	Inside Center	30-35	1-2.5	10-12	6-8	6-6.5	0-3	10-12
	Outside Center	35-40	1-2.5	8-10	6-8	6-7	1.5-3	10-12
Major Transit	Inside Center	30-35	1-2.5	10-12	6-8	5-6.5	0-3	10-12
	Outside Center	35-40	N/A	6-10	6-8	6-7	1.5-3	10-12
Multi-modal	Inside Center	30-35	1-2.5	10-12	6-8	5-6.5	0-3	10-11
	Outside Center	35-40	N/A	6-10	6-8	6-7	1.5-3	10-11
Commuter	Inside Center	30-35	1-2.5	10	6-8	5-6.5	1.5-3	10-12
	Outside Center	40-50	N/A	6	6-8	6-7	3-5	10-12
Main Street	Main Street	25-30	1-2.5	10-12	6-8	5-6.5	0-3	10-11
Other Arterial	Inside Center	30-35	1-2.5	10	6-8	5-6.5	0-3	10-11
	Outside Center	35-40	N/A	6	5-6	6-7	1.5-3	10-11
Minor Arterial	Inside Center	30-35	1-2.5	10	6-8	5-6.5	0-3	10-11
	Outside Center	35-40	N/A	6	5-6	6-6.5	1.5-3	10-11
Major Collector	Inside Center	25-30	1-2.5	10	5-6	5	0-3	10-11
	Outside Center	30-35	N/A	6	5-6	5-6	0-3	10-11
Minor Collector	Inside Center	25-30	1-2.5	10	5-6	5	0-3	10-11
	Outside Center	30-35	N/A	6	5-6	5-6	0-3	10-11
Major Local	Inside / Outside Center	18-30	1-2.5 / N/A	5	5-6	Shared Lane		See Part 7-4(J) Local Streets
Other Locals	Inside / Outside Center	15-25	1-2.5 / N/A	5	4-6	N/A	N/A	



Goal 7.2 Pedestrian-Accessible Design

Increase walkability in all environments, promote pedestrian-oriented development in urban contexts, and increase pedestrian safety in auto-oriented contexts.

Context
Rules

IDO Part 5 Development Standards

Rules that set quality standards for development

5-1 DIMENSIONAL STANDARDS

5-2 SITE DESIGN + SENSITIVE LANDS

5-3 ACCESS + CONNECTIVITY

5-4 SUBDIVISION OF LAND

5-5 PARKING + LOADING

5-6 LANDSCAPING, BUFFERING, + SCREENING

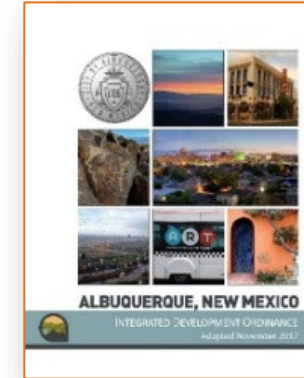
5-7 WALLS + FENCES

5-8 OUTDOOR + SITE LIGHTING

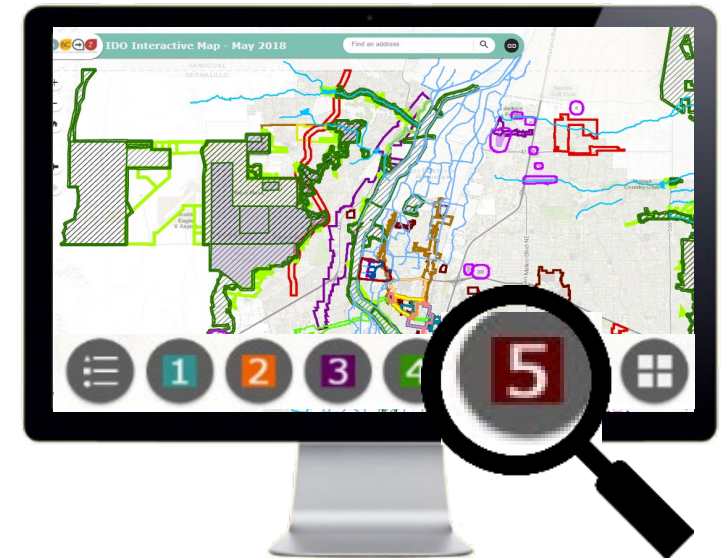
5-9 NEIGHBORHOOD EDGES

5-10 SOLAR ACCESS

5-11 SIGNS



<https://tinyurl.com/CABQ-IDO-2023-07-27>



<https://tinyurl.com/IDOzoningmap>

DENSITY FACTORS

Part 5

CITYWIDE

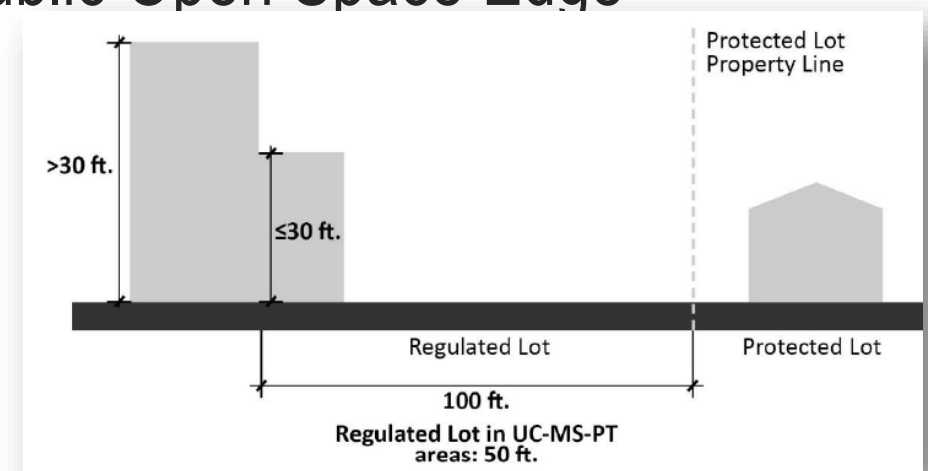
- Building height
- Setbacks
- Required usable open space
- Required parking
- Required landscaping
- Building design standards

In general:

More urban = more walkable, transit-oriented
More suburban = more auto-oriented

CONTEXTUAL

- Use-specific standards
 - Distance from residential
- Neighborhood Edges
- Edge Buffers
- Major Public Open Space Edge



DIMENSIONAL STANDARD TABLES: BY ZONE CATEGORIES

5-1

Standards

2025 Update (coming soon):
AC-MT Building Heights
AC-MT Bonuses

Table 5-1-2: Mixed-use Zone District Dimensional Standards
 UC-MS-PT = Urban Centers, Main Streets, and Transit as identified in the ABC Comp Plan
 BR = bedroom DU = dwelling units.
 Note: Any different dimensional standards (Neighborhood Edges) and Section 14-16-5-9 (Neighborhood Edges) applicable to the property shall supersede the standards in this table.

Zone District	MX-T ^[1]	MX-L	MX-M	MX-H
Site Standards				
Usable open space, minimum ^[2]	Efficiency or 1 BR: 225 sq. ft./unit 2 BR: 285 sq. ft./unit ≥3 BR: 350 sq. ft./unit UC-MS-PT: 50% reduction			
Setbacks^{[3][4][5][6]}				
Front, minimum	5 ft. UC-MS-PT: 0 ft. ^[7]			
Front, maximum	N/A UC-MS-PT: 15 ft.			
Side, minimum	Interior: 0 ft.; Street side of corner lots: 5 ft. UC-MS-PT: 0 ft.			
Side, maximum	N/A UC-MS-PT: Interior: N/A; Street side of corner lots: 15 ft. ^[7]			
Rear, minimum	15 ft. UC-MS-PT: 0 ft. where rear lot line abuts a street or alley			
Rear, maximum	N/A			
Building Height^[6]				
Building height, maximum	30 ft.	38 ft. C-MS-PT: 55 ft.	48 ft. UC-MS-PT: 65 ft.	68 ft. UC-MS-PT: 75 ft.
		No maximum for portions of building >100 ft. from all lot lines		
		UC-MS-PT-MT: 12 ft. Structured Parking Bonus		UC-MS-PT-MT: 24 ft. Structured Parking Bonus
UC-MS-PT-MT: 12 ft. Workforce Housing Bonus				

Acronyms

Zones (By intensity)

Center Provisions

[1] Residential development that qualifies for funding through Article 14-17 of ROA 1994 (Family Housing Developments) may be eligible for development incentives specified in that Article.
 [2] Usable open space requirements specified in this table are for multi-family residential development only. Additional usable open space requirements in Subsections 14-16-4-3(B)(3)(i) (Dwelling, Cottage Development) and 14-16-4-3(B)(5)(a) (Dwelling, Townhouse) may apply to low-density residential development in any Mixed-use zone district.

PARKING

Minimum Requirements

<https://tinyurl.com/IDOzoningmap>

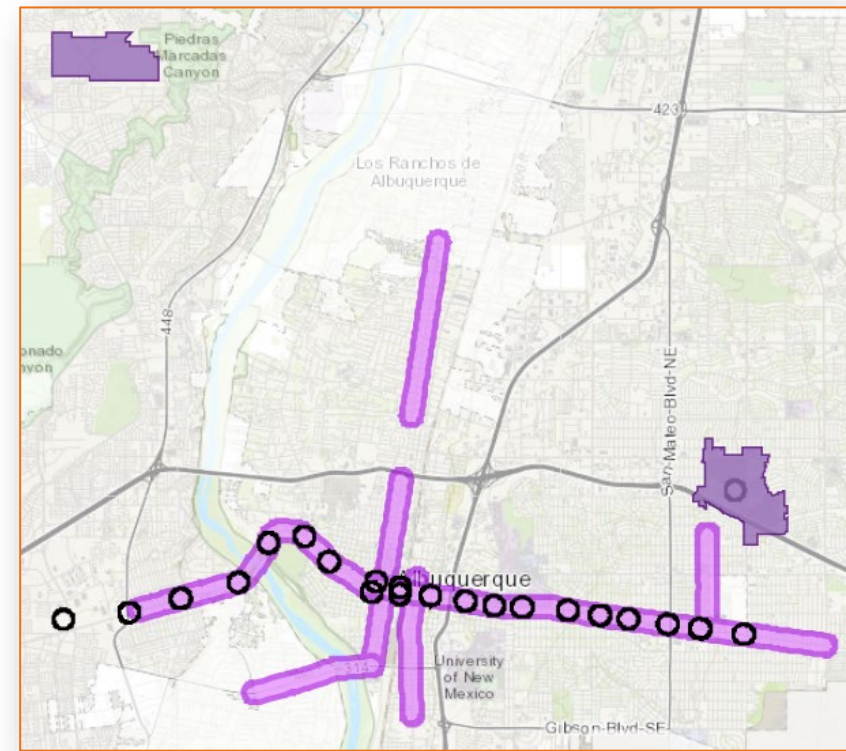
TABLE BY ALLOWABLE USE

Table 5-5-1: Minimum Off-street Parking Requirements
 UC = Urban Center; AC = Activity Center; MS = Main Street area; PT = Premium Transit area as identified in the ABC Comp Plan
 DU = Dwelling Unit BR = Bedroom GFA = Gross Floor Area
 Design Capacity = Maximum occupancy per building or fire codes, whichever is greater

Use	IDO Parking Requirement
PERMISSIVE PRIMARY USES	
RESIDENTIAL	
Household Living	
Dwelling, single-family detached	1 space / DU up to 2 BR 2 spaces / DU with 3 or more BR
Dwelling, mobile home	2 spaces / mobile home
Dwelling, cluster development	1 space / DU up to 2 BR 2 spaces / DU with 3 or more BR
Dwelling, cottage development	1 space / DU R-A and R-1: 2 additional spaces / project for visitors
Dwelling, two-family detached (duplex)	1 space / DU up to 2 BR
Dwelling, townhouse	2 spaces / DU with 3 or more BR
Dwelling, live-work	2 spaces / DU UC-MS-PT: 1 space / DU
Dwelling, multi-family	1.5 spaces / DU UC-MS-PT: 1 space / DU

Center Provisions

REDUCTIONS IN CENTERS & CORRIDORS



- UC = Urban Center
- MS = 660 feet from Main Street
- PT = 660 feet from Premium Transit station

PARKING Incentives

TABLE BY ALLOWABLE USE

Table 5-5-1: Minimum Off-street Parking Requirements
 UC = Urban Center; AC = Activity Center; MS = Main Street area; PT = Premium Transit area as identified in the ABC Comp Plan
 DU = Dwelling Unit BR = Bedroom GFA = Gross Floor Area
 Design Capacity = Maximum occupancy per building or fire codes, whichever is greater

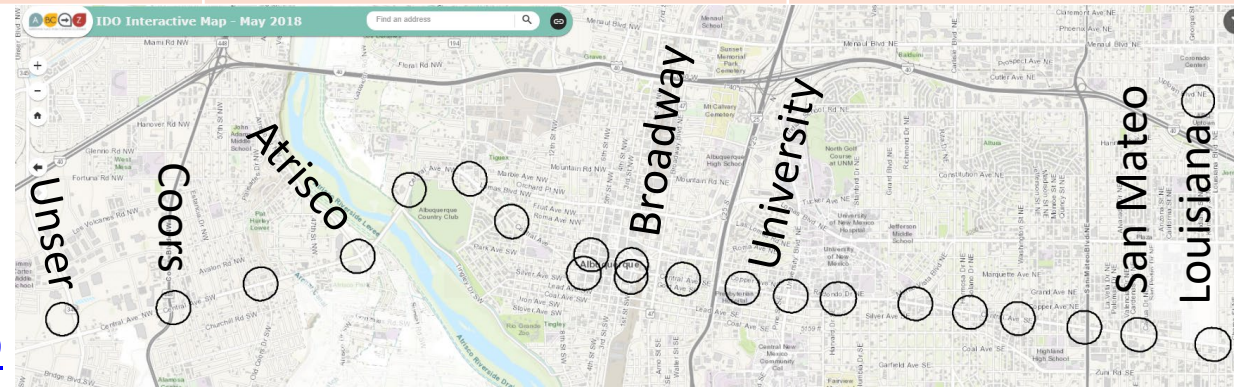
Use	IDO Parking Requirement
PERMISSIVE PRIMARY USES	
RESIDENTIAL	
Household Living	
Dwelling, single-family detached	1 space / DU up to 2 BR 2 spaces / DU with 3 or more BR
Dwelling, mobile home	2 spaces / mobile home
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Dwelling, cottage development	1 space / DU R-A and R-1: 2 additional spaces / project for visitors
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Dwelling, townhouse	2 spaces / DU with 3 or more BR
Dwelling, live-work	2 spaces / DU UC-MS-PT: 1 space / DU
Dwelling, multi-family	1.5 spaces / DU UC-MS-PT: 1 space / DU

REDUCTIONS FOR TRANSIT

Reduction	Location or Distance	Peak Service Frequency
50%	Premium Transit (PT) areas	≤ 15 min
30%	Within ¼ mile of stop/station	≤ 15 min
10%	Within 330 feet of stop/station	≤ 45 min

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<https://tinyurl.com/IDOzoningmap>



PARKING

Minimum & Maximum Requirements

Purpose

Discourages surface parking lots
Encourages transit-supported and transit-supportive development

IDO TEXT

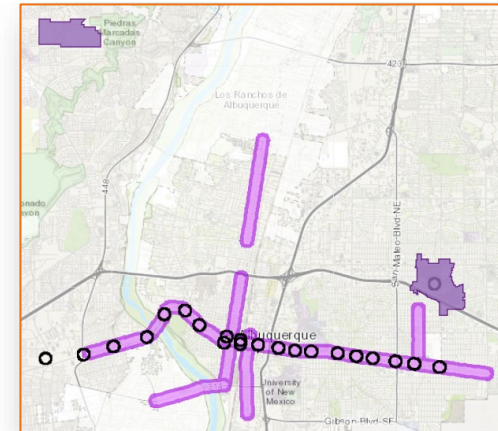
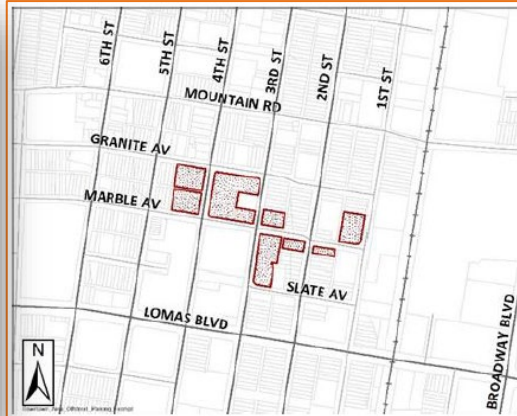
5-5(C)(7) Parking Maximums

5-5(C)(7)(a) In UC-MS-PT areas the maximum number of off-street parking spaces provided shall be no more than 175 percent of the off-street parking spaces required by Table 2-4-13 or Table 5-5-1, as applicable.

5-5(C)(7)(b) In areas exempt from minimum required off-street parking spaces pursuant to Subsection 14-16-5-5(B)(2)(a), the maximum number of off-street parking spaces provided shall be no more than 175 percent of the off-street parking spaces that would otherwise be required by Table 2-4-13 or Table 5-5-1, as applicable, for the proposed development.

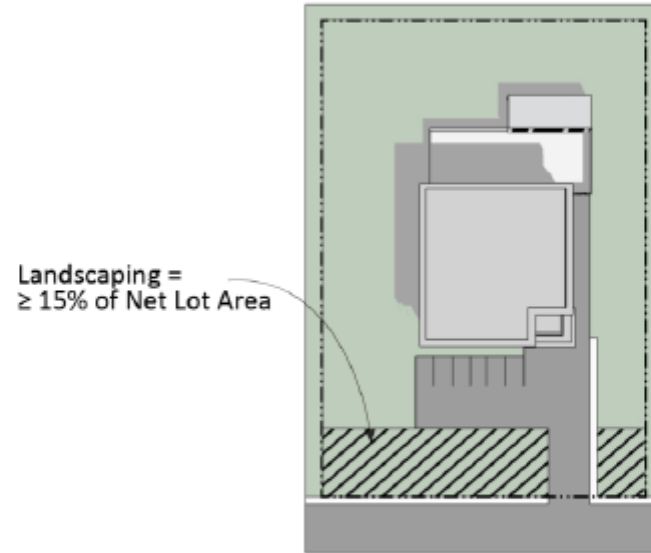
Exempt from minimum parking requirements:

- Downtown Center
- McClellan Park Small Area
- Old Town – HPO-5

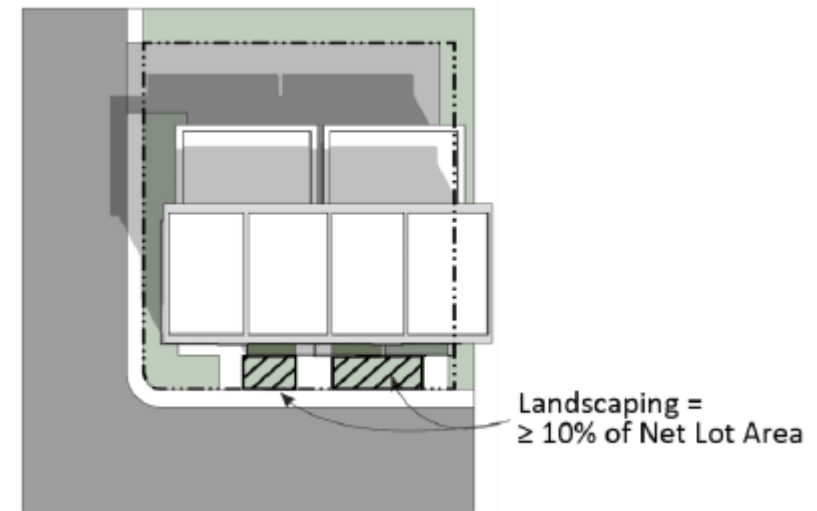


5-6(C)(2) Minimum Landscape Area

5-6(C)(2)(a) Except as noted in Subsection (b) below, a minimum of 15 percent of the net lot area of each development shall contain landscaping. (See figure below.)



5-6(C)(2)(b) In DT-UC-MS-PT areas, a minimum of 10 percent of the net lot area of each development shall contain landscaping. In these areas, landscaping required to meet this requirement need not be at ground level. (See figure below.)

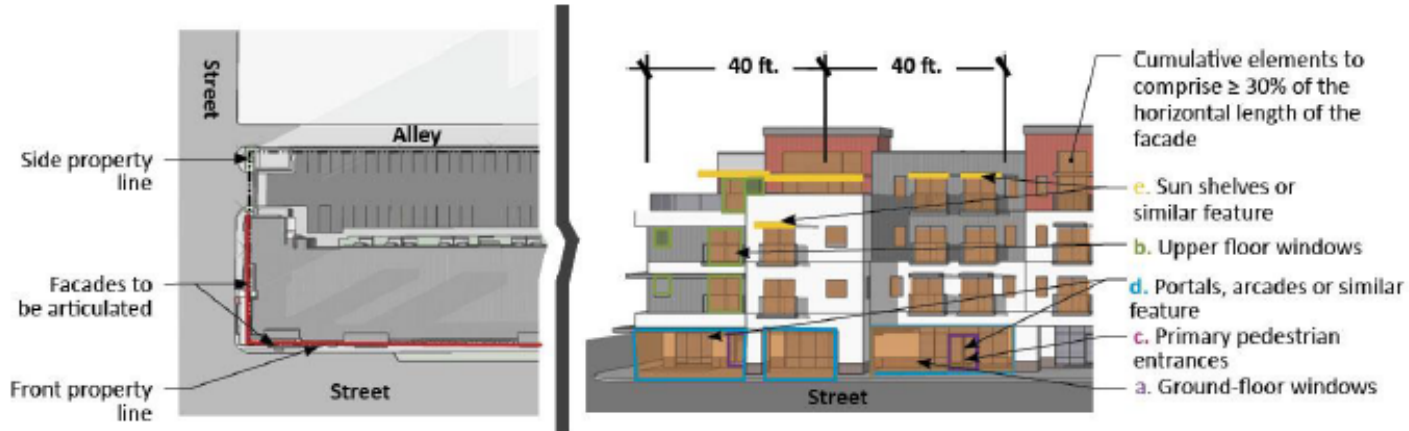


BUILDING DESIGN

5-11(E)(2) Façade Design

5-11(E)(2)(a) General

1. Façades shall be designed to provide a sense of human scale at ground level by providing a clear architectural distinction between ground floor levels and all additional levels.
2. Each street-facing façade shall incorporate at least 2 of the following features (illustrated below) along at least 30 percent of the length of the façade, distributed along the façade so that at least 1 of the incorporated features occurs every 40 feet:



- a. Ground-floor transparent windows, with the lower edge of window sills no higher than 30 inches above the finished floor.
- b. Windows on upper floors.
- c. Primary pedestrian entrances.
- d. Portals, arcades, canopies, trellises, awnings over windows, or other elements that provide shade or protection from the weather.
- e. Sun shelves or other exterior building features designed to reflect sunlight into the building and reduce the need for interior lighting.
- f. Raised planters between 12 inches and 28 inches above grade with the surface planted to achieve at least 75 percent vegetative cover at maturity.

BUILDING DESIGN

5-11(E)(2)(b) Urban Centers, Activity Centers, and Main Street and Premium Transit Areas

1. In new residential and mixed-use development, windows on the upper floors shall be recessed not less than 2 inches.
2. Each ground floor of a street-facing façade shall contain a minimum of 30 percent of its surfaces in transparent windows and/or doors.
 - a. No minimum window sill height is required.
 - b. For commercial or office uses, interior space must be visible to a depth of 6 feet from the façade.



BUILDING DESIGN

5-11(E)(2)(b) Urban Centers, Activity Centers, and Main Street and Premium Transit Areas

- Each street-facing façade shall incorporate at least 3 of the following features (illustrated below) along at least 30 percent of the length of the façade, distributed along the façade so that at least 1 of the incorporated features occurs every 30 feet of façade length:



GET INVOLVED

2025 IDO Update

<https://abq-zone.com/ido-updates-2025>

Next Hearing @ City Council

Date	Time
Wed, Feb. 18	5:00 pm

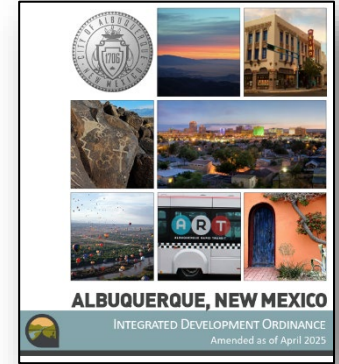
Changes are legislative, so talk to your Councilor!

<https://www.cabq.gov/council/find-your-councilor>

Hearing Agenda and Commenting Instructions

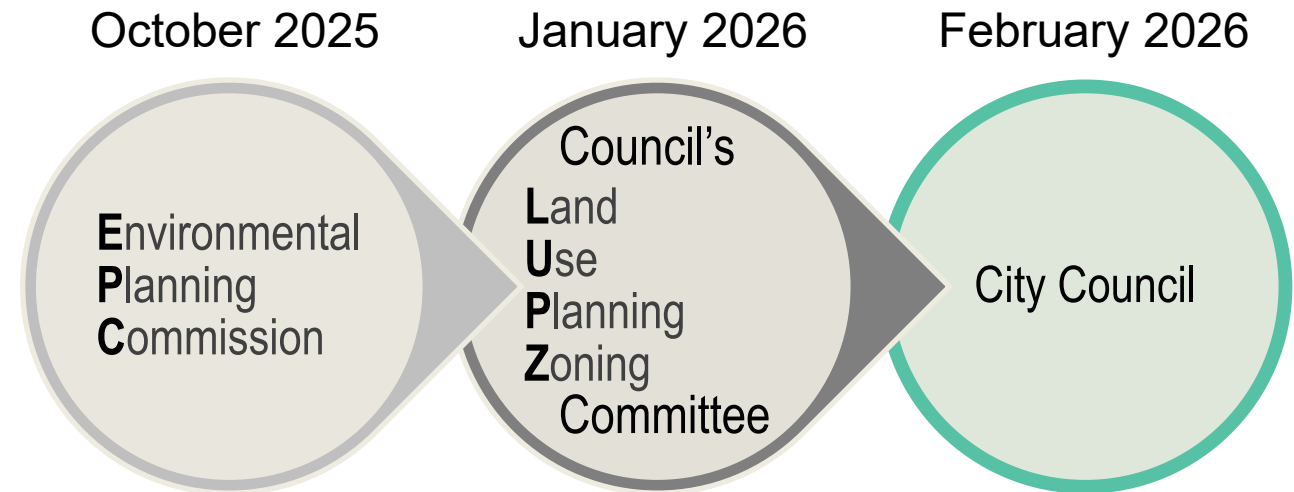
<https://cabq.legistar.com/Calendar.aspx>

Get to Know Your IDO
[Handout](#) (PDF)
[Presentation](#) (PDF)
[Video](#)



IDO Online

<https://ido.abq-zone.com>



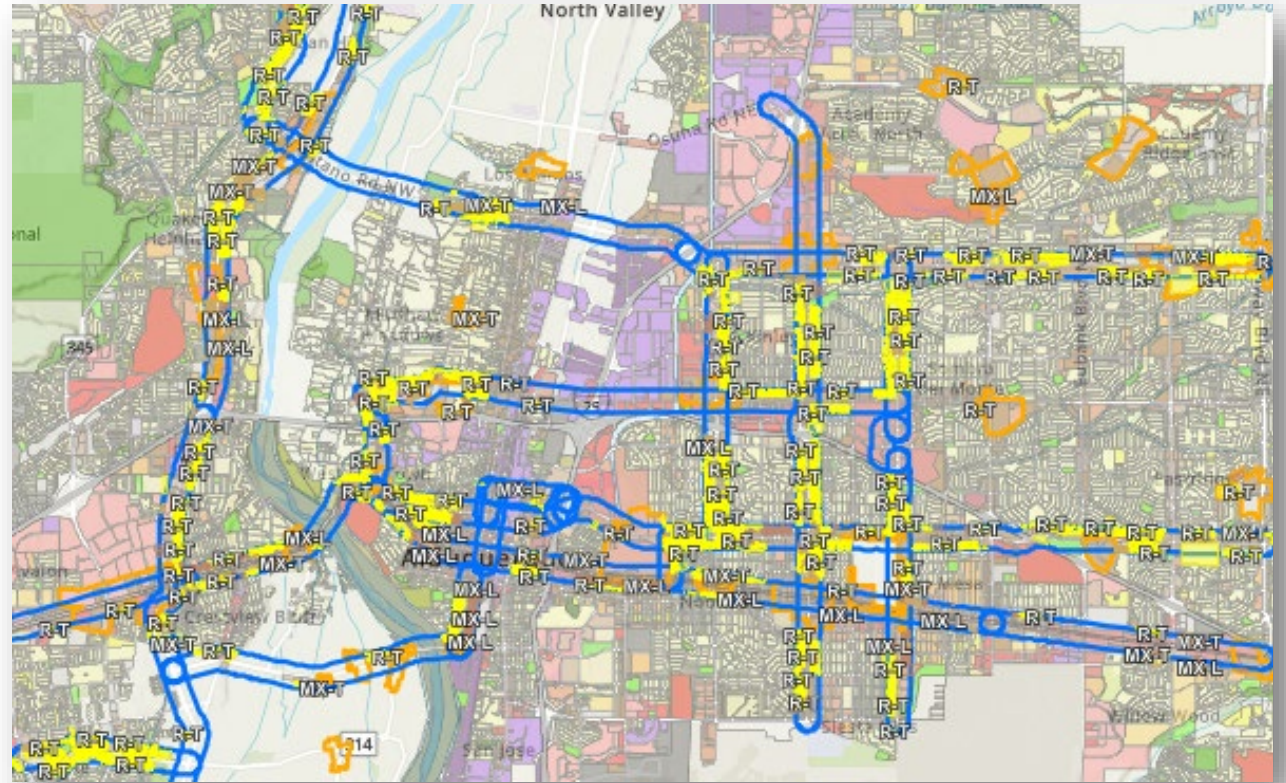
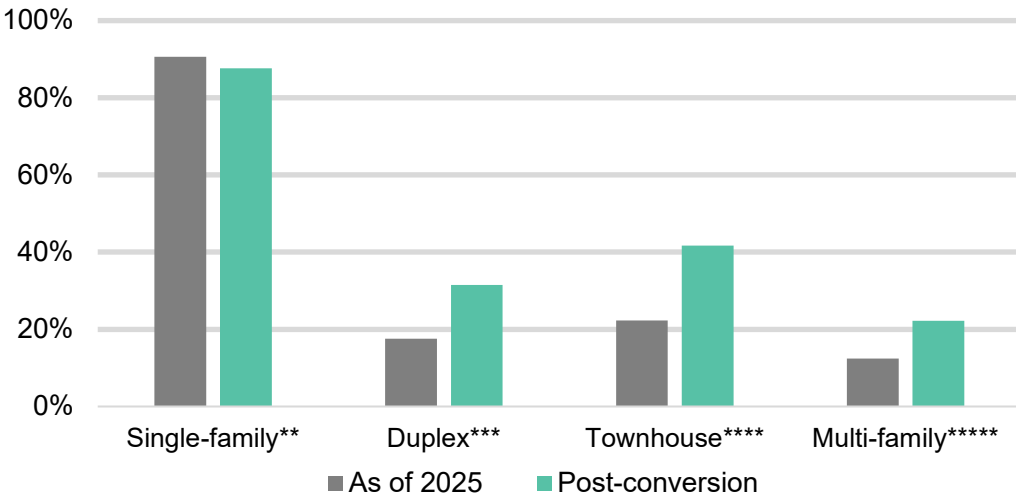
Increase Housing Choices

Take bold but gentle action to create more housing choices for families

● **Legislative Zoning Conversions for Major Transit (MT) and Activity Centers (AC)**

- R-1 → R-T — Adds townhouses as permissive (up to 3 units)
- R-T → MX-T — Adds multi-family and non-residential as permissive
- R-ML → MX-L — Adds non-residential as permissive

Platted Lots Zoned for Residential Uses*



MT = 660 feet from **Major Transit Corridor**

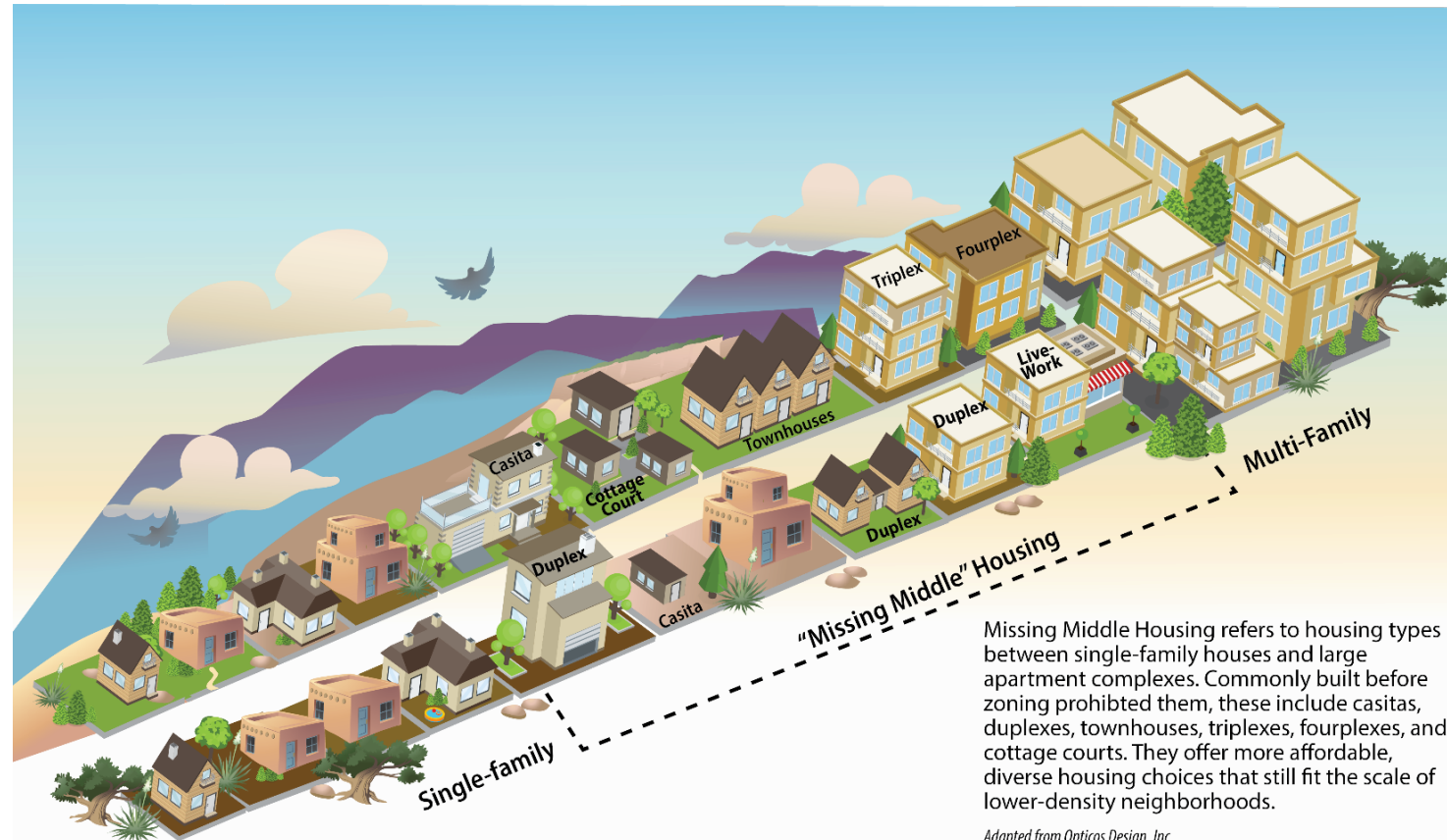
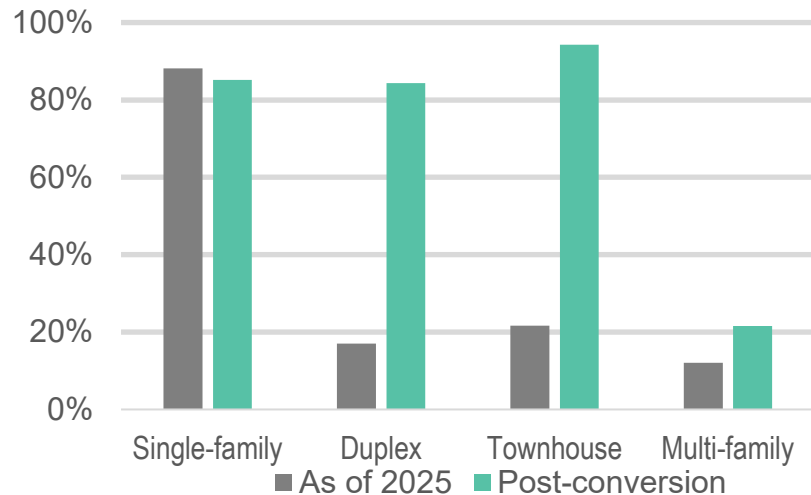
AC = **Activity Center**

Increase Housing Choices

Take bold but gentle action to create more housing choices for families

- **Dormitory** – Makes co-living permissive in R-ML and MX-T (already allowed in R-MH and the other Mixed-use zones)
- **Cottage courts** – Allows multiple small single-family or duplexes citywide on lots 10,000+ s.f.
- **Duplex** – Allows duplexes citywide in R-1
- **Townhouse** – Allows townhouses citywide in R-1 (up to 3 units)
- **Accessory Dwelling Units (ADUs) / Casitas** – Allows attached ADUs citywide
- **Safe Outdoor Space** – Removes requirements for plumbing and

Platted Lots Zoned for Residential Uses



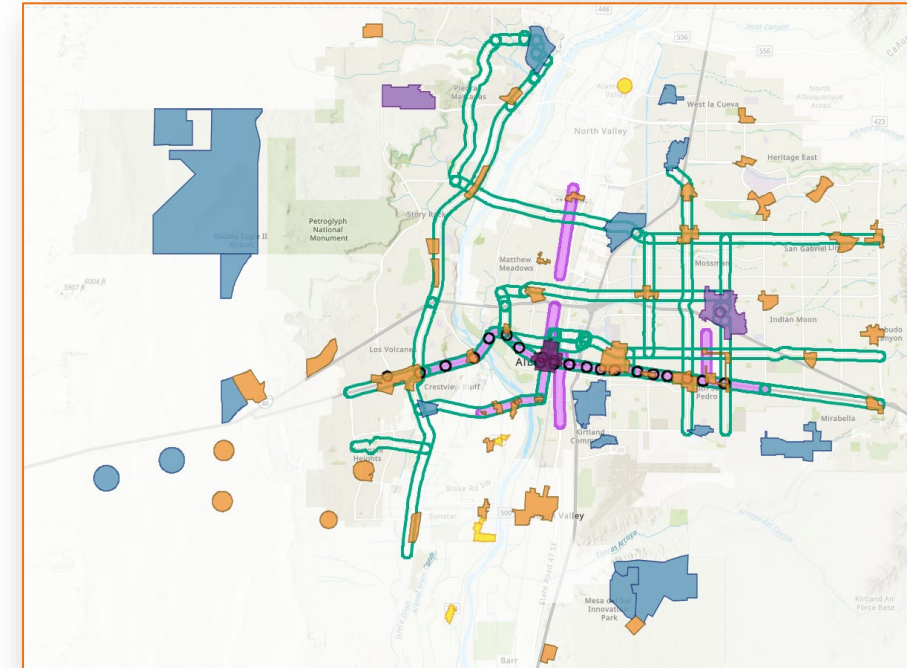
Missing Middle Housing refers to housing types between single-family houses and large apartment complexes. Commonly built before zoning prohibited them, these include casitas, duplexes, townhouses, triplexes, fourplexes, and cottage courts. They offer more affordable, diverse housing choices that still fit the scale of lower-density neighborhoods.

Adapted from Opticos Design, Inc.

Lower Costs per Housing Unit

Require less land/parking to leave more money for constructing housing units

- **R-1 Dimensional Standards** – Removes subzones with larger minimum lot sizes and setbacks
- **Accessory Dwelling Units (ADUs) / Casitas**
 - **Height**
 - Changes maximum building height to 18 feet, or as tall as the primary structure, whichever is higher
 - Allows casitas constructed over a detached garage up to the allowed height of the zone district
 - **Size:** Changes maximum size to be a footprint of 750 s.f. to allow flexibility for lofts and 2-story casitas
- **Building Heights**
 - **R-ML and R-MH and Mixed Use Zone Districts**
 - Adds a new tier of higher building height in Major Transit and Activity Centers
 - Bumps up building height in Urban Center, Premium Transit, and Main Street areas accordingly
- **Parking**
 - **Citywide Parking Minimums**
 - Reduces minimum requirements for multi-family and adds a built-in reduction for workforce housing (1 space / DU)
 - Decreases parking minimums by 20% for most uses (some exceptions – like single-family).
 - **Centers and Corridors:**
 - Eliminates parking minimums
 - Reduces/establishes parking maximums for non-residential development only in Centers and Corridors



- DT = Downtown
- UC = Urban Center
- AC = Activity Center
- EC = Employment Center
- MS = 660 feet from Main Street
- PT = 660 feet from Premium Transit station
- MT = 660 feet from Major Transit

Allow Food near Neighborhoods

Create opportunities for small businesses, encourage walkability, and provide important daily goods such as food, household items, and medicine closer to the places where people

- ~~Bodegas / Tienditas: Allows retail, restaurant, grocery, and live-work on corner lots 5,000+ s.f. in residential zones~~
 - ~~Conditional on local streets~~
 - ~~Permissive on arterial / collectors~~
 - ~~Not allowed to sell alcohol, cannabis, or nicotine~~





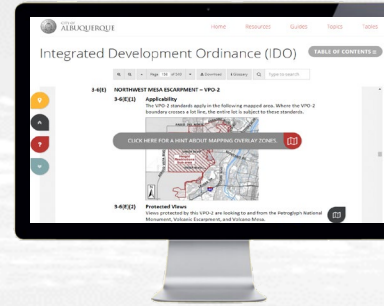
RESOURCES

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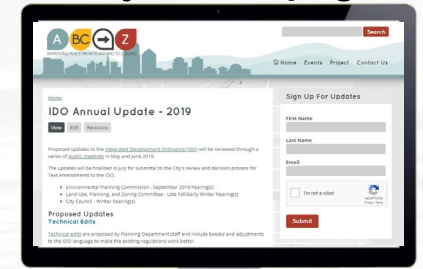
ABC-Z Project
abcto@cabq.gov

Interactive IDO



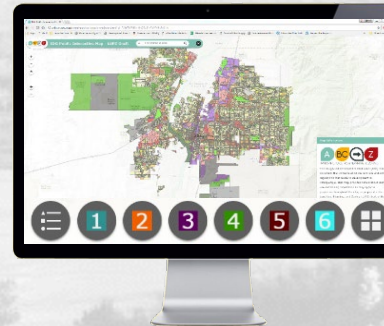
ido.abc-zone.com

Project Webpage



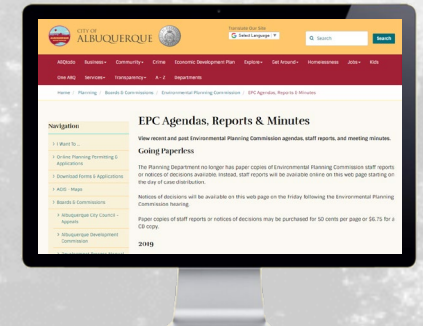
abc-zone.com

IDO Zoning Map



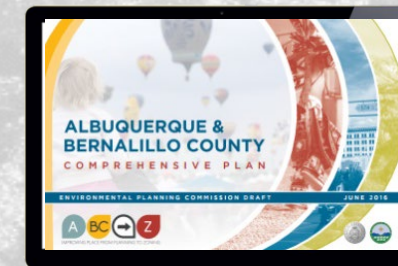
tinyurl.com/idozoningmap

Planning Webpage



cabq.gov/planning

ABC Comp Plan



compplan.abc-zone.com