



Tim Keller, Mayor



October 2, 2024

To: Albuquerque Development Commission

From: China Osborn, MRA Project Manager

Subject: Downtown MR Area Boundary Amendment: Designation of Two Parcels as Blighted for Inclusion in Downtown MR Area

MRA Case #: 2024-10

Executive Summary. The proposal is the expansion of the existing Downtown 2025 Metropolitan Redevelopment Area (MR Area), incorporating two new parcels that are currently outside any MR Area boundary, and meet the criteria of blighted. The existing Downtown MR Area was originally designated on November 10th, 2003 by City Council, and the Downtown MR Area Plan (MR Plan) was subsequently approved in 2004. The two parcels are intended for designation and incorporation into the existing Downtown MR Area, located at 229 Broadway Blvd NE and 101 Lomas Blvd. NE, are adjacent to each other and comprise an area of approximately 4.7 acres. The parcels are north of Lomas Blvd between Broadway Blvd to the east and the Railroad right-of-way to the west. The existing conditions of these parcels meet the definition for designation as a “blighted area” in accordance with the State of New Mexico Metropolitan Redevelopment Code (MR Code), as one of the parcels is completely vacant and the other is underutilized. The full designation report with accompanying analysis is attached to this staff report.

The designation of these parcels as blighted is for the sole purpose of information into the Downtown MR area, and does not change or alter in any way the zoning of the parcels or obligate the current owners to develop or redevelop their properties. The inclusion of these parcels in an MR Area simply opens up the possibility for the MRA to be able to leverage its resources for the development of these parcels at the time it is deemed appropriate and follow all laws and procedures that would apply to any future development proposal.

Background. The MRA is currently in the process of amending the existing Downtown 2025 MR Area Plan. The boundaries of the new Plan will incorporate the existing Downtown 2025, Railroad, and McClellan Park MR Areas under the fold of one MR Area Plan. All of the parcels in the expanded Downtown MR Area have been previously designated as “blighted” and are included in existing MR Area Plans, except for the two parcels that are the subject of this staff report and the attached designation report. In order for the two additional parcels to be included in the proposed Downtown MR Area, they must first be designated as “blighted areas” per the MR Code, and incorporated into the existing Downtown MR Area.



Figure 1 - Proposed Downtown Metropolitan Redevelopment Area

The incorporation of the two proposed parcels will connect to and extend the northeastern-most boundary of the existing Downtown 2025 MR Area, in anticipation of the designation and development of an MR Area Plan for the greater Downtown Albuquerque. Including these parcels in the MR Area will allow the owners to take advantage of MRA programs and resources for redevelopment of the parcels, should they decide to do so, and allow the City to develop a cohesive development plan for the parcel under its control, which is near the future alignment of the proposed Rail Trail Project.



Figure 2– IDO Zoning Map of two proposed parcels

PARCEL 1 (229 Broadway Blvd NE) is a vacant lot of approximately 2.77 acres, owned by the City of Albuquerque & AMAFCA. The parcel was never previously developed because it was classified as a flood plain by AMAFCA. However, AMAFCA recently declassified the parcel and the City is in the process of becoming sole owner.

PARCEL 2 (101 Lomas Blvd NE) is approximately .93 acres, owned by Thomas & Jeffrey McCollum, and is currently the site of a Burger King fast food restaurant.

Criteria. In order to take advantage of the State Metropolitan Redevelopment Code, §§ 3-60A-1, et seq., NMSA 1978, the City of Albuquerque passed the Metropolitan Redevelopment Agency Ordinance, §§ 14-8-4-1, et seq., ROA 1994 (“MRA Ordinance”). The MR Code requires that a geographical area be declared a “blighted area” and there be a finding that the rehabilitation, conservation, redevelopment, or development, or a combination thereof, in the designated area, is necessary in the interest of the public health, safety, morals or welfare of the residents before a municipality can exercise the powers conferred by the MR Code (MR Code, § 3-60A-7, NMSA 1978). The Albuquerque City Council has reserved to itself the power to declare an area blighted, through the MRA Ordinance. (§ 14-8-4-3 (A), ROA 1994). However, in creating the Albuquerque Development Commission (ADC) as an advisory body and designating it the board of commissioners for the MRA, it is appropriate for the City Council to look to the ADC for recommendations regarding the existence, extent, and eligibility of appropriate areas of the City to be declared blighted (§ 14-8-6-2 (C), ROA 1994). The designation report is submitted pursuant to this function of the ADC.

The incorporation of the two aforementioned parcels into the existing Downtown MR Area, is based on an analysis of the existing conditions of those parcels, which meet the definition for

designation as a “blighted area” in accordance with the State of New Mexico Redevelopment Code 3-60A-4(F).

The lot identified as Parcel 1 (229 Broadway Blvd NE) is a completely vacant lot that has never been developed. Vacant lots in general are a public safety nuance and lead to unsanitary or unsafe conditions, as they are often subject to break-ins, squatting, and other illegal activity. This parcel meets the definition of a blighted area because, being a vacant lot, it contributes to unsanitary, unsafe, and deteriorated conditions on the lot itself and for the surrounding area.

The lot identified as Parcel 2 (101 Lomas Blvd NE) is approximately is currently the site of a Burger King fast food restaurant and parking lot. The lot is underdeveloped for a downtown area, as more than 50% of the lot is dedicated parking. New developments in the downtown area are encouraged to be denser and include a variety of residential and commercial uses that can take advantage of the existing infrastructure and transportation available in Downtown. This parcel meets the definition of a blighted area because leaving the parcel underdeveloped arrests the sound growth and economic health and well-being of the surrounding area that has the potential to be redeveloped.

Public Notice. As part of the Downtown MR Area Plan update, MRA staff held two public meetings to engage local residents and interested parties that included the two parcels subject of this designation report. The public meetings were on March 20th and May 21st of 2024, at which time the public engaged with MRA staff and the planning consultants and reviewed the proposed boundary map of the Downtown MR area as a whole. Presentations and visuals for these meetings included these two parcels, and staff did not hear any objections to the proposal at those public events.

Furthermore, in accordance with Section § 3-60A-8, NMSA 1978, MRA staff, on behalf of the City of Albuquerque, published notice of the public hearing of the ADC to recommend Designation of Blighted Parcels to City Council in the Albuquerque Journal on August 29th and August 31st of 2024. (See affidavit of publishing in Attachment B). Additionally, staff sent emailed notice to the Santa Barbara Martineztown, ABQ Core, and Citizens Information Committee of Martineztown Neighborhood Associations (NA’s), as well as mailed notice to property owners of the parcels to be designated and parcels within 100 feet of the subject parcels. (See letter of public notice and mailing list in Attachment C). As of the date of publishing of this staff report, MRA staff has received one objection to the proposal from the Santa Barbara Martineztown Neighborhood Association (SBMTNA). (See Attachment D).

The SBMTNA President expressed objection that the MRA did not request a pre-application meeting. However, pre-application meetings are not required either by State Statute or by City Codes and Ordinances for designation of redevelopment areas. The Notice to the NA’s was completed in accordance with all applicable laws and MRA policies on public notice for this ADC hearing.

Additionally, the letter from the SBMTNA stated a request that the parcels “remain in the neighborhood.” There is not an existing Santa Barbara Martineztown MR Area or Plan with approval by City Council. So, the proposal does not change or amend any existing metropolitan redevelopment activities within the SBMTNA boundary. The inclusion of these parcels in the Downtown MR Area will not remove them from the SBMTNA boundary, as those boundaries are completely independent of each other. Furthermore, these two parcels are physically disconnected from the rest of the Santa Barbara Martineztown neighborhood by the USPS office and the pump station. The SBMTNA neighborhood association would be notified of any zoning or other decisions that change the use of the land, as required, because they are within the SBMTNA, even if the parcels are in the Downtown MRA.

The SBMTNA letter also expressed concern for the impact that the designation would have on the historical significance of the Martineztown Santa Barbara Neighborhood. The existing parcels are zoned NR-LM (non-residential light manufacturing), and this proposal does not include a request to rezone the properties for residential use. The properties are bordered by other NR-LM zoned properties and their inclusion in the Downtown MR Area will not affect any residential or mixed-uses in the SBMTNA area, nor would they be suitable in their existing conditions for new housing or bringing new residents to the area. As previously mentioned, the parcels are surrounded on all sides by other light manufacturing-zoned parcels, none of which are historic properties or in a historic overlay.

That being said, it is in the interest of the City to ensure that any future development near the proposed Rail Trail area will be of the highest quality, respecting the character of the neighborhood and adhering to the existing Santa Barbara Martineztown IDO Overlay standards. Finally, the City has committed to working with the SBMTNA to designate a metropolitan redevelopment area and plan appropriate to their neighborhood, adhering to the MR Code, that would take into account the residential, mixed-use, and historic character of the existing neighborhood.

Findings. In accordance with State Statutes Sections § 3-60A-7 and 8, staff recommends that the following findings be made:

1. One or more blighted areas exist in the proposed area, that includes vacant and undeveloped parcels and low levels of commercial or industrial activity or redevelopment.
2. The rehabilitation, conservation, slum clearance, redevelopment or development, or a combination thereof, of the proposed area is necessary and in the interest of the public health, safety, morals or welfare of the residents of the city.
3. The City Council, the governing body of the City, after notice and public hearing as required by the Metropolitan Redevelopment Code, duly passed and adopted Council Resolution R-03-294, which designated the Downtown 2025 Metropolitan Redevelopment Area and established its boundaries, and R-04-50, which approved the Downtown 2025 Metropolitan Redevelopment (MR) Area Plan.
4. The proposed designation advances the goals of the Downtown 2025 MR Area and Plan by creating new opportunities for the elimination of blighted conditions in the greater downtown area. The inclusion of the two parcels will help to encourage density in the downtown area, as

well as to support development near the proposed Rail Trail alignment, which will follow the rail right-of-way just west of the two parcels that are the subject of this report.

5. Two public meetings were held on March 20th and May 21st of 2024, where members of the public were invited to review the proposed boundary map of the greater Downtown MR Area as a whole, and included the two parcels subject of this designation.
6. Notice of the proposal was published in the Albuquerque Journal, a newspaper of general circulation in the city, on August 29th and August 31st of 2024, which contained a general description of the designated area and the date, time, and place of the Albuquerque Development Commission public hearing on September 19th of 2024, where public comment could be heard.
7. Mailed notice was sent to the property owners of the parcels subject to designation, as required by Section § 3-60A-8, NMSA 1978, and to all property owners within 100 feet of the proposal area boundaries at least 10 days prior to the public hearing.
8. Emailed notice was sent to the Santa Barbara Martineztown, ABQ Core, and Citizens Information Committee of Martineztown Neighborhood Associations on September 9th, 2024.
9. An email was received from the Santa Barbara Martineztown Neighborhood Association (SBMTNA) objecting to the proposal on the grounds that a pre-submittal neighborhood association meeting was not requested. The Albuquerque Development Commission (ADC), after reading the submitted materials and staff report finds that a pre-submittal neighborhood meeting was not required and all required notice for the project was properly administered by MRA staff.
10. A letter was received from the SBMTNA requesting the ADC make a recommendation of denial of designation of the subject area as blighted for inclusion in the Downtown MR Area. The ADC finds that the parcels are more suited for inclusion in the Downtown MR Area than any other potential MR Area because they are zoned NR-LM (Non-residential Light Manufacturing), and provide connectivity from the Downtown Core to the future site of the Rail Trail and to the existing McClellan Park MR Area that will be incorporated into the Downtown MR Area and Plan.

Recommendation. That the Albuquerque Development Commission make a recommendation to the Albuquerque City Council to APPROVE the designation of 229 Broadway Blvd NE and 101 Lomas Blvd NE as blighted parcels to be incorporated into the existing Downtown 2025 Metropolitan Redevelopment Area and Plan, based on the findings in this staff report.

Attachments.

- A. Downtown Expansion and Designation Report
- B. Affidavit of Legal Ad in Albuquerque Journal (Appendix E of Designation Report)
- C. Mailed and Emailed Public Notices
- D. Emails and Letter from Santa Barbara Martineztown NA



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DESIGNATION REPORT

FOR ADDITION OF TWO PARCELS

DOWNTOWN METROPOLITAN REDEVELOPMENT AREA 2024



Mayor
Tim Keller

City Council
Joaquin Baca, District 2

Metropolitan Redevelopment Agency
Terry Brunner, Director

INTRODUCTION

The proposal is the expansion of the existing Downtown 2025 Metropolitan Redevelopment Area, incorporating two new parcels, which meet the criteria of blighted. The Metropolitan Redevelopment Agency (MRA) is governed by the State’s Metropolitan Redevelopment Code, Sections 3-60A-1 thru 3-60A-48 (MR Code). The MR Code has specific guidelines that must be followed in order for properties to be eligible for funding through MRA programs, including incentives such as infrastructure improvements, real property acquisitions and tax abatements for private property owners. The MR Code **does not** grant local government the power of eminent domain for the acquisition of private property.

Furthermore, in order for any parcel(s) to be included in a new or existing Metropolitan Redevelopment Area Plan, the parcel(s) must first be designated as “slum” or “blighted” areas in accordance with the MR Code requirements and procedures. The designation of these two parcels, will allow them to be incorporated in a Metropolitan Redevelopment Area (MR Area or Area) and included in the comprehensive Downtown Metropolitan Redevelopment Area Plan (MR Area Plan or MR Plan) that the MRA is currently preparing. The adoption by the Albuquerque City Council, of both the Metropolitan Redevelopment Area and subsequent MR Plan, will allow the MRA to undertake activities designed to revitalize the Area through multiple initiatives, including, but not limited to:

- Providing financial incentives for private development;
- Removing barriers to private investment;
- Providing public investment in infrastructure projects;
- Making improvements to public rights-of-way;
- Creating public-private partnerships for anchor projects; and
- Designating the Area for Tax Increment Finance revenue and projects.

LEGISLATIVE HISTORY AND REQUIREMENTS

Existing Downtown MR Area and Plan

The existing Downtown 2025 Metropolitan Redevelopment Area was originally designated on November 10th, 2003 by Council Resolution R-03-294 (Enactment No. R-2003-160), and the Plan was subsequently approved by Council (R-04-50/Enactment No. R-2004-44) as both a MR Area Plan and Sector Development Plan, originally named Downtown 2010. With the Adoption of the Integrated Development Ordinance (IDO) in 2017 the Sector Development Plan was rescinded, but Council adopted the relevant parts as the Downtown 2025 Metropolitan Redevelopment Area Plan (Council Resolution 17-213/Enactment No. 2017-102).

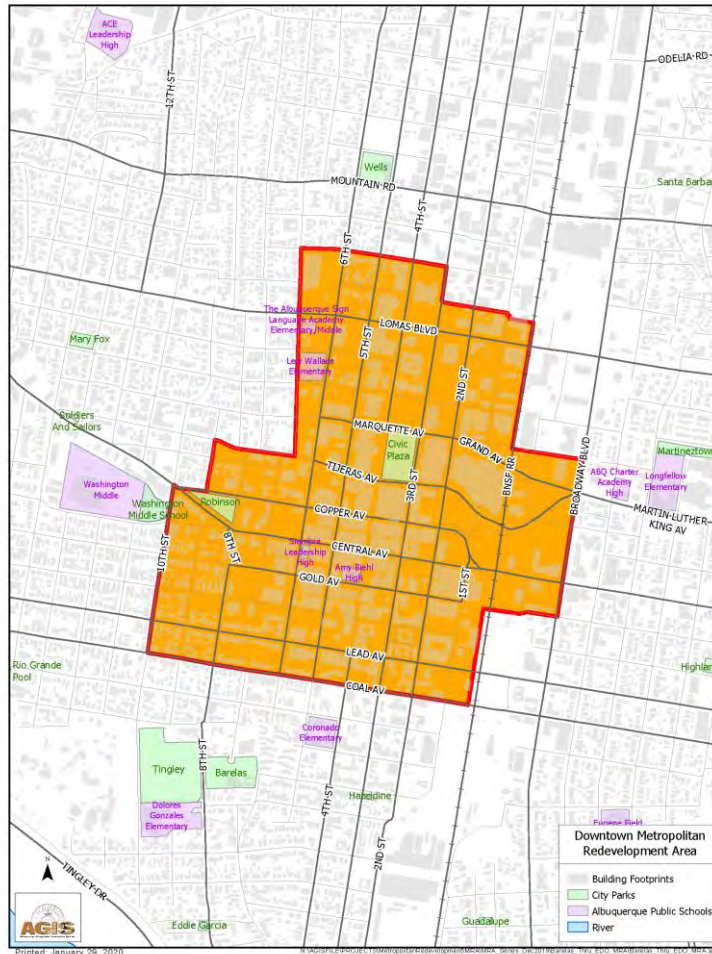


Figure #1 – Downtown 2025 Metropolitan Redevelopment Area

Adjacent Areas and Plans to be incorporated into the Downtown MR Area

As part of the development for a new MR Area Plan for Downtown, the boundary will be revised to include two existing and adjacent small MR Areas: McClellan Park and Railroad, as well as two new parcels not included in any MR Area.

Railroad MR Area

The Railroad Metropolitan Redevelopment Area was originally designated in 1980 and was amended in 1985 (Council Resolution R-85-288/Enactment No. R-1985-28) and 1987 (Council Resolution R-85-288/Enactment No. R-1985-28) to allow for further redevelopment of the now Alvarado Station and surrounding areas. The current Railroad MR Plan was approved in 1998 (Council Resolution R-98-126/Enactment No. R-130-1998) with the Plan for Alvarado Station, which was later included in the Downtown Metropolitan Redevelopment Area. At the time of the inclusion of the Alvarado MR Area into the Downtown 2025 MR Area, the Railroad Area was left out for no particularly stated reason.

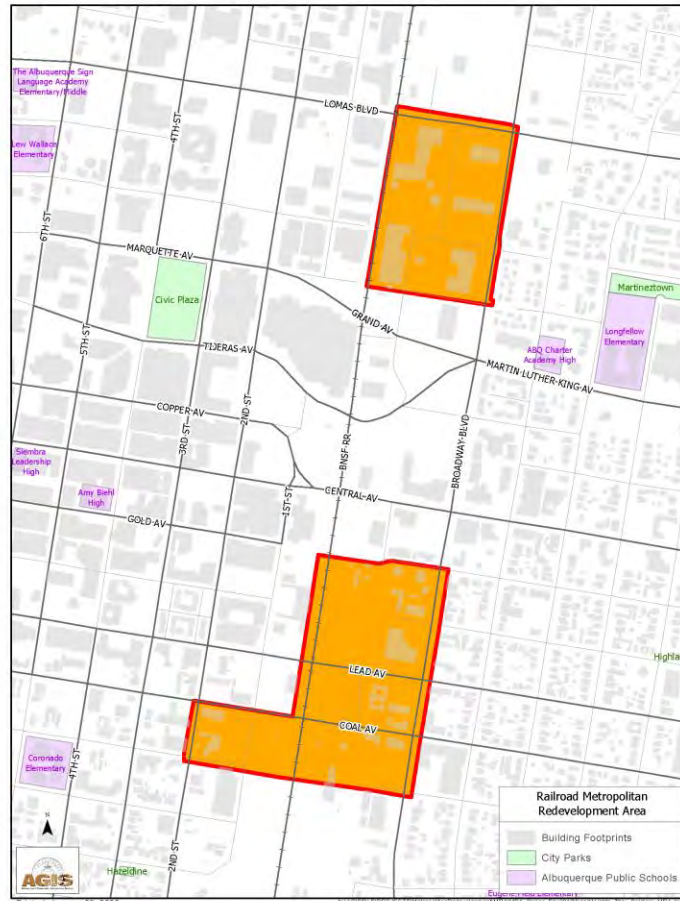


Figure #2 – Railroad Metropolitan Redevelopment Area

McClellan Park MR Area

The “McClellan Park” Metropolitan Redevelopment Area was designated in 1984 by Resolution R-84 452 (Enactment No. R-1-1984). In that same year the MR Area Plan was adopted by City Council via R-84-453 (Enactment No. R-9-1984), and has not been modified since. The goals for that redevelopment area were to allow for limited expansion of the Downtown Core to strengthen the employment and tax base of the center city and encourage it to assume a larger urban function within the metropolitan area. The McClellan Park Area which was to serve to complement the Downtown Core or eventually become a part of the Downtown Core, which is the proposal in the new Downtown MR Plan being developed today.

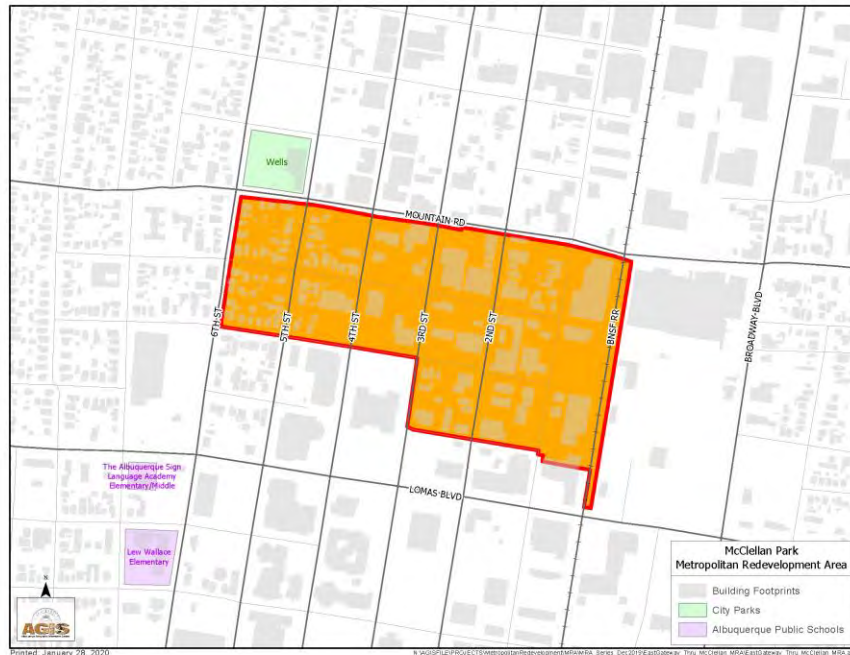


Figure #3 – McClellan Park Metropolitan Redevelopment Area

The Goals of the existing “Railroad” and “McClellan Park” MR Area Plans are compatible and will remain intact until such time as a new plan for the entire new “Downtown” designated area can be prepared. The goal of both the McClellan Park and Railroad plans is to support and diversify the economic base of the city’s downtown core, providing shopping, entertainment, parks and open space, and commercial and business activities, that support the greater downtown area of Albuquerque. The McClellan Park Area Plan, in particular, contemplated the option of being incorporated into the Downtown plan, as the City’s economic activity began to grow. Therefore, their inclusion in the Downtown plan will strengthen the downtown and allow for greater redevelopment opportunities.

Proposed Expansion

The proposed greater Downtown Metropolitan Redevelopment Area is bordered by Broadway Blvd in the east and Coal St in the south, and 10th St. to the west and Mountain Rd to the north, though the western boundary line north of Central Ave. deviates and begins to zigzag toward the east until eventually adjoining with the railroad right of way, and heading south to the original starting point just north of Lomas. All of the parcels in the proposed area have been previously designated as “blighted” and included in the existing aforementioned MR Area Plans, except for the two parcels that are subject of this designation report. (See Figure #4.)



Figure #4 - Proposed Downtown Metropolitan Redevelopment Area

The two parcels intended for designation and incorporation into the existing Downtown MR Area comprise an area of approximately 4.7 acres, north of Lomas Blvd between Broadway Blvd to the east and the Railroad right-of-way to the west.

The address of PARCEL 1 is 229 Broadway Blvd NE, with the following legal description: Tract A-1 PLAT of Tract A-1, B-1 & B-2 Slade-Olson Subdivision (Comprising of Lots 1, 2, 3 Blk A, K. W. Phillips Addition Tract A & Tract B Slade-Olson Tract 195a2, Tract 202a & Tract 203a Mrgcd Map 37), of approximately 2.77 acres. Owner: City of Albuquerque & AMAFCA

The address of PARCEL 2 is 101 Lomas Blvd NE, with the Following legal description: Map 37 Tract 196, of approximately .93 acres. Owner: Thomas & Jeffrey McCollum

The incorporation of the two proposed parcels will connect to and extend the northeastern-most boundary of the existing Downtown 2025 MR Area to the McClellan Park MR Area, in anticipation of the designation and development of an MR Area Plan for the greater Downtown Albuquerque.

Definition of Blight

The incorporation of the two aforementioned parcels into the existing Downtown MR Area, is based on an analysis of the existing conditions of those parcels, which meet the definition for designation as a “blighted area” in accordance with the State of New Mexico Redevelopment Code 3-60A-4(F):

F. “blighted area” means an area within the area of operation other than a slum area that substantially impairs or arrests the sound growth and economic health and well-being within the jurisdiction of a local government or a locale within the jurisdiction of a local government because of the presence of a substantial number of deteriorated or deteriorating structures; a predominance of defective or inadequate street layout; faulty lot layout in relation to size, adequacy, accessibility or usefulness; unsanitary or unsafe conditions; deterioration of site or other improvements; diversity of ownership; tax or special assessment delinquency exceeding the fair value of the land; defective or unusual conditions of title; improper subdivision; lack of adequate housing facilities in the area; or obsolete or impractical planning and platting or an area where a significant number of commercial or mercantile businesses have closed or significantly reduced their operations due to the economic losses or loss of profit due to operating in the area, low levels of commercial or industrial activity or redevelopment or any combination of such factors; or an area that retards the provisions of housing accommodations or constitutes an economic or social burden and is a menace to the public health, safety, morals or welfare in its present condition and use.

PARCEL 1 (229 Broadway Blvd NE) is a vacant lot of approximately 2.77 acres, owned by the City of Albuquerque & AMAFCA. The parcel was never previously developed because it was classified as a floodplain by AMAFCA. However, AMAFCA recently declassified the parcel and the City is in the process of becoming sole owner. Vacant lots in general are public safety nuisance and lead to unsanitary or unsafe conditions, as they are often subjects to break-ins, squatting and other illegal activity. This parcel meets the definition of a blighted area because, being a vacant lot, it contributes to unsanitary, unsafe and deteriorated conditions on the lot itself and for the surrounding area.



Figure #5 – 229 Broadway Blvd NE – Southern Property Line



Figure #6 – 229 Broadway Blvd NE – Western Property Line

PARCEL 2 (101 Lomas Blvd NE) is approximately .93 acres, owned by Thomas & Jeffrey McCollum, is currently the site of a Burger King fast food restaurant and parking lot. While in

general, the lot is maintained, the lot is underutilized, as more than 50% of the lot is dedicated parking. New developments in the downtown area are encouraged to be denser and include a variety of residential and commercial uses that can take advantage of the existing infrastructure and transportation available in Downtown. This parcel meets the definition of a blighted area because, leaving the parcel underdeveloped arrests the sound growth and economic health and well-being of the surrounding area that has the potential to be redeveloped.



Figure #7 – 101 Lomas Blvd NE – Eastern Property Line



101 Lomas Blvd
looking SW towards Lomas

Figure #8 – 101 Lomas Blvd NE – Eastern Property Line



Railroad Right-of-Way
Future Rail Trail Alignment
(west of 101 Lomas Blvd)

101 Lomas Blvd

Figure #9 – Railroad Right-of-Way– 101 Lomas Blvd NE Western Property Line

Both parcels are zoned NR-LM (Non-residential Light Manufacturing), which allows for a variety of light industrial, commercial, office and institutional uses. This proposal does not include any proposed changes to the zoning of the properties. The existing zoning allows hotels and motels, but does not allow residential uses. Therefore, incorporating these lots into the Downtown MR Area will allow the City and MRA to leverage all of its resources to secure a development plan that will benefit the greater Downtown community and ensure the highest and best use of these parcels, contributing to greater economic vitality for the whole area, but especially through redevelopment of the vacant parcel.



Figure #10 – IDO Zoning Map of two proposed parcels

Authority

In order to take advantage of the state Metropolitan Redevelopment Code, §§ 3-60A-1, et seq., NMSA 1978, the City of Albuquerque passed the Metropolitan Redevelopment Agency Ordinance, §§ 14-8-4-1, et seq., ROA 1994 (MRA Ordinance). The MR Code requires that a geographical area be declared “a blighted area” and there be a finding that the rehabilitation, conservation, redevelopment or development, or a combination thereof, in the designated area is necessary in the interest of the public health, safety, morals or welfare of the residents before a municipality can exercise the powers conferred by the MR Code. (MR Code, § 3-60A-7, NMSA 1978). The Albuquerque City Council has reserved to itself the power to declare an area blighted, through the MRA Ordinance. (§ 14-8-4-3 (A), ROA 1994). However, in creating the Albuquerque Development Commission (ADC) as an advisory body and designating it the board of commissioners for the MRA, it is appropriate for the City Council to look to the ADC for recommendations regarding the existence, extent and eligibility of appropriate areas of the City

to be declared blighted (§ 14-8-6-2 (C), ROA 1994). This designation report is written that purpose and will be submitted pursuant to this function of the ADC.

Public Engagement

MRA staff organized two public meetings on March 20, 2024 and May 21, 2024 in which they have shown the proposed new Downtown MR Area, including the new parcels recommended for designation at this time, and has received input from the community. During these community meetings, the public could engage with MR Staff and see full-sized maps of the proposed area. and provide feedback about what redevelopment and beautification programs and projects they would like to see in the area. Overall, the general public has expressed full support for the MR Area boundary, and the incorporation of the three existing plans into one proposed Downtown MR Area Plan. (See Attachment D.)

Staff has also notified the property owners of the subject parcels (one of which is the City) of its intention to designate these two parcels blighted for the purpose of incorporating them into the Downtown MR Area. Staff had not received any objection to the designation of the non-city owned parcel.

Prior to the Albuquerque Development Commission (ADC) public hearing to review this designation report, MRA staff published a legal notice in the Albuquerque Journal on August 29, 2024 and August 31, 2024, in compliance with MR Code, § 3-60A-8, NMSA 1978. Additionally, notification of the public hearing was sent to the Santa Barbara Martineztown, ABQ Core, and Citizens Information Committee of Martineztown Neighborhood Associations, whose boundaries are within or adjacent to the proposed area.

CONCLUSION

Through its analysis MRA staff identified issues that demonstrate that blighted conditions exist on the two parcels to be designated for inclusion in the existing Downtown MR Area including, but not limited to:

- Unsanitary or unsafe conditions;
- Deterioration of site improvements;
- Low levels of commercial or industrial activity or redevelopment;
- Conditions that create a menace to the public health, safety, morals or welfare in its present condition and use.

It is the determination of MRA staff that the existing conditions of the parcels sufficiently meet the definition of “blight” as required by the MR Code (§ 3-60A-4(F), NMSA 1978).

Furthermore, MRA staff has adequately completed public meetings and the public notice required by § 3-60A-8, NMSA 1978 of the MR Code, before a new area may be designated for inclusion in an MR Area. Therefore, is the recommendation of MRA staff that the Proposed Area be included in the existing Downtown 2025 Metropolitan Redevelopment Area.

Furthermore, it is the recommendation of the Metropolitan Redevelopment Agency staff that the proposed Area boundary, and these two parcels specifically, be included and any future Downtown Metropolitan Redevelopment Area Plan to address the conditions of blight that exist, with the goals of catalyzing new development activity, improving the conditions for businesses to thrive and the overall health, safety and economic vitality within the greater Downtown Metropolitan Redevelopment Area.

APPENDICIES

Appendix A: Downtown 2025 Metropolitan Redevelopment Area Plan and Enacting Resolutions

Appendix B: Railroad Metropolitan Redevelopment Area Plan and Enacting Resolutions

Appendix C: McClellan Park Metropolitan Redevelopment Area Plan and Enacting Resolutions

Appendix D: Summaries from Downtown Plan Public Meetings

Appendix E: Legal Notice Published in Albuquerque Journal

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 Reynolds 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"> • Updates plan as Downtown 2025 SDP, incl. boundary per R-2012 052 • Defines the process for approving minor changes or deviations from the Building Types and Standards • Revises the Approval Process flowchart • 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 • Clarifies building height, step-backs, and recommended parking configurations • Incorporates 2005 Demolition Review standards
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

CITY COUNCIL OFFICE

Michael Brasher, President, District 9

Alan B. Armijo, Vice-President, District 1

Vincent E. Griego, District 2

Hess Yntema, District 6

Adele Baca-Hundley, District 3

Mike McEntee, District 7

Brad Winter, District 4

Greg Payne, District 8

Tim Kline, District 6

Mark Sanchez, Director of Council Services

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

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pg	
1	INTRODUCTION
<hr style="border-top: 1px dotted #0070C0;"/>	
2	DOWNTOWN: <i>The Center of Albuquerque's Historic District</i>
<hr style="border-top: 1px dotted #0070C0;"/>	
5	THE COMMUNITY COMMITMENT: <i>Become the best mid-sized downtown in the USA</i>
<hr style="border-top: 1px dotted #0070C0;"/>	
6	DOWNTOWN 2010' s POLICIES AND IMPLEMENTATION ACTIONS:
	<ul style="list-style-type: none"> • 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
<hr style="border-top: 1px dotted #0070C0;"/>	
17	CIVIC INFRASTRUCTURE: <i>"park once" and "pedestrian-first" programs</i>
<hr style="border-top: 1px dotted #0070C0;"/>	
23	CATALYTIC PROJECTS
<hr style="border-top: 1px dotted #0070C0;"/>	
27	DOWNTOWN DEVELOPMENT AND BUILDING PROCESS: <i>The step-by-step approach to building Downtown</i>
	<ul style="list-style-type: none"> • <i>Step 1. Districts Map</i> • <i>Step 2. District Uses Matrix</i> • <i>Step 3. Building Types</i> • <i>Step 4. Building Standards</i> • <i>Site Development Plan Approval Process</i>
<hr style="border-top: 1px dotted #0070C0;"/>	
71	APPENDIX A: <i>Park Once - Pedestrian First</i>
79	APPENDIX B: <i>Education</i>
81	APPENDIX C: <i>Minimizing the Impact of Homelessness</i>



vision 2010

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.

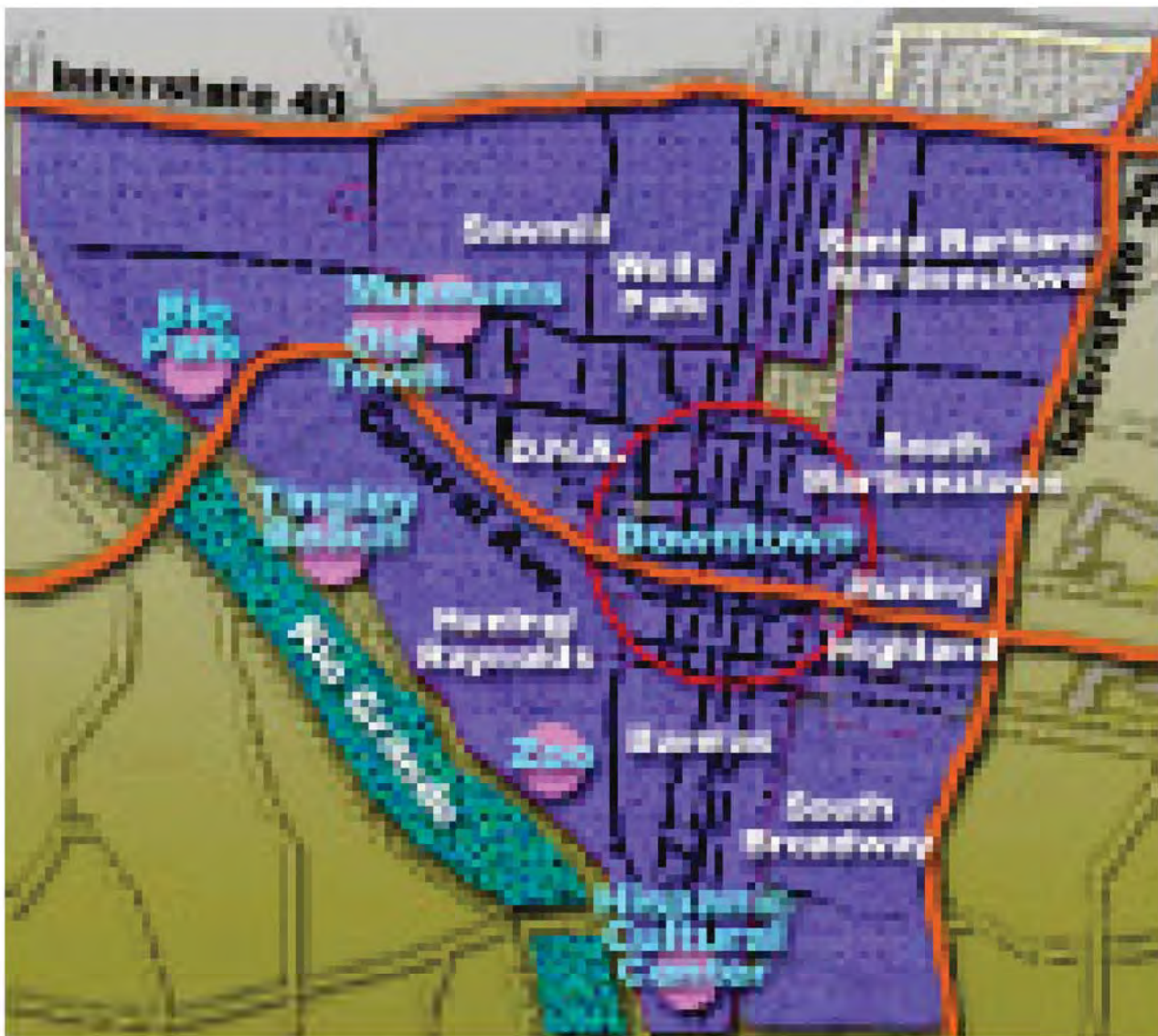
Downtown 2010 provides goals, commitments, policies, and implementation actions for land use, transportation and urban design relative to Downtown. The goals set forth represent the results that the City and community expect to realize over time. The commitments, policies and implementation actions contained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

format the historic district



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.

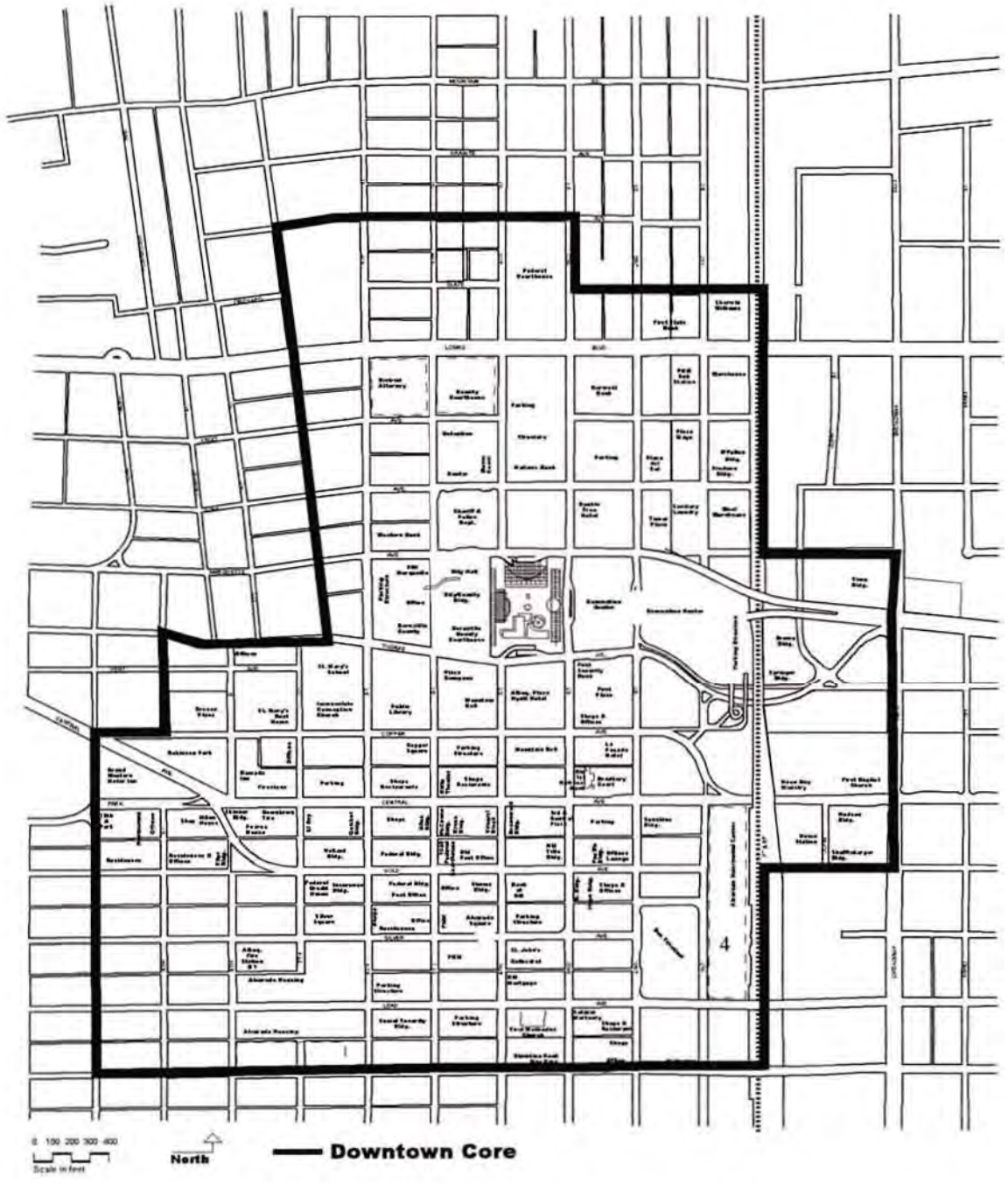
Downtown 2010 will be the catalyst for returning Downtown to its former prominence as the community’s premier gathering place and as the center of Albuquerque’s Historic District. Downtown Albuquerque is a microcosm of the Historic District as a whole. While each of the individual areas within the District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



downtown core

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.”

the community commitment to downtown revitalization



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 3,000spaces 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

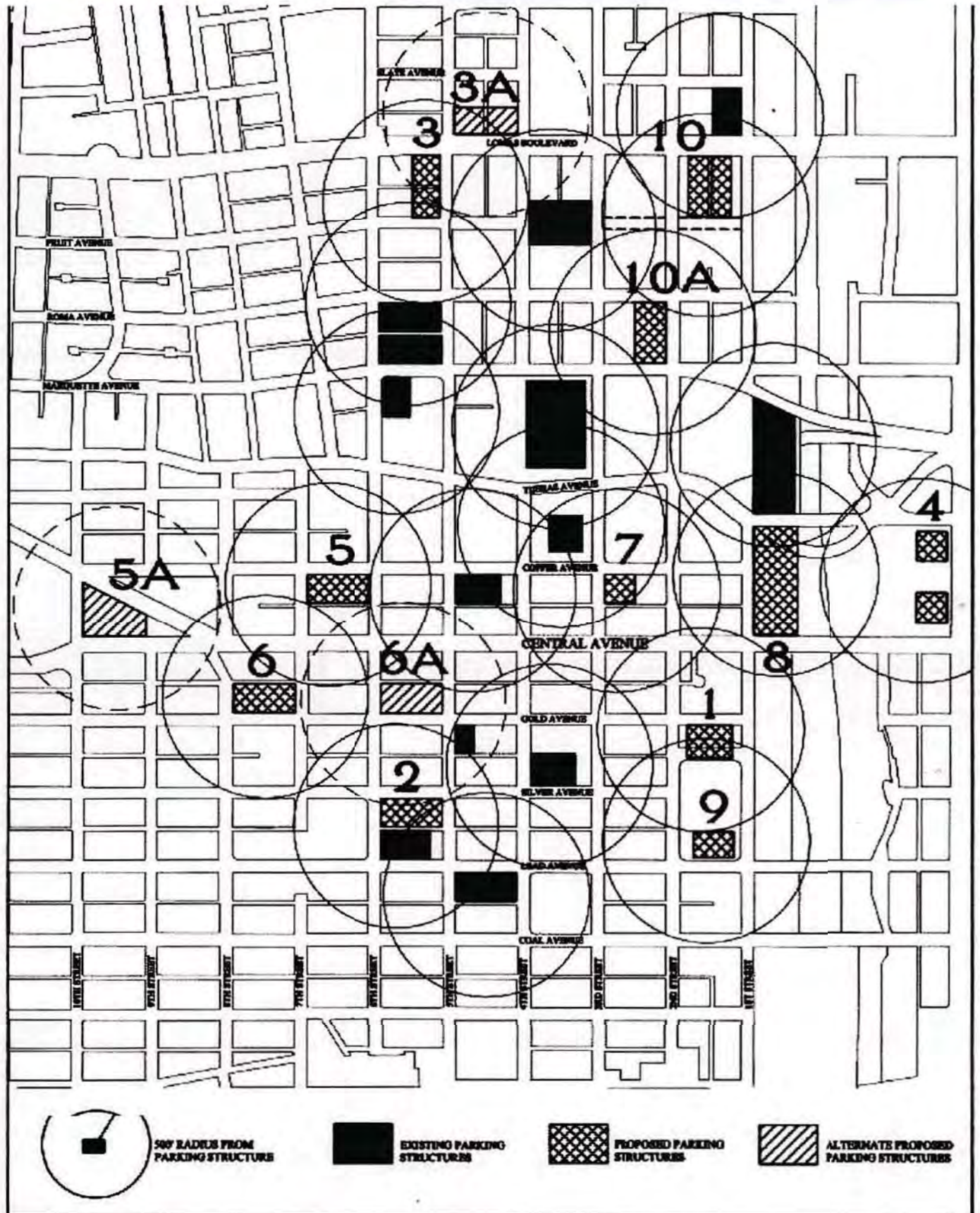
Conversion of the one way to two way traffic encourages pedestrian activity by calming traffic and providing additional very visible on-street parking. The conversions of the one way couplets should be completed as soon as possible. In addition, bicycle corridors and facilities will be designed and implemented 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

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.

Detoxification Center

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.

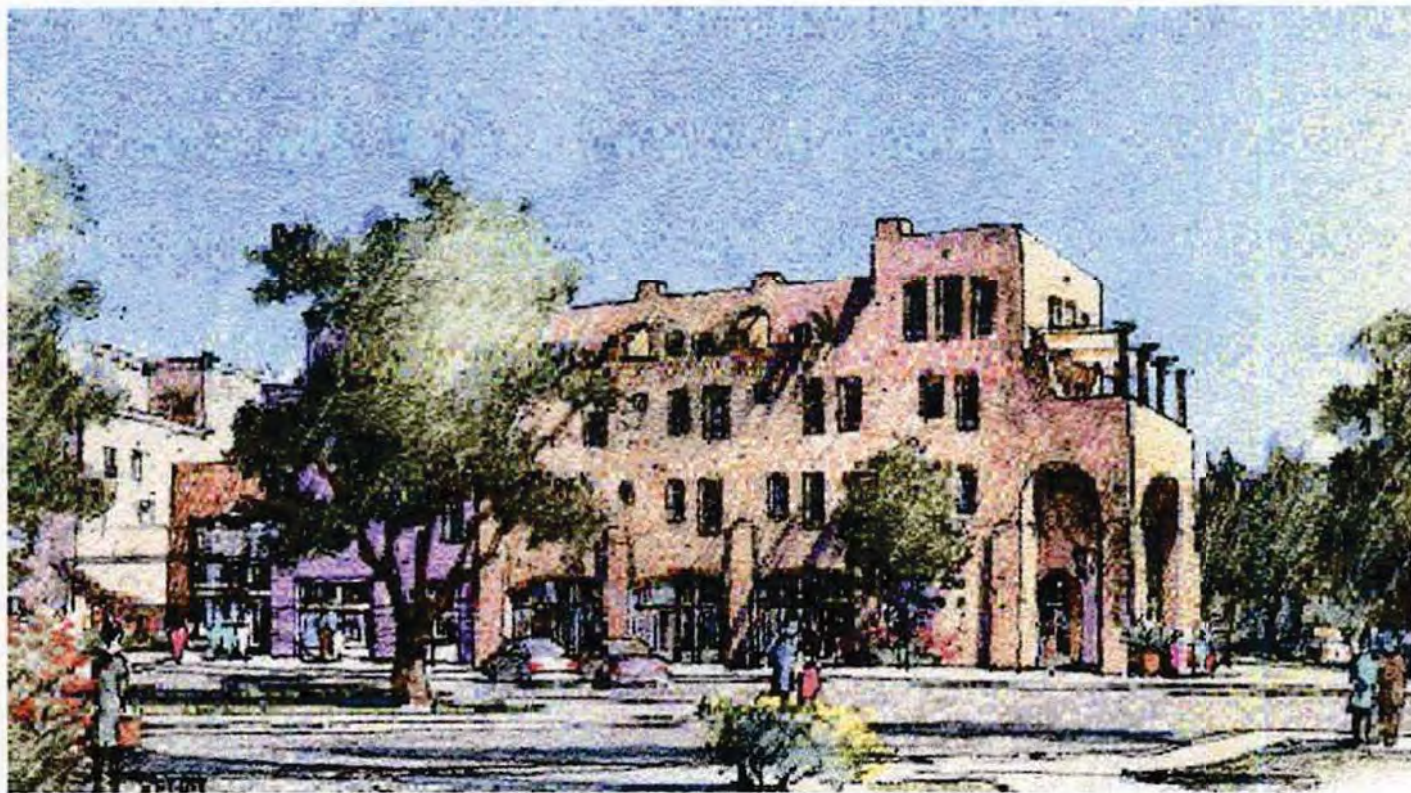


Silver Parking Structure (Between Gold and silver and 1st and 3rd)

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.

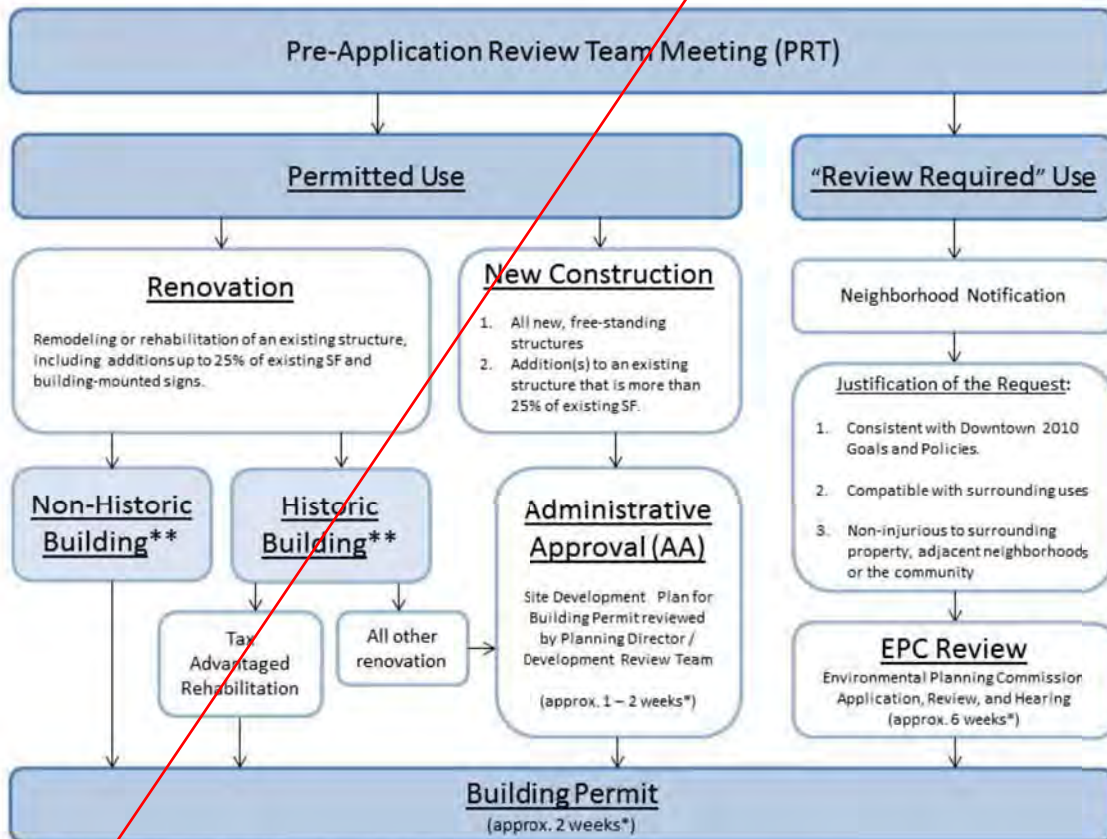
b) The Building Types and Building Standards are adopted to facilitate and encourage Downtown developments. Adherence to the types and standards within each district are required to obtain a building permit.



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."



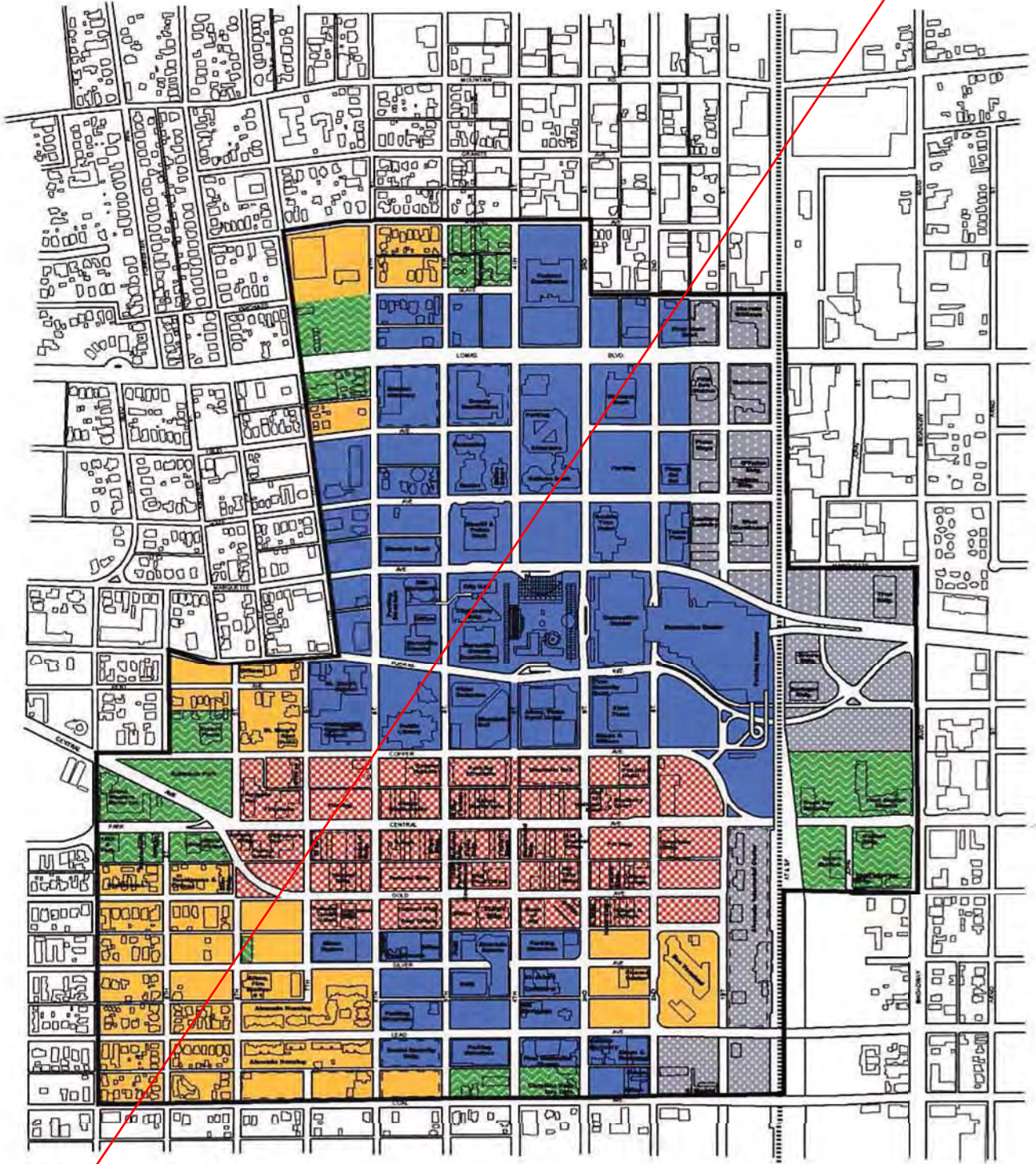
* Estimated review time begins after a complete application has been submitted

** 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**



downtown districts

Following is a general description of each of the Downtown districts and the uses envisioned in each district:

Housing District

Residential development is allowed and encouraged in all districts of Downtown. Residential is the primary use within the Housing District. The Housing District should be medium to high density with a range of housing types: 3-4 story townhouses, 4-6 story urban apartments, housing above retail or office, housing integrated into mixed use office structures, loft apartments converted from older mercantile buildings. Other neighborhood serving retail and ancillary office activity are allowed to provide diversity but must be compatible with the residential focus of this district.

Arts and Entertainment District

The Arts & Entertainment District is the primary center for arts, entertainment, cultural, and specialty retail shopping experiences. The Arts & Entertainment District will serve as Downtown's Main Street and host a variety of activities and experiences. The ground floor of all buildings will have exciting street level arts, entertainment and retail presence in this district. Compatible office, hotel institutional, commercial and residential uses are encouraged above the street level. The street level design of buildings should be visually interesting and reinforce the image of a premier urban shopping district and entertainment district. The street level environment will be active, visually exciting and accommodating to the pedestrian. The Arts & Entertainment District is a logical location for a new arena, multi-plex theater, restaurants, clubs, and assorted visual and performing arts venues. It is the logical location for community festivals and celebrations.

Government/Financial/Hospitality District

Downtown will maintain its position as the government, financial, and hospitality center of the metropolitan region. Downtown is the seat of government for the City of Albuquerque, Bernalillo County, and regional Federal Government facilities. These and other State departments and agencies will be located Downtown. It is also the center of the federal, state and local judicial complex. Concentrate new government and private office development in this District. Locate high and medium density office development in the district. Convention and hospitality facilities are strongly encouraged to locate in this district as well. Street level retail is required in the district to provide services and street level vitality.

Warehouse District

The Warehouse District is a lasting remembrance of Downtown's early commercial district along the railroad. Therefore, it is important to protect its historic character by preserving the existing stock of older buildings, while promoting compatible infill development. Within the Warehouse District the reuse and rehabilitation of existing older commercial buildings is strongly encouraged. A broad range and diverse mix of uses are allowed and encouraged in the Warehouse District. These uses include: commercial, office, retail, residential, transportation and sports facilities.

Types of development envisioned for this district include mixed use buildings which combine residents with workplaces, small office blocks, outdoor sports facilities, and product showrooms. The Warehouse District offers several logical locations of an outdoor ballpark. It is an ideal location for live/work artist studios and “funky” off-beat retail and restaurant venues.

Mixed Use Corridors District

Mixed use developments are allowed and strongly encouraged for all of Downtown. No predominant or primary uses are prescribed for the Mixed Use Corridors District. This district is located on the transit corridors through Downtown (Lomas Blvd.-Central Avenue-Fourth Street). Compatible office, institutional, residential, retail, commercial, educational and other uses are encouraged along this district. These developments should be concentrated and of a density to encourage transit use along these principal corridors.



step two

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

All types of land uses are encouraged Downtown, however certain uses are not appropriate in some districts. To assure that uses most conducive to achieving *The Plan's* objectives are developed in the appropriate districts, it is important to permit, prohibit, or regulate uses by district. There are no parking requirements in the SU-3 Special Center Zone.

The SU-3 zone creates a clear and defined (hard) boundary between the Downtown Core and surrounding neighborhoods. The Plan and zoning intent is to protect, retain, and enhance the integrity of neighborhoods surrounding the Downtown Core. Commercial and office intrusion into the surrounding neighborhoods is strongly discouraged.

Following is a general color-coded District/Use Matrix to guide in determining if a use is appropriate in a District:

	HOUSING ¹	GOVERNMENT FINANCIAL HOSPITALITY	WAREHOUSE	MIXED USE	ARTS & ENTERTAINMENT
RESIDENTIAL²					
Ground Floor	P	R	P	P	R
Above Ground Floor	P	P	P	P	P
RETAIL/SERVICES	R ³	P	P	P	P
OFFICE/INSTITUTIONAL	R ³	P	P	P	P
WAREHOUSE/WHOLESALE	R	R	P	R	R
MANUFACTURING					
Per M-1	X	X	R ³	X	X
Artisanal and Craft ³	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

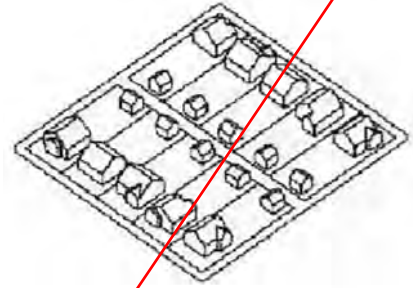
EXAMPLES:

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

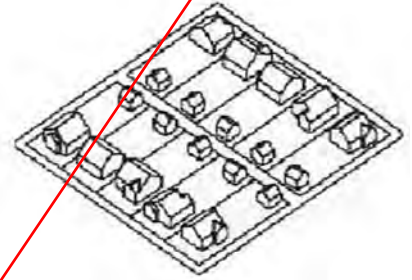
EXAMPLES:

- 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

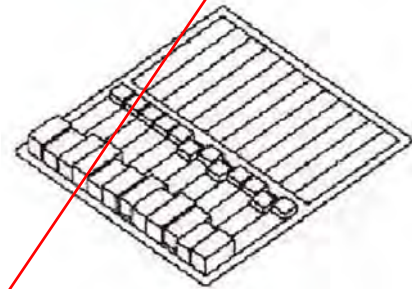
EXAMPLES:

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

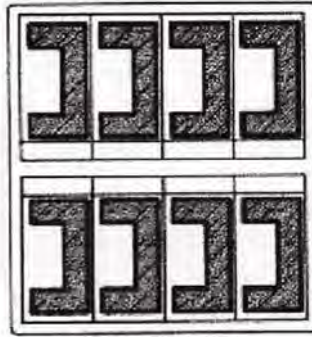
HEIGHT AND PROFILE:

1. 3 stories maximum with setback beginning at second story

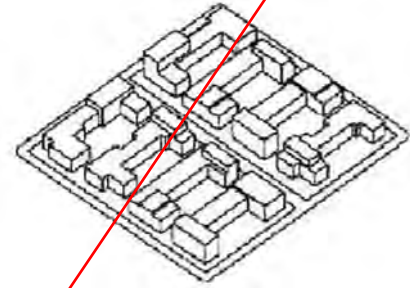
EXAMPLES:

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

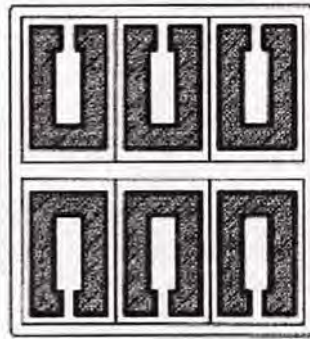
HEIGHT AND PROFILE:

1. Height: 2 stories maximum

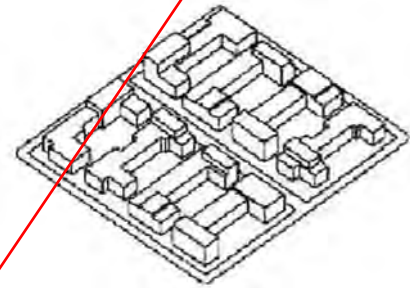
EXAMPLES:

1. Residential flats over two-story townhouses

SAMPLE BLOCK PLAN



BIRD'S EYE VIEW



TYPE DESCRIPTION

Flats above two-story townhouses facing interior courts.

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 setback beginning after the first, second or third story.

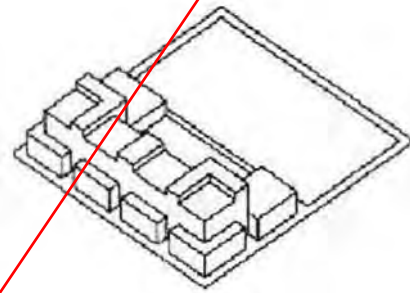
EXAMPLES:

- 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

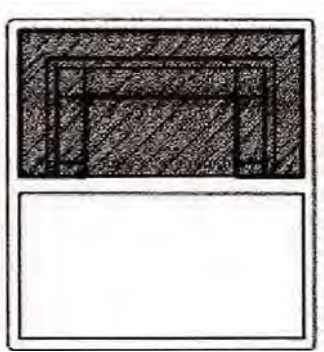
HEIGHT AND PROFILE:

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

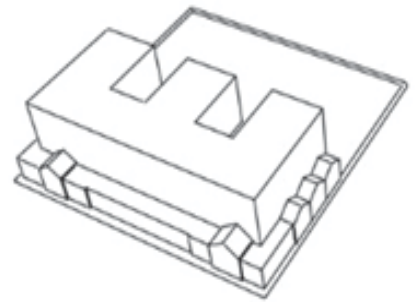
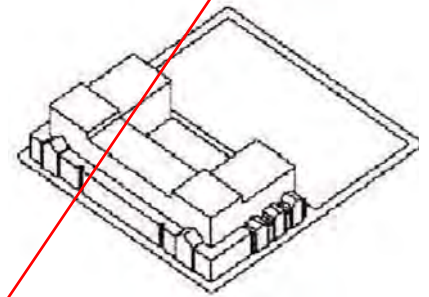
EXAMPLES:

1. Commercial or Retail on principal street frontage with double-loaded residential apartments above

SAMPLE BLOCK PLAN



BIRD'S EYE VIEW

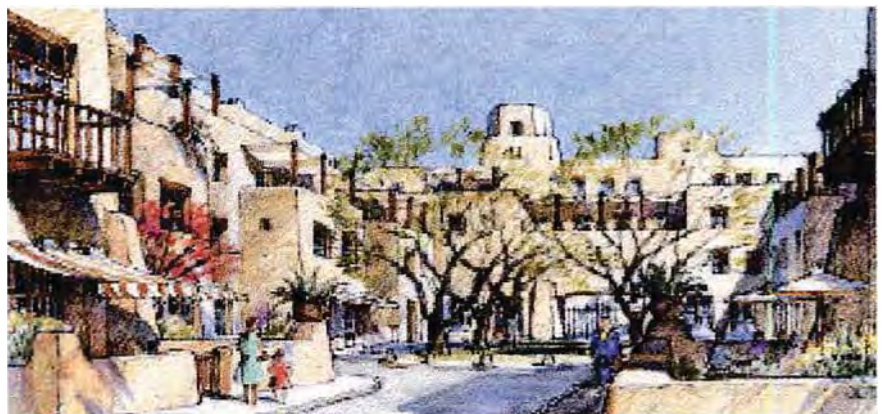


TYPE DESCRIPTION

Apartments on double-loaded corridors over storefront lofts over partially submerged parking garage .

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

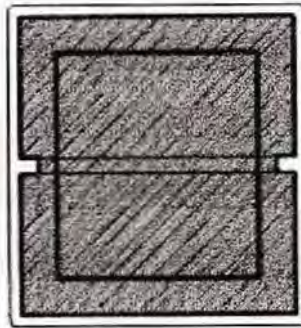
HEIGHT AND PROFILE:

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

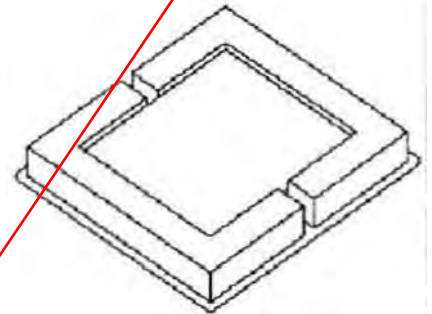
EXAMPLES:

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

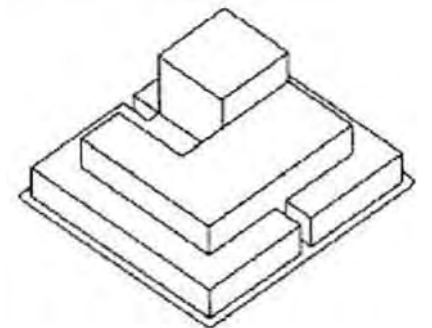
SAMPLE BLOCK PLAN



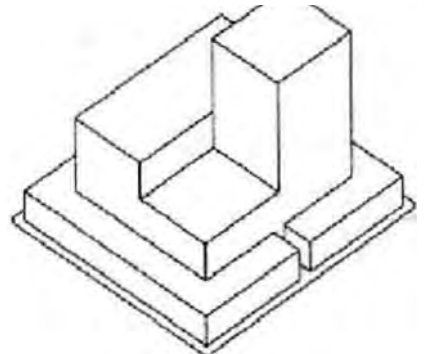
BIRD'S EYE VIEW



M -1 FULL BLOCK LOW-RISE



M -1 FULL BLOCK MID-RISE
(FRANCISCAN HOTEL TYPE)



M -1 FULL BLOCK MID-RISE
(HYATT HOTEL TYPE)



URBAN REGULATIONS WRAPPER BUILDING

PLACEMENT:

1. Lot Width: 300'
2. Street Frontage: 90% minimum articulated at 25', 50', or 75' increments
3. Lot Depth: 142' to alley at mid-block
4. Building Depth: 20' minimum, 40' preferred
5. Recessed comers shall not exceed 10% of street frontage

PARKING:

1. Types: Interior surface lot, interior garage, or "park-once" garage
2. Access: through alley

HEIGHT AND PROFILE:

1. Street Frontage Height 3 stories at block centers and 7 stories at street comers
2. Setback: 0'

EXAMPLES:

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

INTERIOR BUILDING

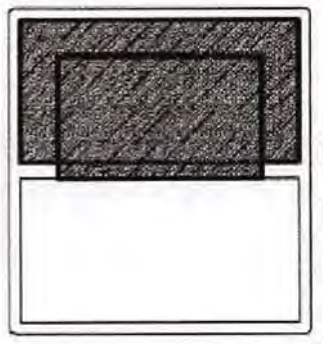
HEIGHT AND PROFILE:

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

EXAMPLES:

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

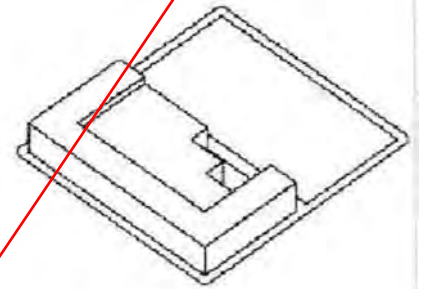
SAMPLE BLOCK PLAN



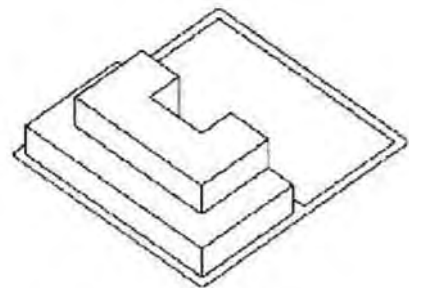
TYPE DESCRIPTION

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

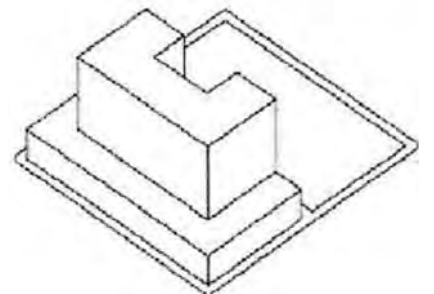
BIRD'S EYE VIEW



N-1 1/2 BLOCK LOW RISE



N-2 1/2 BLOCK MID-RISE



N-2 1/2 BLOCK HIGH RISE



**URBAN REGULATIONS
WRAPPER BUILDING**

PLACEMENT:

1. Lot Width: 150'
2. Street Frontage: 90% minimum articulated at 25', 50', or 75' increments
3. Lot Depth: 142' to alley at mid-block
4. Building Depth: 20' minimum, 40' preferred
5. Recessed comers shall not exceed 10% of street frontage

PARKING:

1. Types: Interior surface lot, interior garage, or "park-once" garage
2. Access: through alley

HEIGHT AND PROFILE:

1. Street Frontage Height 3 stories at block centers and 7 stories at street comers
2. Setback: 0'

EXAMPLES:

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

INTERIOR BUILDING

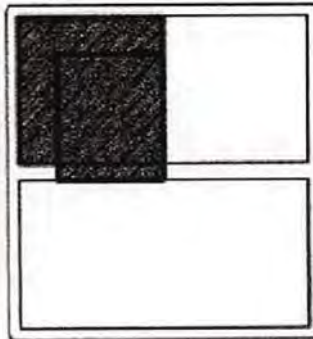
HEIGHT AND PROFILE:

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

EXAMPLES:

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

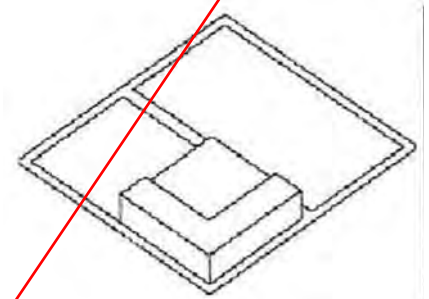
SAMPLE BLOCK PLAN



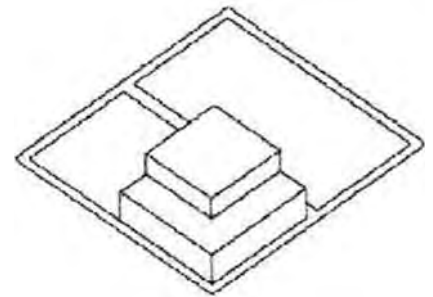
TYPE DESCRIPTION

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

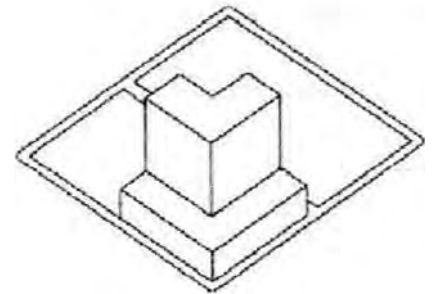
BIRD'S EYE VIEW



O-1 1/4 BLOCK LOW RISE



O-2 1/4 BLOCK MID-RISE



**O-2 1/4 BLOCK HIGH RISE
(LA POSADA HOTEL TYPE)**



URBAN REGULATIONS WRAPPER BUILDING

PLACEMENT:

1. Lot Width: 25', 50', or 75'
2. Street Frontage: 90% minimum
3. Lot Depth: 142' maximum

PARKING:

1. Convenience and service parking alley also required at "Park-Once" garages
2. Access: through alley

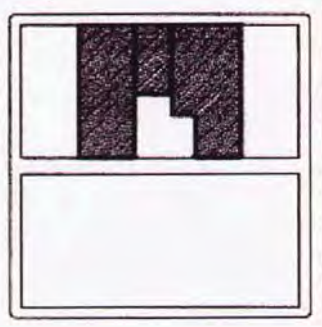
HEIGHT AND PROFILE:

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

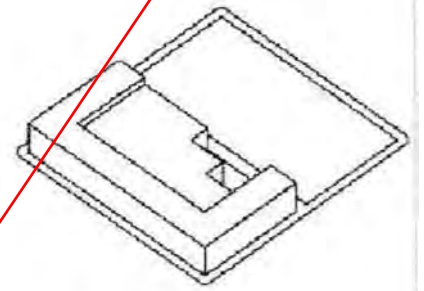
EXAMPLES:

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

SAMPLE BLOCK PLAN



BIRD'S EYE VIEW



TYPE DESCRIPTION

Infill buildings located on midblocks.

P- MID-BLOCK (CENTRAL AVENUE TYPE)

Examples:



URBAN REGULATIONS WRAPPER BUILDING

PLACEMENT:

1. Lot Width: 50', 75' or 100'
2. Street Frontage: 90% minimum
3. Lot Depth: 142' maximum

PARKING:

1. Convenience and service parking at alley
2. Access: through alley

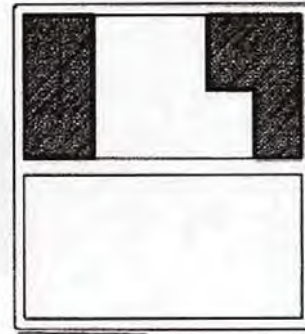
HEIGHT AND PROFILE:

1. Street Frontage Height: 7 stories maximum
2. Setback: 0'

EXAMPLES:

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

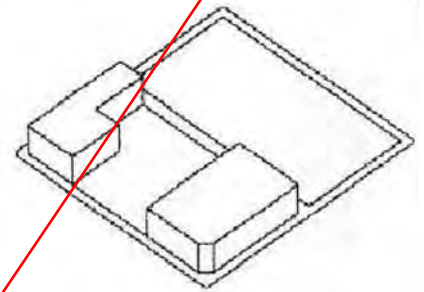
SAMPLE BLOCK PLAN



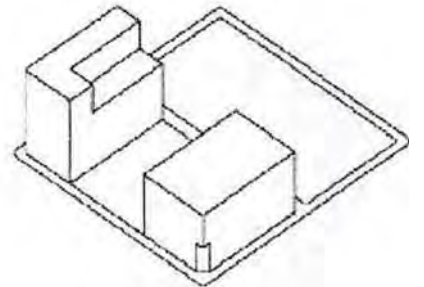
TYPE DESCRIPTION

Infill buildings located on street corner lots.

BIRD'S EYE VIEW



Q-1 END BLOCK LOW-RISE (WOOLWORTH TYPE)



Q-2 END BLOCK MID-RISE (SUNSHINE BUILDING TYPE)

Examples:





The Downtown should serve as Albuquerque's urban main street experience. Street level designs of buildings should be visually interesting and reinforce the image of downtown as a premier urban district. All buildings shall have street level windows, window boxes, entrances, and architectural details.

- A. Building and Street Relationships
 - Standard 1: Access
 - Standard 2: Building Entrances
- B. Pedestrian Orientation and Parking
 - Standard 1: Blank Walls
 - Standard 2: Architectural Details
 - Standard 3: Sidewalks
 - Standard 4: Street Trees
 - Standard 5: Surface Parking
 - Standard 6: Parking Garages
 - Standard 7: Combined Blocks
- C. Plazas and Courtyards
 - Standard 1: Street-Level Orientation
 - Standard 2: Security and Lighting
- D. Building Facades
 - Standard 1: Open Building Frontage
 - Standard 2: Setbacks
 - Standard 3: Building Alignment on Central Avenue
 - Standard 4: Corner Buildings
 - Standard 5: Texture and Pattern on Building Facades on Central Avenue
- E. Lighting and Signage
 - Standard 1: Exterior Lighting Plan
 - Standard 2: Neon Lighting for Buildings on Central Avenue
 - Standard 3: Safety and Visibility
 - Standard 4: Marquee
- F. Historic Preservation
 - Standard 1: Preserving Facades

INTENT

Provide unobstructed access from sidewalks to buildings used by the general public.

Example 1 *Commercial Not Permitted*

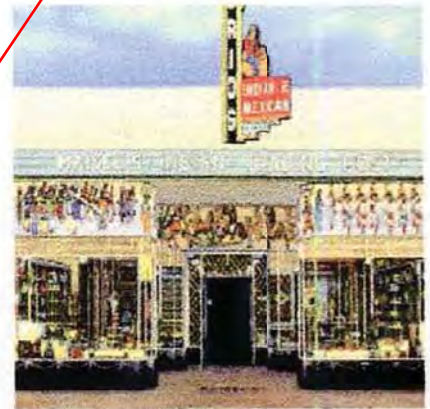


Example 2



Residential

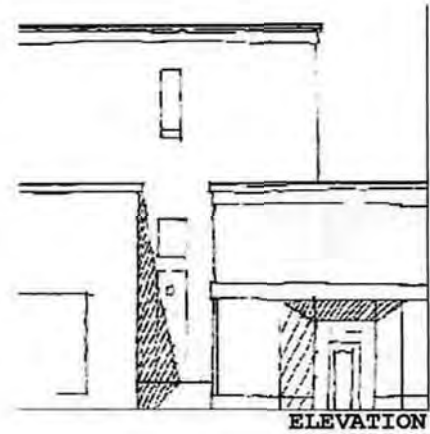
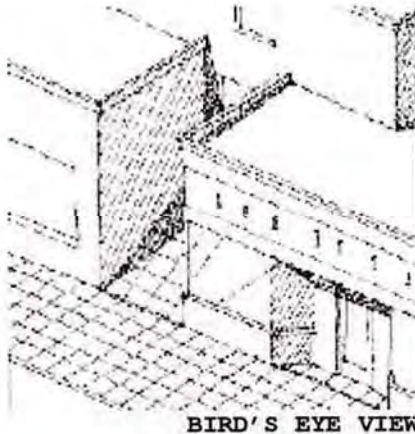
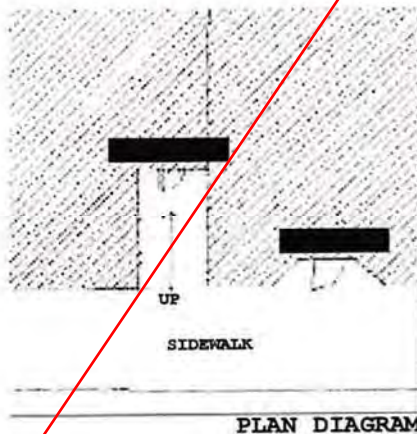
Example 3



Commercial

STANDARD

Public Access to commercial and governmental buildings shall be provided at sidewalk grade. The primary floor of , and access to, residential structures may be elevated.



INTENT

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

Example 1

Not Permitted



Example 2

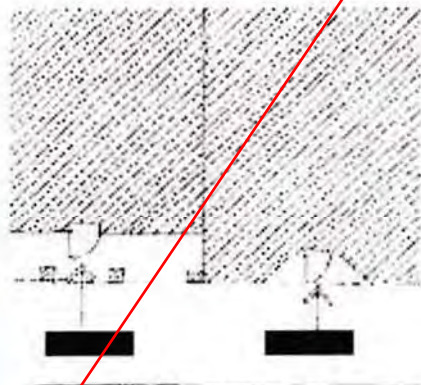


Example 3

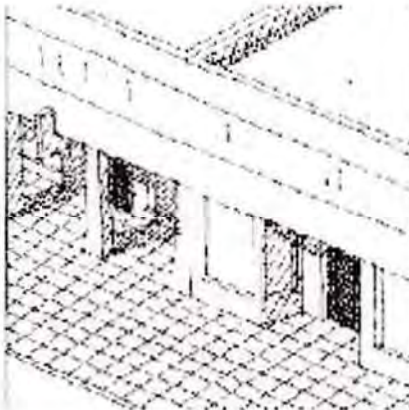


STANDARD

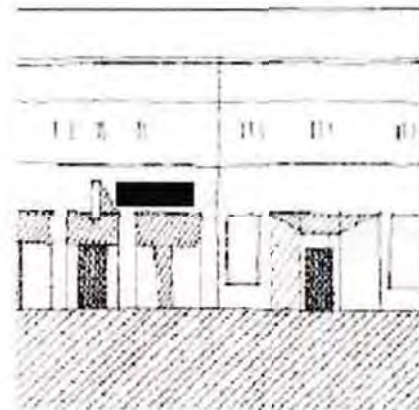
The front doors of all buildings shall be visible from the street. If located more than 10 feet from the front building line, their location must be reinforced with additional graphics, lighting, marquees or canopies.



PLAN DIAGRAM



BIRD'S EYE VIEW



ELEVATION

INTENT

Provide interest for the pedestrian at the ground level of buildings by limiting unembellished solid walls.

Example 1

Not Permitted



Example 2

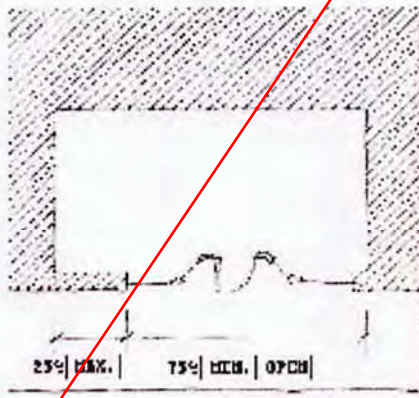


Example 3

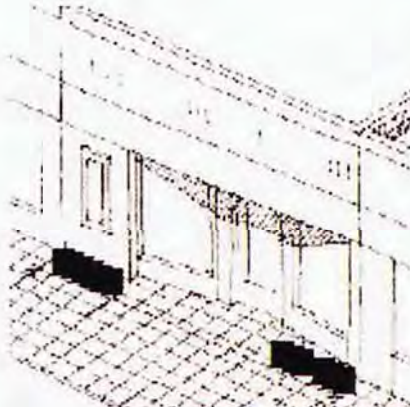


STANDARD

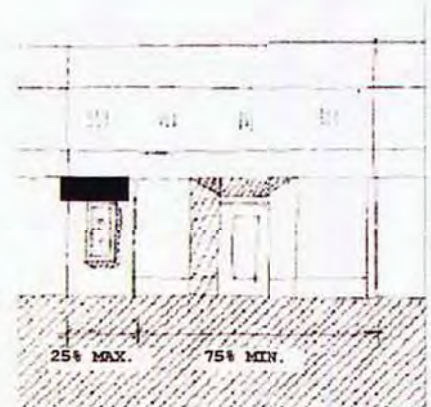
Blank walls in excess of 25% or 10 continuous feet of the frontage of the property shall not be used at the street level. Blank walls must contain architectural relief such as expressive details, blind windows, murals, etc.



PLAN DIAGRAM



BIRD'S EYE VIEW



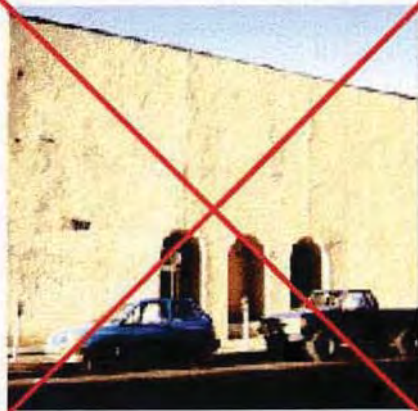
ELEVATION

INTENT

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

Example 1

Not Permitted



Example 2

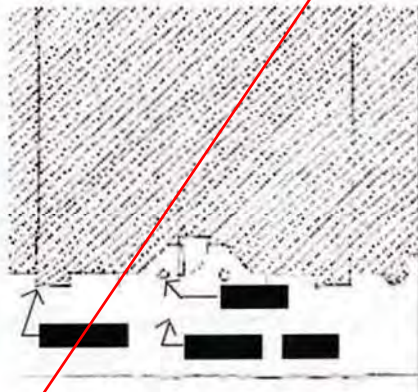


Example 3

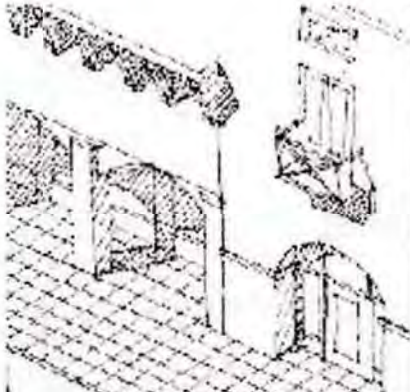


STANDARD

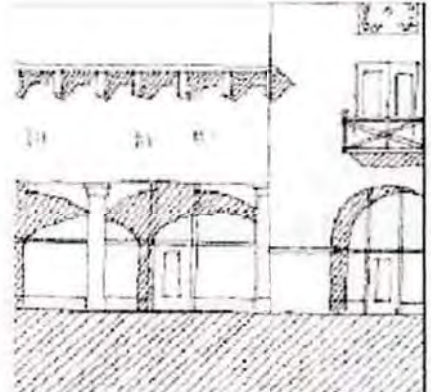
All buildings shall provide scale-defining architectural elements or details at the first two floor levels minimum, such as windows, spandrels, awnings, por-ticos, pediments, cornices, pilasters, columns and balconies.



PLAN DIAGRAM



BIRD'S EYE VIEW



ELEVATION

INTENT

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

Example 1

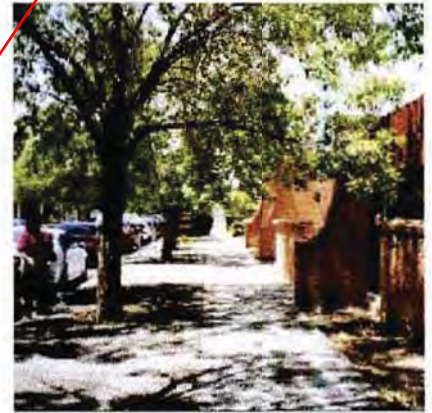
Not Permitted



Example 2



Example 3

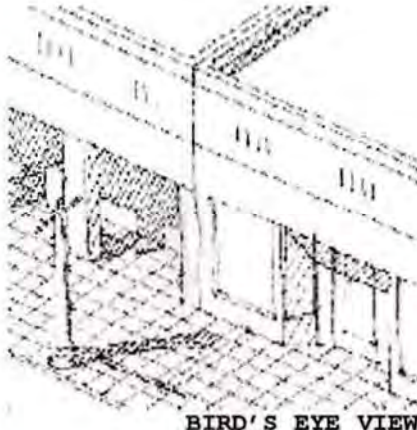


STANDARD

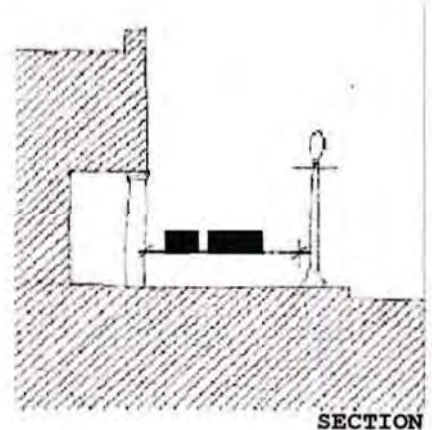
Width of sidewalks shall be maximized within the available right-of-way. A minimum of 48" of the sidewalk must be clear of any obstruction for the entire length of the property.



PLAN DIAGRAM



BIRD'S EYE VIEW



SECTION

INTENT

Create shaded sidewalks and vertical landscape throughout the downtown.

Example 1

Not Permitted



Example 2

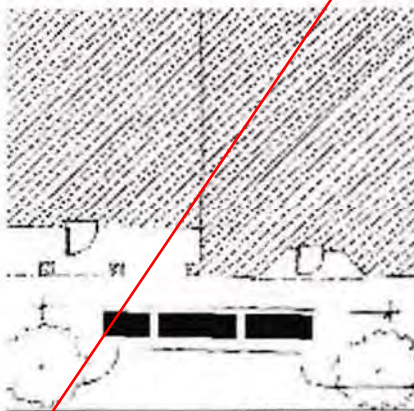


Example 3

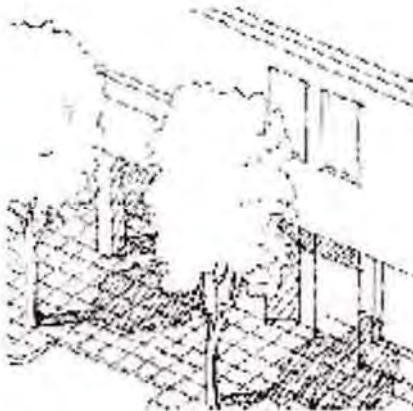


STANDARD

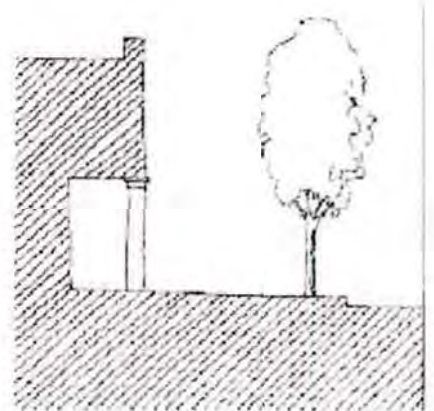
Street trees must be provided to the extent that the sidewalk width permits. Selection shall be from the approved list of Downtown street trees and shall be consistent with the established landscape palette.



PLAN DIAGRAM



BIRD'S EYE VIEW



SECTION

INTENT

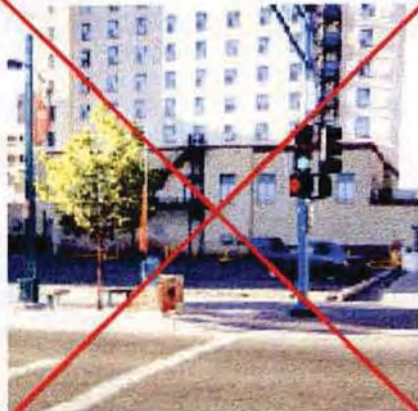
Streets and sidewalks lined with buildings rather than parking lots.

Example 1

Not Permitted

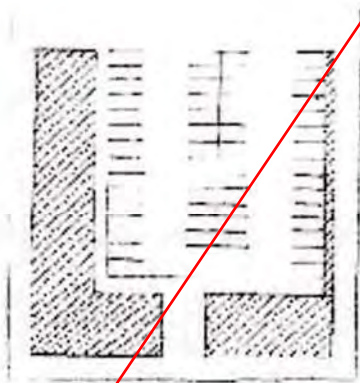
Example 2

Example 3

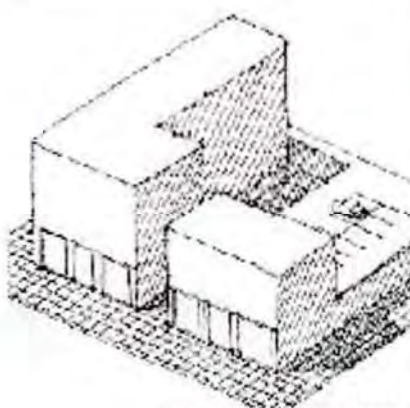


STANDARD

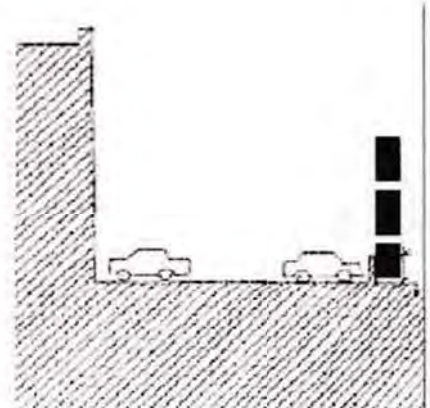
- A. On Central Avenue (between 1st Street and 8th Street) surface parking must be located behind buildings.
- B. Elsewhere in the Downtown, surface parking can not be between the building and the front property line. Parking between the building and the side lot line must be screened from the street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

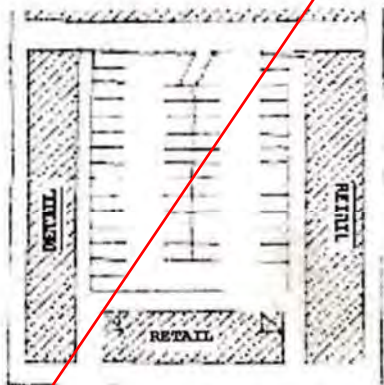


Example 3

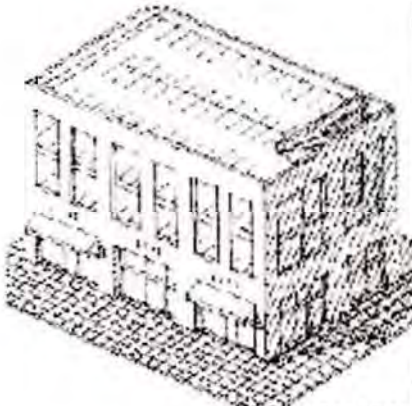


STANDARD

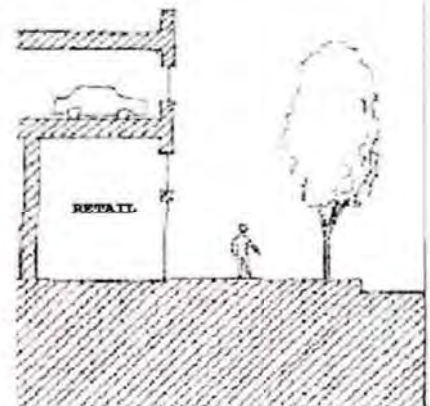
Parking garages must have a minimum of 50% of their sidewalk frontage along the street (excluding the ingress and egress) designed as retail, commercial or office space. The entire first floor, floor to ceiling height, shall be designed to accommodate future retail, commercial or office uses. There is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

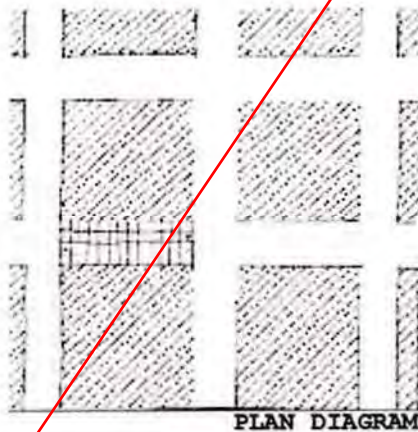


Example 3

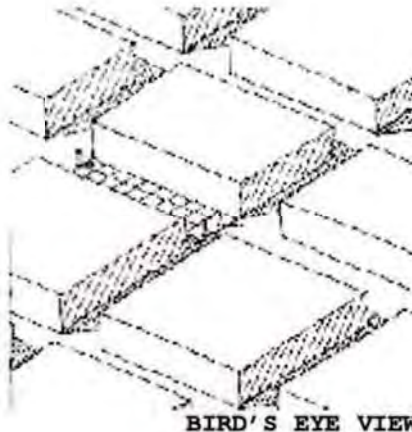


STANDARD

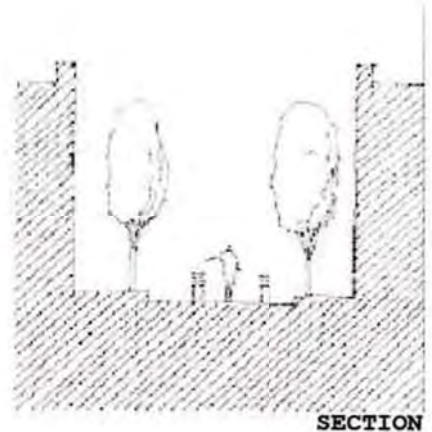
If the traditional street grid is broken for development, pedestrian connections shall be established to replace those vacated. These connections shall be a continuation of the existing grid and allow for service access.



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

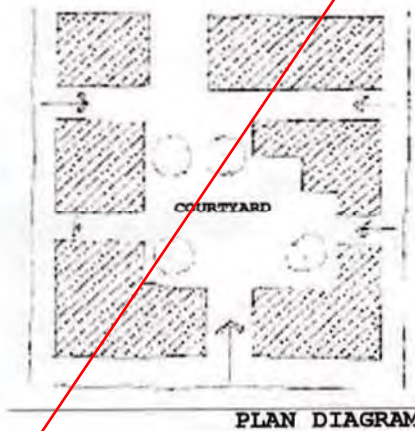


Example 3

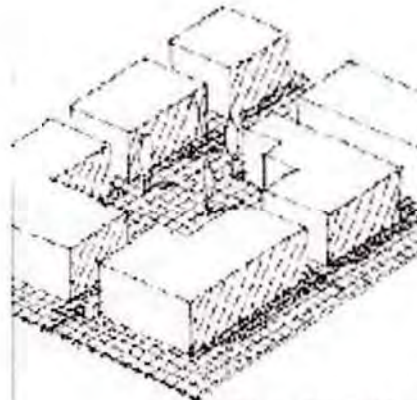


STANDARD

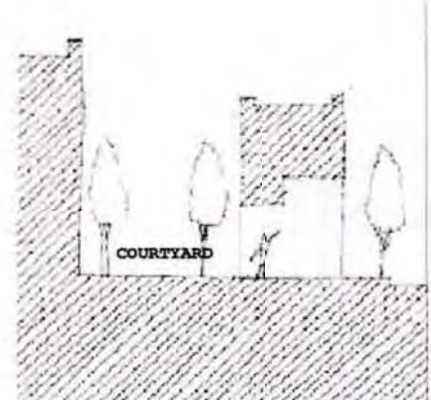
Plazas designed to be accessible to the public shall be constructed at sidewalk grade. Access to these plazas shall be highly visible, well developed and connected to the street system or to other planned or developed public spaces.



PLAN DIAGRAM



BIRD'S EYE VIEW



SECTION

INTENT

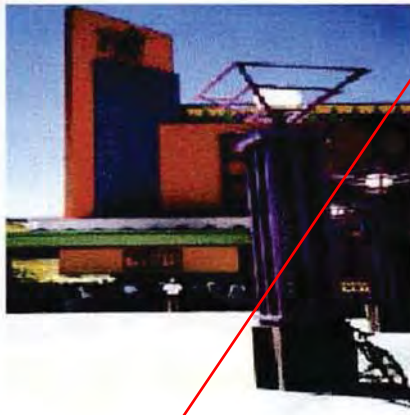
Provide a safe and welcoming connection between the sidewalks at the street and courtyards and plazas toward the interior of the block.

Example 1

Not Permitted

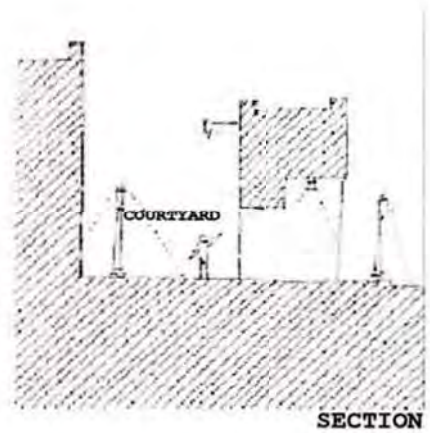
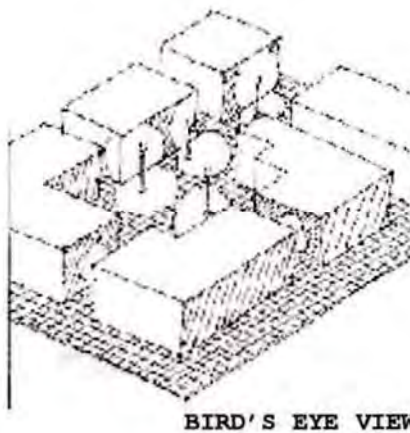
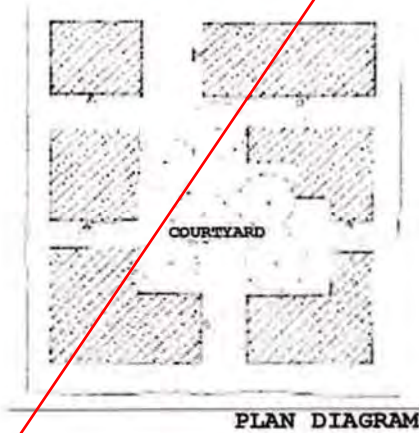
Example 2

Example 3



STANDARD

Plaza and courtyard spaces, shall provide pedestrian connections to streets and other planned or developed plazas and courtyards. These connections shall be safe secure through the use of adequate pedestrian lighting. This lighting should accent the ground plane and the building facades.



INTENT

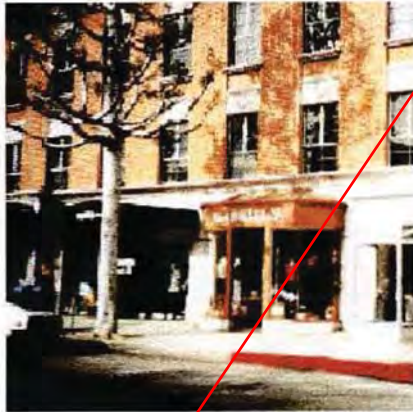
To visually extend the pedestrian's realm and provide interest along the sidewalk, as well as allowing people inside opportunity to observe the passing street scene.

Example 1

Not Permitted



Example 2



Example 3

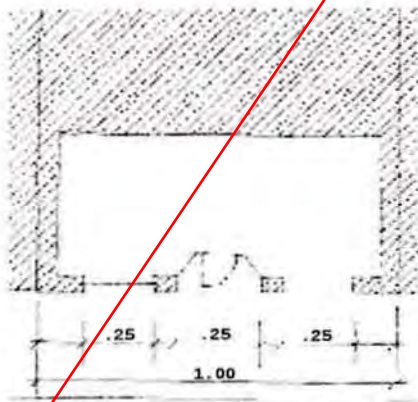


STANDARD

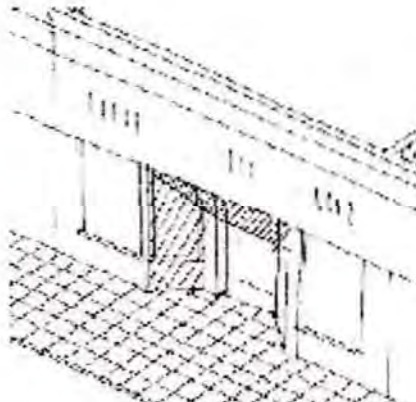
A minimum of 75% of commercial building frontage on the first floor level shall be transparent.

“Open Frontage” includes window display areas, or other transparent material.

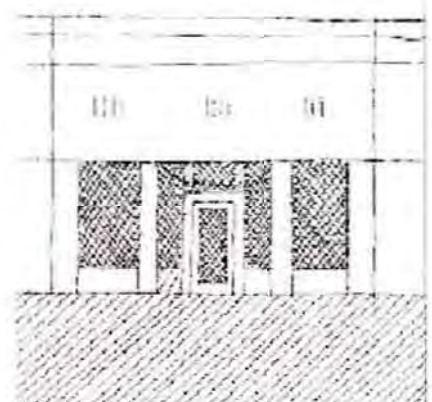
“Transparent” is defined as the material that permits easy viewing into the building from the sidewalk. The material shall be transparent from a minimum distance of 3 feet. Reflective glass shall not be used at the first floor level.



PLAN DIAGRAM



BIRD'S EYE VIEW



ELEVATION

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

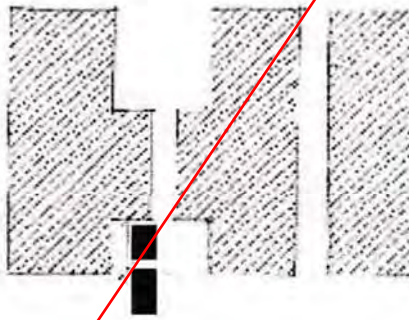


Example 3

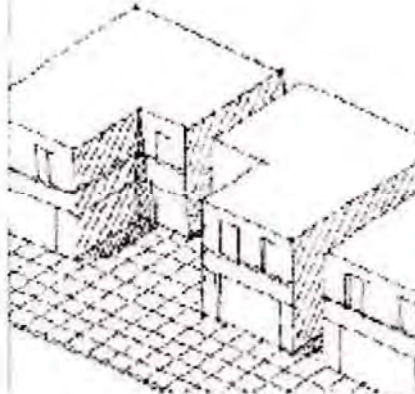


STANDARD

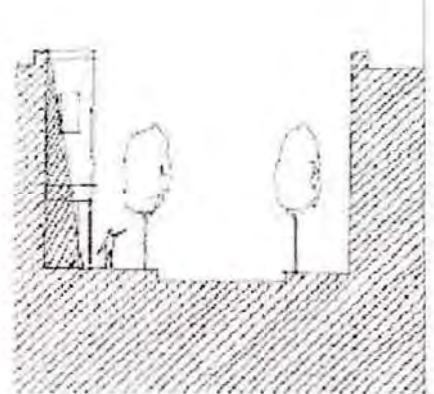
The street facade of buildings may be setback a maximum of 15 feet from the front lot line, except those buildings facing Central Avenue between Eight Street and First Street, which shall meet Standard 3. In general, it is preferred to keep the street facade built to the property line, in alignment with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

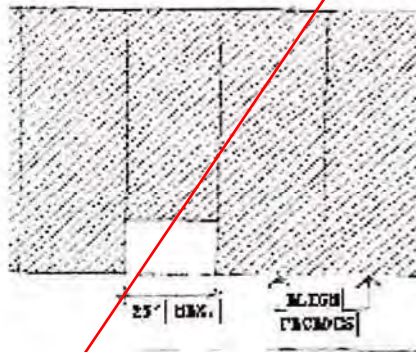


Example 3

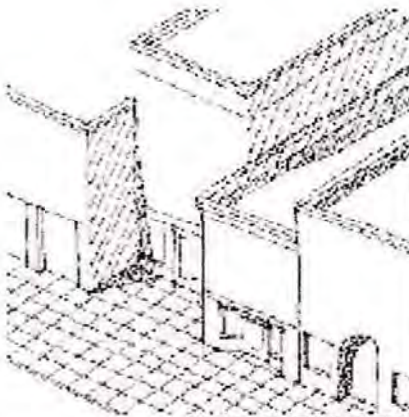


STANDARD

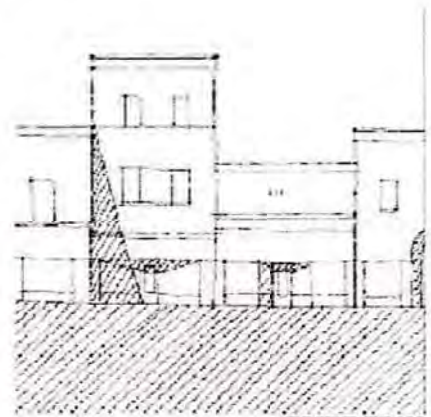
For buildings on Central Avenue between 8th and the railroad tracks: A minimum of one facade element shall align horizontally with adjacent buildings. Facade elements include, but are not limited to, roof tops, cornices, signs, storefront windows, windows above the first floor and awnings. Awnings are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

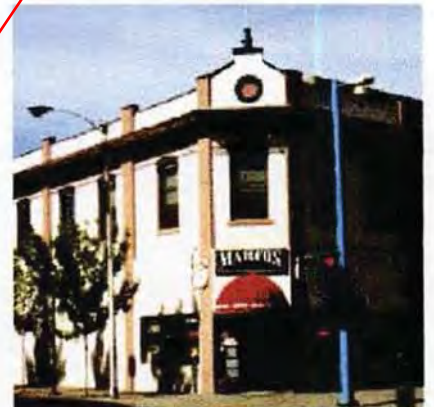
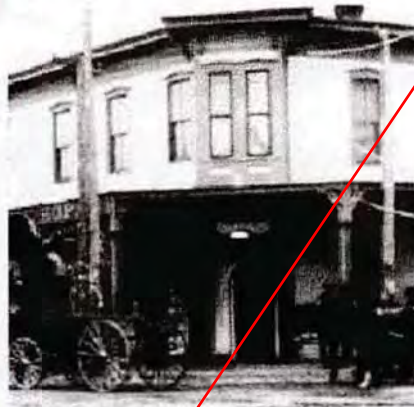
Corner buildings shall relate to the activities of the intersection and encourage activity through their design.

Example 1

Not Permitted

Example 2

Example 3



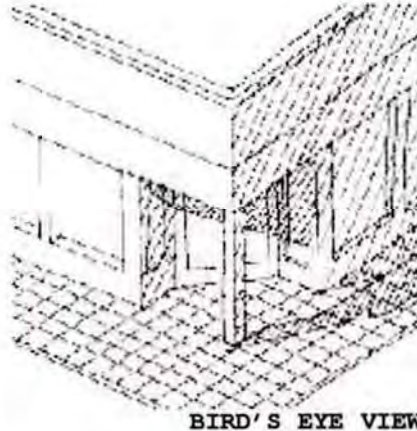
STANDARD

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

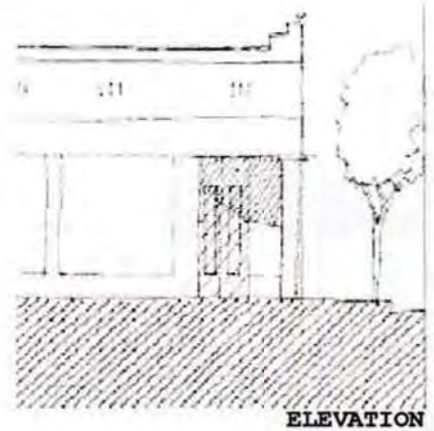
- 1 Opening the space at ground level for people to walk around the corner with the building mass above redefining the corner
- 2 A recessed entry at the corner such as the familiar angled wall with an entry door.
- 3 A corner window with an important view into the building



PLAN DIAGRAM



BIRD'S EYE VIEW



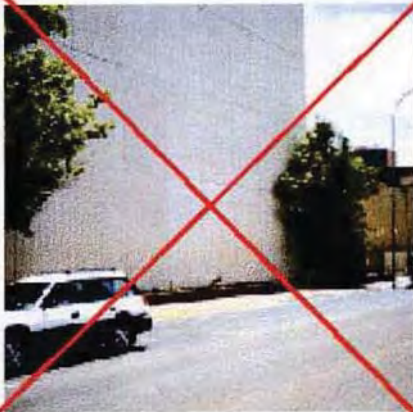
ELEVATION

INTENT

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

Example 1

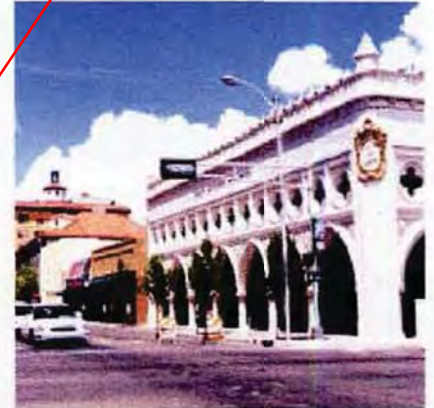
Not Permitted



Example 2

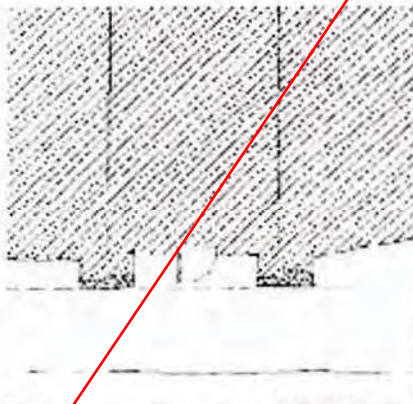


Example 3

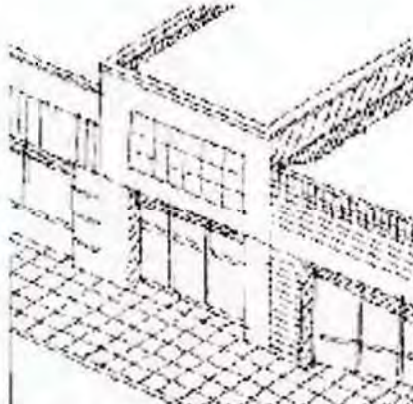


STANDARD

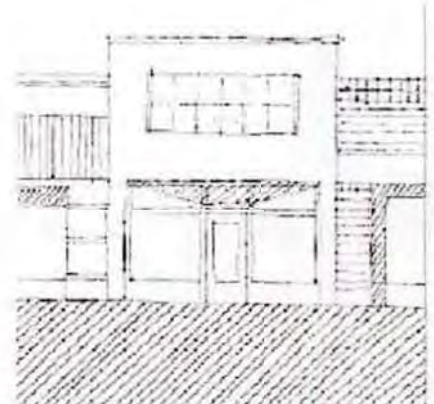
For buildings on Central Avenue between 8th Street and the railroad tracks: Building facades shall incorporate patterned and textured elements that add visual interest to the surface. These elements should be based on materials and patterns that relate to the traditions of Downtown buildings.



PLAN DIAGRAM



BIRD'S EYE VIEW



ELEVATION

INTENT

Provide a safe and appealing nighttime environment for the Downtown.

Example 1

Not Permitted

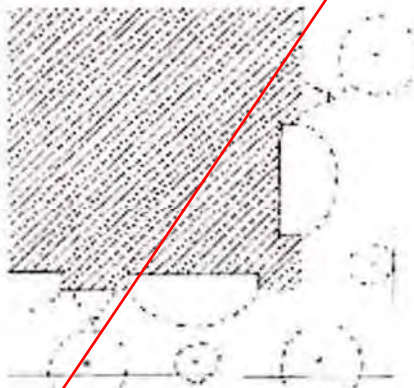
Example 2

Example 3

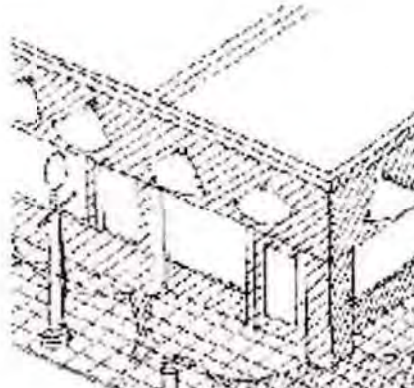


STANDARD

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

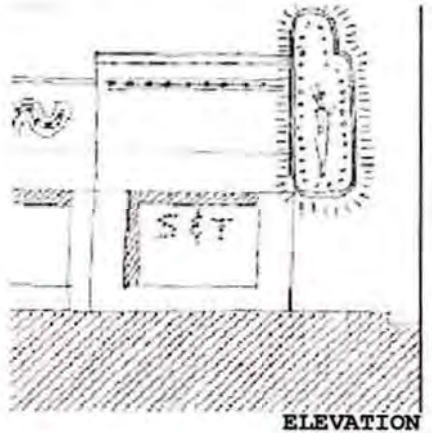
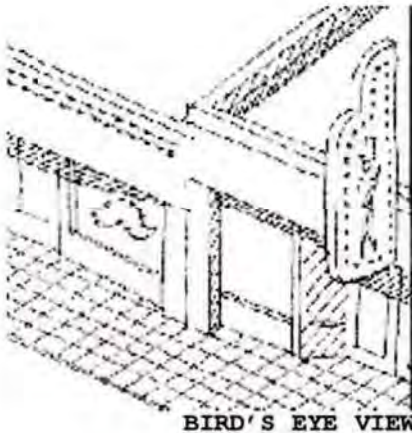
Example 2

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.



INTENT

Provide sufficient lighting for safe pedestrian passage in Downtown.

Example 1

Not Permitted



Example 2



Example 3

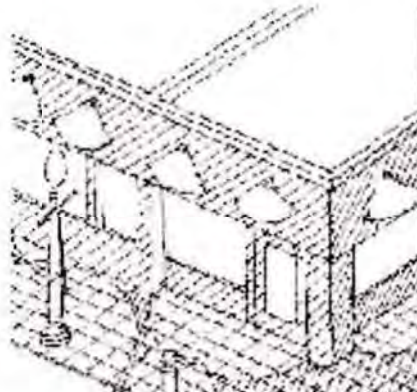


STANDARD

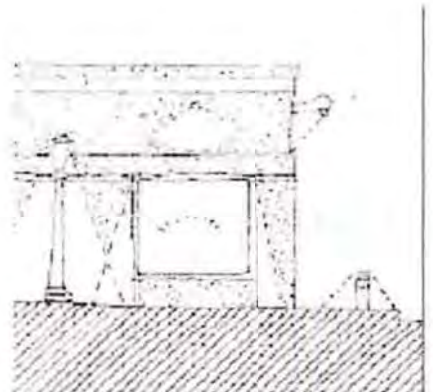
Adequate lighting must be provided for safety and visibility at night.
Project plans must include illumination levels and color rendition of exterior building lighting adjacent to sidewalks.



PLAN DIAGRAM



BIRD'S EYE VIEW



SECTION

INTENT

Create identity for individual stores and buildings through projecting signs.

Example 1

Not Permitted



Example 2



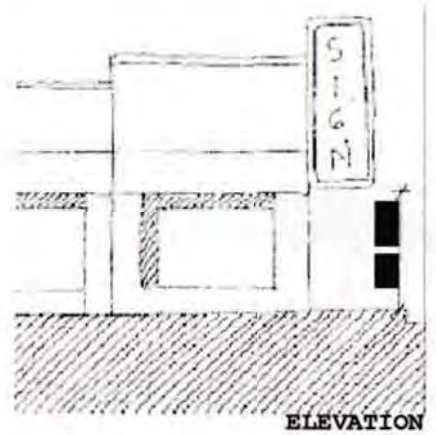
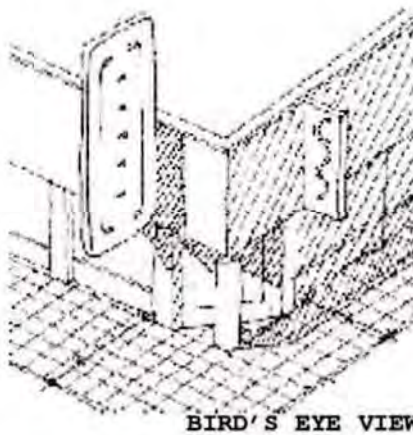
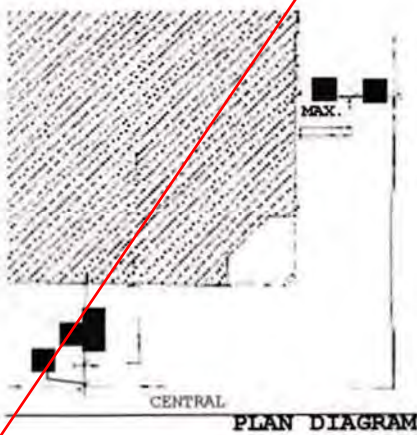
Example 3



STANDARD

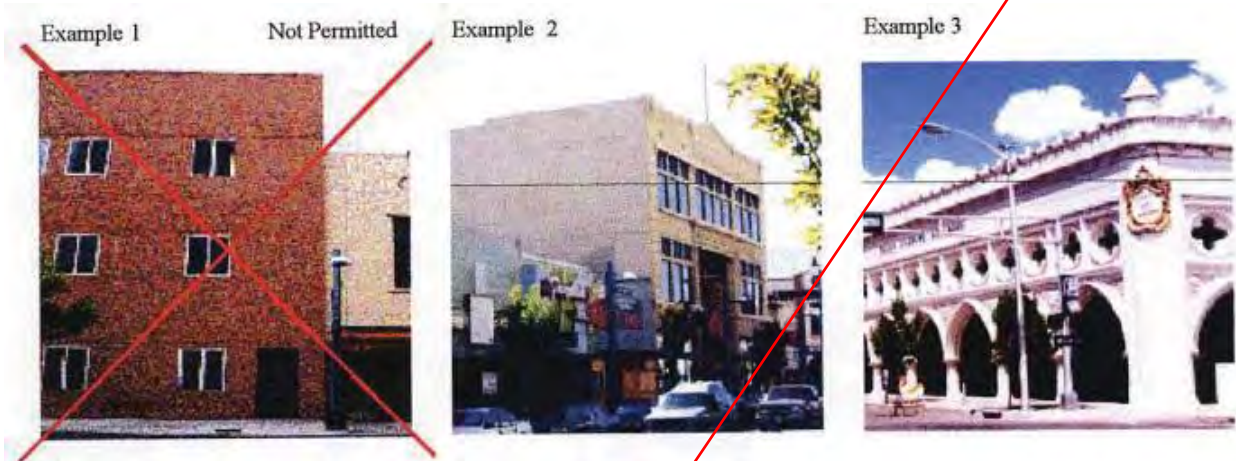
Signs may project into the right of way a maximum of half the adjacent sidewalk width, and the bottom of the sign shall be a minimum of 12 feet above the sidewalk, except along Central Avenue from the railroad tracks to the 8th Street where the sign may project three-quarters of the sidewalk width.

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



INTENT

Maintain the existing fabric of historic building facades.



STANDARDS

1. Buildings shall incorporate elements of the original façade into the renovation scheme:
 - a. Do not cover existing original façade details by covering them with panels, signs, or by painting them out.
 - b. Do not alter the shape of existing original openings. If a window must be blocked, maintain its original shape.
 - c. Restore, where possible, the original façade by removing later additions of materials.
2. In order to limit the detrimental effect of demolition on the character of the Downtown district, the total removal or removal of substantial portions of historic buildings shall be subject to the provisions of §14-12-9, ROA. This ordinance provides for demolition review of structures that are 50 years old or more if, during a public hearing, the Landmarks and Urban Conservation Commission invokes a demolition review period.

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

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

Atchison, Topeka & Santa Fe Railroad Freight House 314 1st St. SW
E.R. Berry Residence 415 6th St. NW

Champion Grocery Building 622-626 Tijeras NW
Eller Apartments 113-127 8th St. SW
Federal Building 421 Gold Ave. SW
First Methodist Episcopal Church 3rd St. & Lead Ave.
First National Bank Building 217-223 Central Ave. NW
Good Shepherd Refuge 601 2nd St. SW
Old Hilton Hotel 125 2nd St. NW
Hope Building 220 Gold Ave. SW
Hudson House 817 Gold Ave. SW
Kimo Theater 421 Central Ave. NW (City Landmark)
S.H. Kress Building 414-416 Central Ave. SW
Maisel's Indian Trading Post 510 Central Ave. SW
McCanna Hubbell Building 418-424 Central Ave. SW
New Mexico - Arizona Wool Warehouse 520 1st. St. NW
Occidental Insurance Company Building 119 3rd St. SW (City Landmark)
Pacific Desk Building 213-215 Gold Ave. SW
John Pearce House 718 Central Ave. SW
Old Post Office 123 4th St. SW
Puccini Building 620-624 Central Ave. SW
Rosenwald Building 320 Central Ave. SW (City Landmark)
Simms Building 400 Gold Ave. SW
Skinner Building 722-724 Central Ave. SW (City Landmark)
Southern Union Gas Building 723 Silver Ave. SW
Southwestern Brewery and Ice Company 601 Commercial St. NE
Springer Building 121 Tijeras Road NE
Sunshine Building 120 Central Ave. SW (City Landmark)
Yrisarri Block 400-402 Central Ave. SW

* The above list is current as of May 2014.

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

FINANCIAL INCENTIVES / TAX ADVANTAGED REHABILITATION

Rehabilitation of historic structures may qualify for a 50-percent credit with caps against state income taxes and 20-percent with no cap on federal income taxes. In the designated Arts & Culture District, the state tax credit is capped at twice the ordinary limit. In partnership with local commercial lenders and federal agencies, the Preservation Loan fund lends money at below the prime rate. Low-interest loans for buildings in the Downtown Albuquerque Main-Street district are also available. For additional information see nmhistoricpreservation.org. Standards for qualified rehabilitations do apply and applications must be approved prior to starting any work.

Large

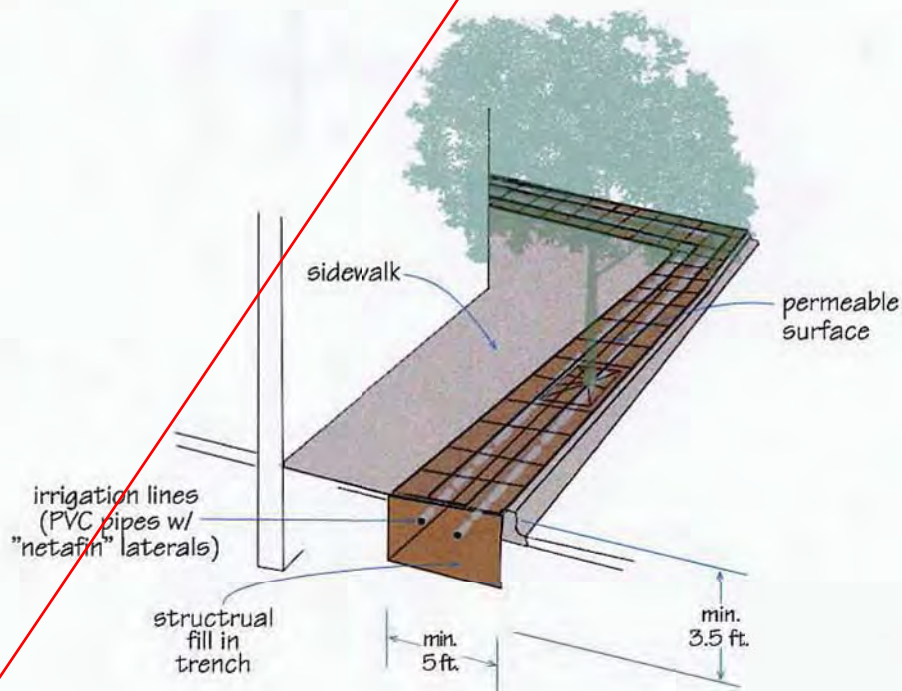
1. *Quercus macrocarpa* - Bur Oak
2. *Quercus robur* - English Oak
3. *Quercus shumardii* - Shumard Red Oak

Medium

4. *Fraxinus angustifolia* 'Raywood' - Raywood Ash
5. *Pistacia chinensis* - Chinese Pistache
6. *Sophora japonica* - Japanese Pagoda Tree
7. *Tilia cordata* - Little Leaf Linden
8. *Zelkova serrata* - Zelkova

Small

9. *Koelreuteria paniculata* - Goldenrain Tree
10. *Malus* 'Spring Snow' - Spring Snow Crabapple
11. *Pyrus caleryana* 'Chanticleer' - Chanticleer Ornamental Pear



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

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 gage 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 competitors' 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 alley 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.

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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

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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.

1 **SECTION 8. EFFECTIVE DATE AND PUBLICATION.** This resolution shall
2 become effective five or more days after publication in full when a copy of the
3 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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BY A VOTE OF: 8 FOR 1 AGAINST.

Yes: 8
No: Yntema

Michael Brasher

Michael Brasher, President
City Council

APPROVED THIS 22nd DAY OF May, 2000 26

Bill No. R-21

Jim Baca

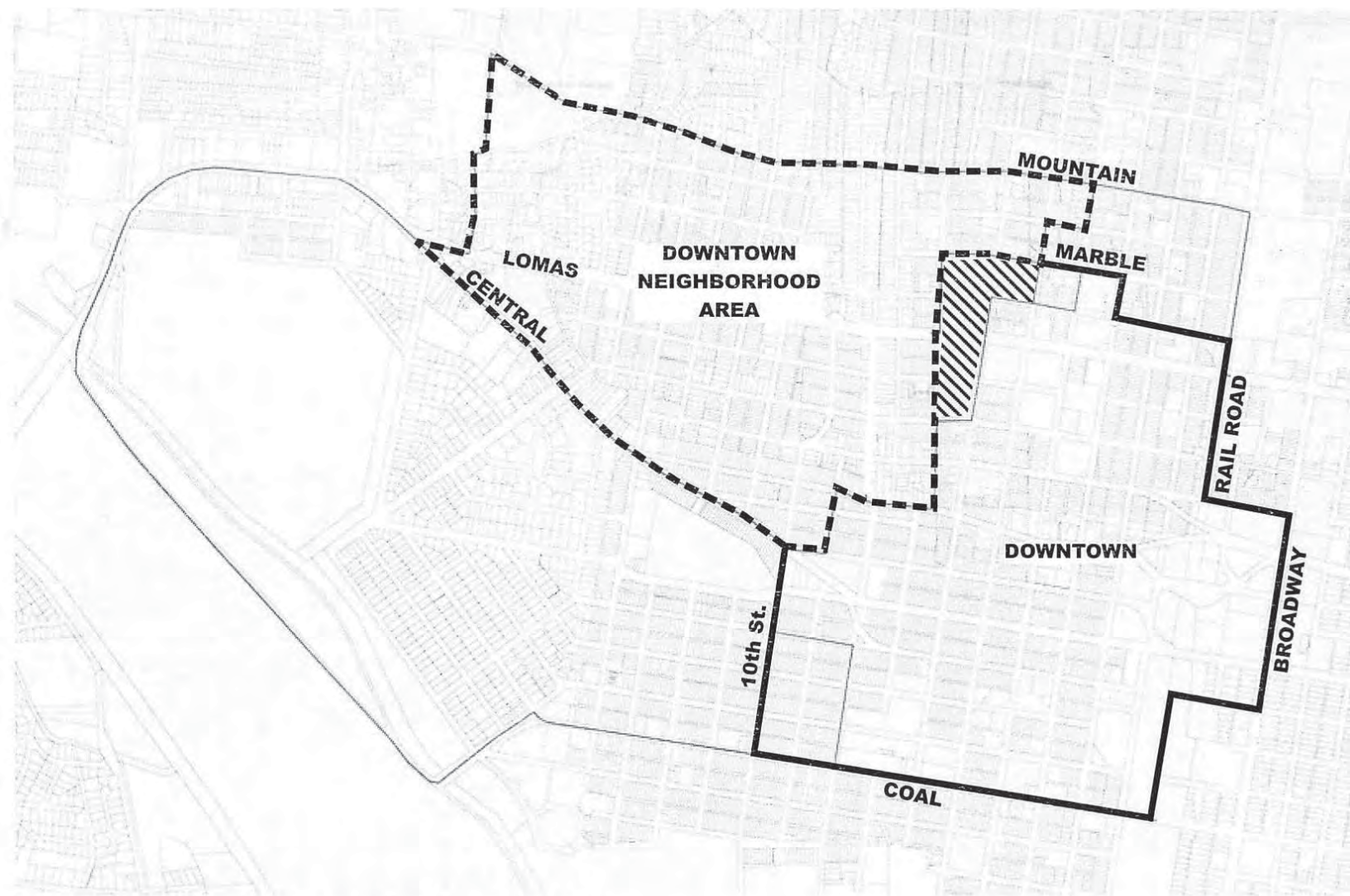
Jim Baca, Mayor
City of Albuquerque

ATTEST:

Francis Baca Schubert

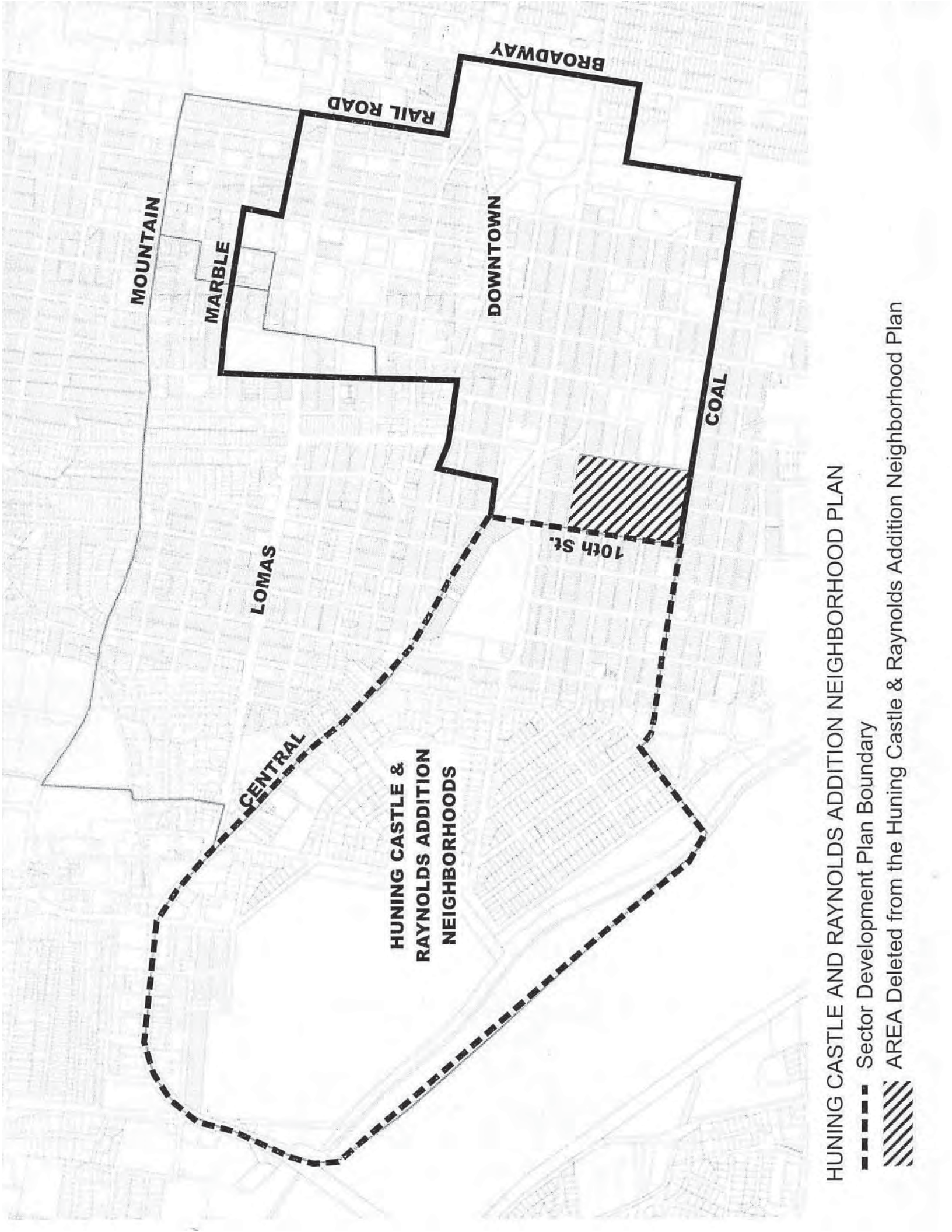
City Clerk

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DOWNTOWN NEIGHBORHOOD AREA (DNA) PLAN

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



MOUNTAIN

MARBLE

LOMAS

CENTRAL

HUNING CASTLE &
RAYNOLDS ADDITION
NEIGHBORHOODS

DOWNTOWN

COAL

BROADWAY

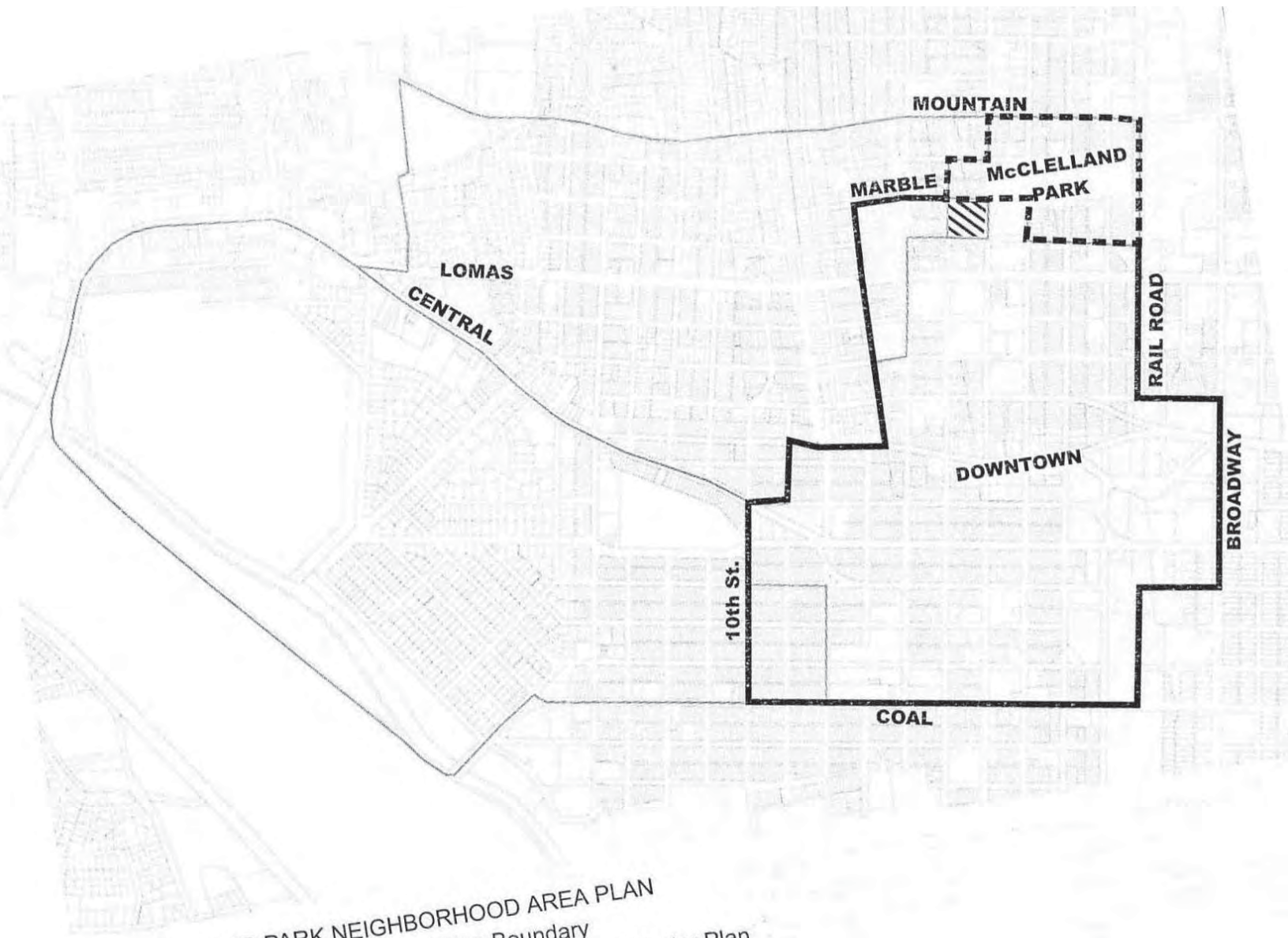
RAIL ROAD

10th St.

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

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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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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.

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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

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AMENDING THE PROHIBITED USES SECTION OF THE DOWNTOWN 2010
SECTOR DEVELOPMENT PLAN TO PROHIBIT ADULT AMUSEMENT
ESTABLISHMENTS AND ADULT STORES.

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

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

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

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

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

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

WHEREAS, SU-3 references C-2 zone for allowed uses and adult activity is
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.

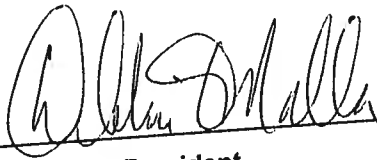
31 • Jails or correctional institutions are not allowed, but temporary detention
32 facilities shall be allowed to accommodate police investigative activities and
33 related activities.

- 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.

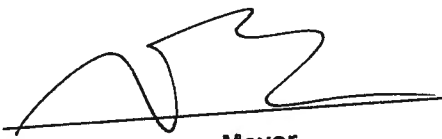
1 PASSED AND ADOPTED THIS 19th DAY OF March 2007
2 BY A VOTE OF: 9 FOR 0 AGAINST.

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Debbie O'Malley, President
City Council

APPROVED THIS 30th DAY OF March, 2007

Bill No. R-07-183


Martin J. Chavez, Mayor
City of Albuquerque

ATTEST:


City Clerk

**CITY of ALBUQUERQUE
NINETEENTH COUNCIL**

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

ENACTMENT NO. R-2010.141

SPONSORED BY: Isaac Benton

RESOLUTION

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

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

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

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

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

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

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

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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 1st Street and 8th Street,
10 where surface parking must be located behind buildings; and

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

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

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

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

20 and

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

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

28 and

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

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

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

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

17 “COMMERCIAL SURFACE PARKING LOTS.

18 A. Definition and Prohibition

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

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

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

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

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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 'Prairiefie', Box Elder (*Acer negundo*) 'Sensation', Lacebark Elm (*Ulmus*
15 *parvifolia*).

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

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

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

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

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

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

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

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

19 2. Paving shall be maintained level and serviceable.

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

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

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

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

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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 1st 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 

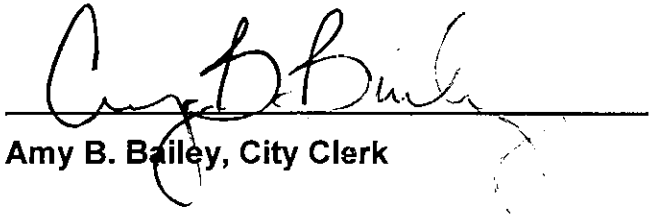
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9 Ken Sanchez, President
10 City Council
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14 APPROVED THIS _____ DAY OF _____, 2010

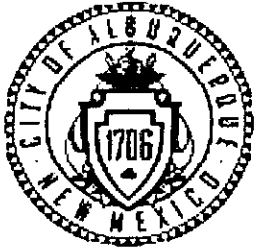
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16 Bill No.F/S R-09-5
17

18 _____
19 Richard J. Berry, Mayor
20 City of Albuquerque
21

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

Richard J. Berry, Mayor

Amy B. Bailey, City Clerk

November 17, 2010

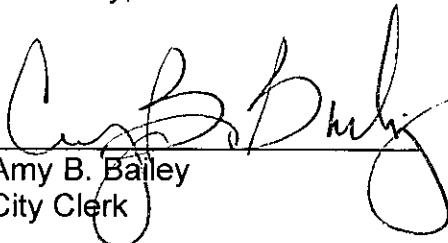
To: City Council

From: Amy B. Bailey, City Clerk

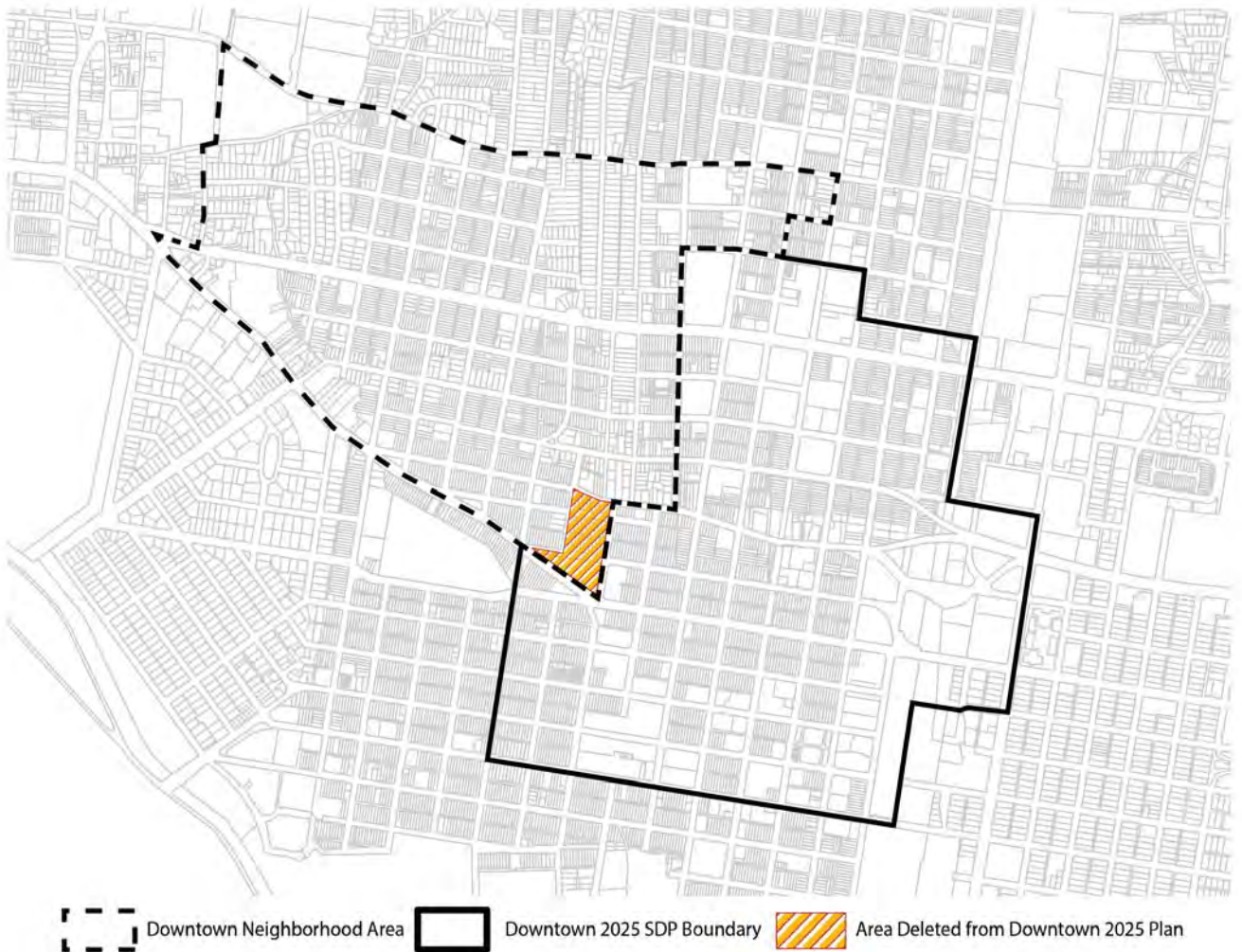
Subject: Bill No. R-09-5 Enactment No. R-2010-141

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

Sincerely,


Amy B. Bailey
City Clerk

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



**CITY of ALBUQUERQUE
TWENTIETH COUNCIL**

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

SPONSORED BY: Isaac Benton, by request

RESOLUTION

1
2 **AMENDING THE DOWNTOWN 2010 SECTOR DEVELOPMENT PLAN TO**
3 **UPDATE THE NAME OF THE PLAN, ESTABLISH A PROCESS FOR**
4 **DEVIATION FROM PLAN STANDARDS; ESTABLISH TWO NEW**
5 **PERMISSIVE USES IN COMMERCIAL AREAS; INCORPORATE DEMOLITION**
6 **REVIEW STANDARDS ADOPTED BY CITY IN 2005; CLARIFY AND UPDATE**
7 **DEVELOPMENT REGULATIONS AND THE APPROVAL PROCESS CHART;**
8 **CLARIFY THE ALLOWABLE BUILDING HEIGHT FOR A BUILDING TYPE;**
9 **REPLACE A BUILDING TYPE ILLUSTRATION; UPDATE THE CATALYTIC**
10 **PROJECT LIST AND ADD AN APPENDIX ITEM.**

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

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

18 **WHEREAS, on May 9, 2013 the Environmental Planning Commission, in**
19 **its advisory role on land use and planning matters, recommended approval**
20 **to the City Council of text amendments to the Downtown 2010 Sector**
21 **Development Plan which are presented in the EPC Staff Report (13EPC**
22 **40109); and**

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

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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"

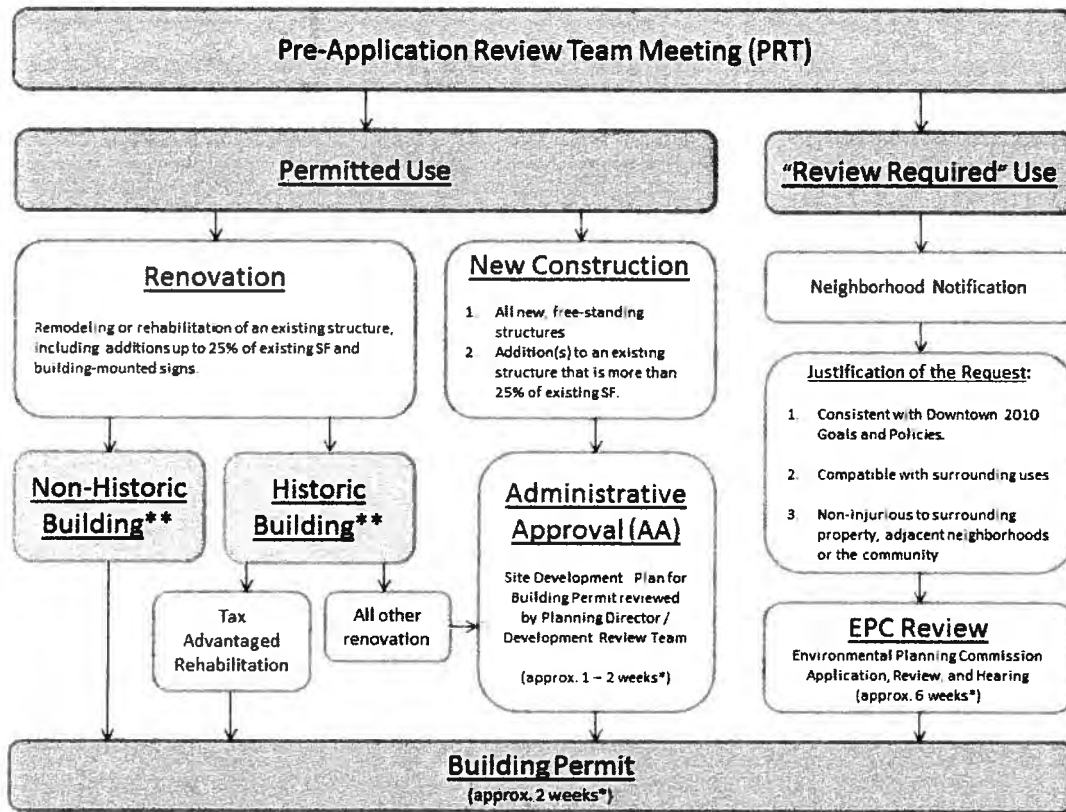
13 B. On page 28 of the Downtown 2010 Sector Development Plan (DSDP),
14 amend the section beginning with "The Downtown Development and
15 Building Process is adopted..." as follows:

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:

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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.”**



* 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

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

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

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

“1. Height: 2 stories maximum”

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

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

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

7 1. PLACEMENT:

8 "1. Lot Width: 300' or 150"

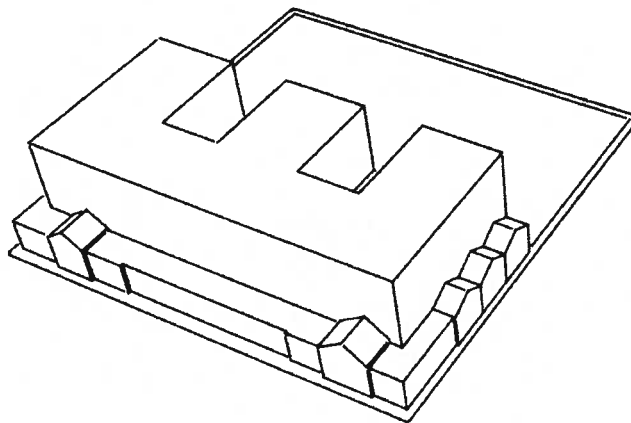
9 2. PARKING:

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

12 3. HEIGHT AND PROFILE:

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

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



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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:

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

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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**

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- 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

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

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

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

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

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

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

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request for a deviation will have to meet the intent, goals and policies of the Downtown SDP.

e. **Comprehensive Plan Goal for Economic Development and Policy II.D.6.g:** The text amendments will encourage steady and diversified economic development, balanced with other important social, cultural and environmental goals of the Downtown Sector Plan. In addition, the amendments will help promote a balance of jobs with housing to reduce the need to travel.

7. **The text amendments are consistent with the intent of the Downtown SDP to streamline the development process through easily understood design standards while protecting surrounding neighborhoods.**

8. **The applicant has adequately justified the request pursuant to Resolution 270-1980:**

A. **Section 1A: Consistency with the City’s health, safety, morals and general welfare can be demonstrated because the request generally furthers applicable Goals and policies. There will be minimal impact to existing infrastructure and services by allowing mid-block and corner building heights to match.**

B. **Section 1B: The proposed height clarification may bring stability to the neighborhood by fostering a sense of place. The proposed change does not change any of the uses in the existing zones.**

C. **Section 1C: The zone change is not in significant conflict with adopted elements of the Comprehensive Plan.**

1. **Land Use Policies II.B.5.d, i, and l:** The proposed text amendments will help to promote new development and redevelopment that allows improvements to the quality of site connectivity and the design of sites within the Downtown area, which respects neighborhood values. The amendments will not result in adverse effects of noise, lighting, pollution or traffic on residential environments and will encourage quality and innovation in design that is appropriate to the Downtown area.

2. **Activity Centers Goal and Policies II.B.7.a and c:** The Downtown area is designated as a Major Activity Center by the

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

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

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1 determining factor is the desire to maintain the iconic Downtown
2 skyline, consistent with the intent of the Plan.

3 H. Section 1H: The request is not site specific and is not influenced by
4 proximity to a collector or major street.

5 I. Section 1I: This request will not create a spot zone.

6 J. Section 1J: This request will not create a strip zone.

7 9. The Downtown 2010 Notify List was notified and an article has been
8 included in the April/May 2013 Neighborhood News Newsletter
9 distributed to all neighborhood representatives. Notification was also
10 posted on ONC's homepage for the newsletter. Additionally, Council
11 Staff sent notice on May 2, 2014 informing property owners of changes
12 to the Plan.

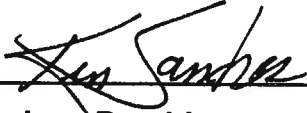
13 10. Planning Department Staff has not received any communications
14 supporting or opposing this request. There is no known opposition to
15 the request.

16 SECTION 3. SEVERABILITY CLAUSE. If any section, paragraph, sentence
17 clause, word or phrase of this resolution is for any reason held to be
18 invalid or unenforceable by any court of competent jurisdiction, such
19 decision shall not affect the validity of the remaining provisions of this
20 resolution. The Council hereby declares that it would have passed this
21 resolution and each section, paragraph, sentence, clause, word or phrase
22 thereof irrespective of any provisions being declared unconstitutional or
23 otherwise.

24 SECTION 4. EFFECTIVE DATE. This resolution shall take effect five days
25 after publication by title and general summary.

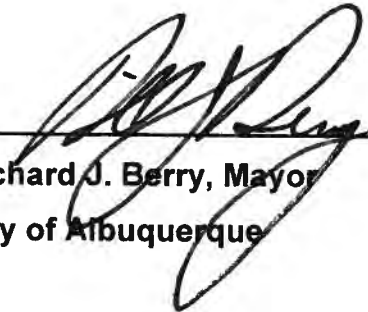
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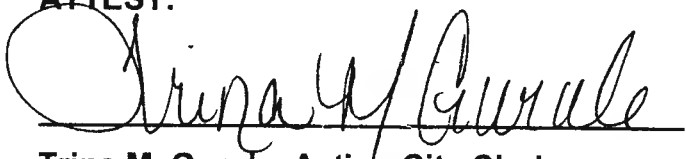
1 PASSED AND ADOPTED THIS 19th DAY OF May, 2014
2 BY A VOTE OF: 9 FOR 0 AGAINST.

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7 _____
8 Ken Sanchez, President
9 City Council

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12 APPROVED THIS 13th DAY OF June, 2014

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15 Bill No. F/S R-13-236

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19 _____
20 Richard J. Berry, Mayor
21 City of Albuquerque

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25 ATTEST:
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27 _____
28 Trina M. Gurule, Acting City Clerk

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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

1 RESOLUTION
2 REPEALING RESOLUTIONS AND PLANS WHOSE REGULATORY PURPOSE
3 AND CONTENT HAS BEEN REPLACED BY THE INTEGRATED DEVELOPMENT
4 ORDINANCE (§14-16, ET SEQ.), INCLUDING PART §1-1-2, PART §1-1-4, PART
5 §1-1-5, PART §1-1-6, PART §1-1-10, PART §1-1-11, PART §1-1-12, PART §1-1-
6 14, PART §1-1-16, PART §1-2-1, ARTICLE 3: METROPOLITAN AREAS AND
7 URBAN CENTERS PLAN, ARTICLE 4: REVITALIZATION STRATEGIES,
8 ARTICLE 6: REDEVELOPMENT PLANS, ARTICLE 7: SECTOR DEVELOPMENT
9 AND COMMUNITY DEVELOPMENT PLANS, ARTICLE 10: OVERLAY ZONES,
10 ARTICLE 11: AREA PLANS, ARTICLE 13: CORRIDOR PLANS, PART §1-13-1,
11 AND PART §2-5-1; CREATING A NEW ARTICLE 14: RANK 2 FACILITY PLANS,
12 ARTICLE 15: RANK 3 MASTER PLANS AND RESOURCE MANAGEMENT
13 PLANS, ARTICLE 16: FRAMEWORK PLANS THAT ARE CONSISTENT WITH
14 THE TERMINOLOGY IN THE IDO; REPLACING REFERENCES TO REPEALED
15 ORDINANCES AND RESOLUTIONS IN VARIOUS LOCATIONS OF THE CODE
16 OF RESOLUTIONS OF ALBUQUERQUE, NEW MEXICO, WITH REFERENCES
17 TO THE INTEGRATED DEVELOPMENT ORDINANCE TO MAINTAIN
18 CONSISTENCY, INCLUDING PART §1-6-7, PART §1-6-8, PART §1-6-9, PART §1-
19 6-16, PART §1-7-16, PART §1-7-43, PART §1-11-9, PART §1-11-12, PART §1-12-
20 12, PART §1-13-2, PART §1-13-3, PART §1-13-4, PART §5-1-1; AND REVISING
21 THE LOCATION IN THE CODE OF RESOLUTIONS FOR SELECT PLANS TO
22 COMPILE RELEVANT SECTIONS OF THE CODE OF RESOLUTIONS AND TO
23 MAINTAIN CONSISTENCY WITH THE IDO, INCLUDING PART §1-4-2, PART §1-
24 4-3, PART §1-6-8, PART §1-6-10, PART §1-6-11, PART §1-6-12, PART §1-6-13,
25 PART §1-6-14, PART §1-6-15, PART §1-11-5, PART §1-11-6, PART §1-11-7,
26 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

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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**

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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**

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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

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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-**

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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

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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**

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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**

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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

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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**

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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

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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**

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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

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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

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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

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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

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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**

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1 owners desiring to downzone their existing zoning to a less intense, less
2 dense zone district in Areas of Consistency; and
3 WHEREAS, the Planning Department intends to initiate the Community
4 Planning Areas assessments within two years after the effective date of the
5 IDO to assess current and anticipated trends and conditions, to understand
6 planning issues and develop solutions to address them, and to track progress
7 on performance measures identified in the ABC Comp Plan over time; and
8 WHEREAS, the IDO requires the City to create an update process and
9 annual schedule for updates to the IDO; and
10 WHEREAS, the Office of Neighborhood Coordination sent e-mail
11 notification to neighborhood representatives on December 29, 2016, as
12 required, as part of the Environmental Planning Commission (EPC) application
13 process, and Planning Staff sent a re-notification reminder and Notice of
14 Decision for each hearing to neighborhood representatives on March 21, April
15 11, April 25, and May 5, 2017; and
16 WHEREAS, the proposed IDO was announced in the *Albuquerque Journal*,
17 the *Neighborhood News*, and on the Planning Department's webpage in
18 January 2017; and
19 WHEREAS, staff prepared summary handouts for each adopted Sector
20 Development Plan to explain how Sector Development Plan policies were
21 incorporated into the 2017 ABC Comp Plan, how regulations from Sector
22 Development Plan regulations were incorporated into the Integrated
23 Development Ordinance as either a best practice approach to land-use
24 regulation and zoning that was extended citywide or as a regulation that was
25 mapped to apply to the same area as specified in the Sector Development
26 Plan, either as a zone district (§14-16-2-3), a Character Protection Overlay zone
27 (§14-16-3-2), a Historic Protection Overlay zone (§14-16-3-3), a View Protection
28 Overlay zone (§14-16-3-4), a use-specific standard (§14-16-4-3), a development
29 standard (§14-16-5), or an administrative procedure (§14-16-6); and
30 WHEREAS, the public and staff from City departments and outside
31 agencies had opportunities to make written and verbal comments prior to and
32 during the EPC's review of the IDO, and the IDO was revised to reflect
33 Conditions of Approval recommended by the EPC; and

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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**

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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**

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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

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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**

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- 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

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- 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 4th Street Corridor Plan
- 17 • §1-7-48 Volcano Cliffs Sector Development Plan
- 18 • §1-7-49 Volcano Trails Sector Development Plan
- 19 (C) Article 11 is amended to repeal the following Parts in their entirety:
- 20 • §1-11-11 Northwest Mesa Escarpment Plan
- 21 (D) Article 13 is amended to repeal the following Parts in their entirety:
- 22 • §1-13-1 Rio Grande Boulevard Corridor Plan
- 23 Section 4. The City hereby severs and invalidates the regulatory content of
- 24 the jointly adopted Rank 3 Sector Development Plans and Metropolitan
- 25 Redevelopment Plans, which will no longer serve as Sector Development
- 26 Plans but will continue to serve as Metropolitan Redevelopment Plans to guide
- 27 the Metropolitan Redevelopment Agency on redevelopment efforts, catalytic
- 28 projects, and public/private partnerships, subject to amendment pursuant to
- 29 the Metropolitan Redevelopment Agency Ordinance (§14-8-4-3(B)). Code of
- 30 Resolutions Land Use - Article 6: Redevelopment Plans is hereby repealed,
- 31 and Articles 7 and 12 are amended with the following related actions:

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- 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”

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- 1 • §1-6-10 South Barelmas Industrial Park Redevelopment Plan, is moved to
- 2 become a new §1-12-22, and it is renamed “South Barelmas Industrial
- 3 Park Redevelopment Area Plan.”
- 4 • §1-6-11 Barelmas 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.

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- 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.

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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.

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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.

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- 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 Barelás 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

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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.

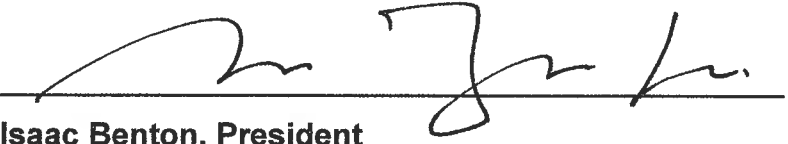
30 Section 24. EFFECTIVE DATE AND PUBLICATION. This legislation shall
31 take effect six months after publication by title and general summary.

32
33

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

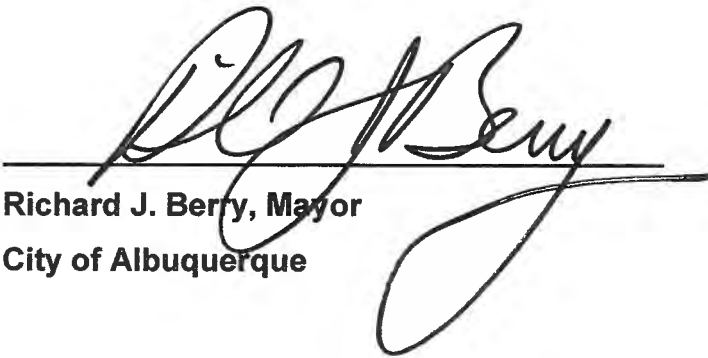
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4 For: Benton, Davis, Gibson, Harris, Jones, Lewis

5 Against: Peña, Sanchez, Winter
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10 Isaac Benton, President
11 City Council
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15 APPROVED THIS 16 DAY OF NOVEMBER, 2017
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18 Bill No. C/S R-17-213

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21 Richard J. Berry, Mayor
22 City of Albuquerque
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25 ATTEST:

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28 Natalie Y. Howard, City Clerk
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January 21, 1985

METROPOLITAN REDEVELOPMENT PLAN
PROJECT VII

Railroad Metropolitan Redevelopment Area

PROJECT AREA

1. Description of Boundaries

Exhibit A shows the boundaries of the proposed plan area which lies generally between Marquette Avenue on the north, Silver on the south, Second Street on the west, and the Santa Fe railroad tracks on the east. Boundaries jog to the west of Second Street to include the sites immediately north and south of Central Avenue in order to provide opportunity for redeveloping those two vacant sites compatibly with the rest of the project. Such redevelopment would help to tie new development to the rest of Central Avenue, maximize the total impact of the project, and help to create a "Gateway effect" to Downtown.

A metes and bounds description for the area to be covered by the proposed Railroad Metropolitan Redevelopment Area, Project VII Plans as follows:

A certain tract of land beginning at the Southeast corner of Silver Avenue and 2nd Street, S.W., thence across 2nd Street to the Northerly portion of lot thirteen (13) Block 23, New Mexico Townsite Addition, thence North along the Westerly right-of-way

line of Second Street to the North property line of the alley in Block 16, New Mexico Townsite Addition, thence West along the Northerly right-of-way line of alley to the Southwest corner of lot three (3), Block 16, New Mexico Townsite Addition, thence North along the West property line of lot three (3) to the Northwest corner of lot three (3), thence West approximately twenty-five feet along the Southerly right-of-way line of Central Avenue, thence North across Central Avenue and along the Westerly property line of lot sixteen (16), Block nine (9), New Mexico Townsite Addition, to the Southwest corner of lot four (4), Block nine (9), New Mexico Townsite Addition, thence East along the Northerly right-of-way line of alley to West right-of-way line of Second Street, thence North along the Westerly right-of-way line of Second Street to the Northwest corner of Marquette and Second Street, thence East across Second Street, thence East along the northerly right of way line of Marquette to the Northeast corner of Marquette and AT&SF right-of-way line, thence South long the Easterly right-of-way line of AT&SF Railway to the Northwest corner of Central Avenue and AT&SF Railway right-of-way line, thence East approximately one hundred fifty feet (150) along the Northerly right-of-way line of Central Avenue, thence South across Central Avenue and along the Easterly right-of-way line of AT&SF Railway property line to lot eleven (11) Block "B", Union Depot Frontage Addition, thence West across the AT&SF right-of-way line to and along the South right-of-way line of Silver Avenue to the point of beginning.

2. Existing Conditions

The Plan area exhibits several characteristics of "blight" as defined in Section 3-60A-4.I of the State Metropolitan Redevelopment Code and documented in a report entitled Facts Concerning Blight in the Railroad Area, January

1980. These include under-utilization of land, deteriorated site and other improvements, low levels of commercial activity and redevelopment, and problems of accessibility. These characteristics are an extension of those existing in the rest of the Railroad Metropolitan Redevelopment Area, which has been found by the City Council to "substantially impair and arrest the sound growth and economic well-being of the City as a whole" (April 1980), therefore constituting a blighted area eligible for redevelopment activities.

3. Property Ownership

Exhibit B attached shows detailed property ownership within the Plan area.

OBJECTIVES

The goal of this Metropolitan Redevelopment Plan (the "Plan") is to provide for the coordinated development of several major public and private projects (collectively, the "Project") designed to revitalize the downtown core of Albuquerque as a regional specialty-retail, entertainment, and visitor center. The Plan recognizes that downtown Albuquerque has experienced healthy growth in office construction during recent years, but that retail, hotel and entertainment activities have lagged behind office development. The Plan proposes the coordinated development of the following Project

elements to remedy this imbalance in the Downtown's mix of activities:

1. Expansion of the Albuquerque Convention Center to add approximately 100,000 - 125,000 square feet of exhibit space.
2. A new convention hotel of at least 500 room designed to help meet the demand generated by the expanded Convention Center.
3. A specialty retail and entertainment center of at least 50,000 square feet of net leaseable area, comprised of retail shops, restaurants, food and flower markets, kiosks and pushcarts, utilizing both indoor and outdoor spaces, and providing space and encouragement for a variety of entertainment, such as small community-based music groups, entertainment for children, etc.
4. An attractive new urban park, integrated with the other project elements identified in the Plan, providing relief from the intense urban activity nearby as well as space for entertainment and civic events, such as arts and crafts shows, celebrations sponsored by ethnic groups, etc.
5. A new museum, possibly emphasizing transportation, science and technology in keeping with New Mexico's role in scientific achievement and the site's identity

as a transportation crossroads and/or ballooning in recognition of Albuquerque's prominence in the sport of international ballooning.

6. Parking facilities sufficient to support the Project facilities and other nearby downtown developments.
7. An attractive and highly visible transit link to Old Town and its Museums (and possibly to other City attractions such as the Rio Grande Zoo, Indian Pueblo Cultural Center and University of New Mexico), including appropriate transit stop facilities.

The intent of the Plan is to diversify the economic base of the City's downtown and provide a magnet to draw people Downtown for shopping and entertainment, especially during evenings and weekends. It is believed that these developments will have the effect of promoting Albuquerque as a center of regional economic activity, improving the City's attractiveness to tourism, and providing an atmosphere in which more downtown and near-downtown residential development will occur. The Plan further contemplates creation by the City of an Albuquerque Development Fund (the "Fund") into which revenues generated by the Project will be channelled so that funds will be permanently available for future public development projects in all parts of the City.

FINANCING AND IMPLEMENTATION PLAN

It is anticipated that the elements identified in the Plan will be funded by a combination of public and private sources of financing. Expansion of the Convention Center, development of the park and museum, street improvements and other infrastructure requirements would be financed entirely with public funds. The retail center, hotel and parking facilities (the "Private Facilities") may be financed primarily through private funding sources with public investment.

Portions of the public investment in the Project may be financed by the Fund as recommended by a Report of the Downtown Coordination Committee of Albuquerque Center, Inc., dated September 19, 1984 (the "ACI Report"). The 1/4% Municipal Gross Receipts Tax authorized by Section 7-19-1, et seq., NMSA 1978, currently imposed pursuant to Article 4-9, R.O. 1974, may be extended for three years, beginning July 1, 1985. The proceeds of the tax would be credited to the Fund. The City could issue revenue bonds (the "Revenue Bonds") secured by the principal and income of the Fund to finance the park development, street improvements, other public infrastructure, construction of the museum and necessary land acquisition.

The fund might also be used to finance a contract with and to invest in a private non-profit development company to be created. This company could be responsible for coordinating

the development of all the Plan facilities and for implementation of the public portions of the Project.

The City should also determine the feasibility of selecting a private Master Developer (referred to as the "Master Joint Venture" in the ACI Report), to develop, construct and operate the hotel, retail center and parking facilities.

Working with the development company, the City may acquire and assemble land within the Project Area as needed for the Project facilities. When appropriate, land needed for the Private Facilities will be made available for lease or purchase.

The City could contract with the development company to implement the Project elements in a timely manner. The development company could be a mechanism through which the City would invest portions of the fund principal in the private facilities. In exchange for its investment in the privately-owned facilities (hotel, retail center, and parking facilities), the City would receive income. The net income would be returned to the Albuquerque Development Fund. This financing program could provide a significant return to the Fund, which would then be available for other development projects throughout the entire City.

RELATIONSHIP TO PREVIOUS PLANNING EFFORTS

The Albuquerque Center Project as outlined in this Plan implements both the specific plans for Downtown Albuquerque

which have been adopted by the City Council over the past decade and the recommendations of the downtown planning studies performed for the City by a number of different consultants.

The Metropolitan Areas and Urban Centers element of the City's Comprehensive Plan, adopted in 1975 (Resolution No. 69-1975), identifies the Downtown Core as a major, regional-scale urban center where high intensity uses are to be concentrated. Resolution No. 128-1975, adopting the 1975 Downtown Plan Revision, specified that "land uses which stimulate around-the-clock activity shall be encouraged," along with "structures which combine a variety of functions," and "increases in amounts of retail, personal service, entertainment and cultural activities." The Resolution noted that "surface parking should be reduced throughout the Downtown area through encouragement of high-density infill development, parking structures, and improved transit facilities" and that "an attractive and functional Downtown walkway and plaza system" should be established, "adequately separated from vehicular traffic." The Plan Revision specifically called for development of a hotel across from the First Plaza building "to revitalize the area after hours and . . . relate well to the Convention Center" and suggested the possibility of a cultural center, new museum or "mercado/farmers market with an imaginative variety of specialty shops, theaters and restaurants" (page 12). The Plan stated that "cultural,

entertainment and retail uses are needed to stimulate after-hours activity . . . and to develop Downtown as a multi-functional center".

Hammer, Siler, George Associates prepared an Economic Base Study of the Center City in 1977 and noted that the Convention Center was under-utilized and that a greater number of hotel rooms nearby was needed to bring its use up to capacity.

In 1978 McComb/Levander Partners completed a Market and Development Study of Downtown Albuquerque. They recommended that "Downtown Albuquerque should become the metropolitan area's focus for entertainment, cultural, convention, office and restaurant activities" (page 4). The study pointed out that concentration of these activities in the downtown area would lead to a "synergistic impact of complementing uses benefiting each other". Retail revitalization should concentrate on attracting "good local merchants" who enjoy a strong local clientele to the downtown (as opposed to major department stores or national chains, which were concentrated in the regional shopping malls). The study envisioned Central Avenue containing "a mix of retail, restaurant and entertainment uses that will complement the convention and cultural activities" located nearby. The study (page 9) suggested that a Downtown Development Corporation might be a useful tool in a revitalization program.

The 1979 "Albuquerque Renaissance" study by Zuchelli, Hunter and Associates, Inc., reported that "Downtown Albuquerque has excellent potential as a specialty retail center oriented to daytime office population, existing business establishments, [and] tourists" (page 4). They recommended additional high quality eating and entertainment facilities, as well as the addition of 450 high-quality hotel rooms to support the existing Convention Center. Zuchelli, Hunter suggested that the City adopt a "public/private partnership" strategy, facilitated by a new quasi-public Economic Development Corporation, which could "break down old barriers" between local government and private investors (page 70).

In response to the Zuchelli, Hunter report, the City Council in 1979 adopted a Ten-Point Policy Program for development of Downtown (Enactment No. 65-1979). In that program the City recognized "the need for concentrated attention and special governmental action in order to preserve and strengthen downtown Albuquerque and to assist its proper future evolution as a thriving and prosperous activity center for the region and the state." The ten-point program stressed the importance of

- emphasizing downtown's role as a cultural and entertainment center;
- renovating the "Central Avenue district" as a

specialty retail shopping area "providing expanded food service, entertainment, arts, crafts, office and shopping opportunities for the residents of surrounding neighborhoods and visitors to Albuquerque"; and

- increasing convention and hotel business in downtown Albuquerque.

The program recognized that financial assistance for future downtown development should take place "within the context of a partnership approach, whereby necessary public expenditures will be committed in concert with private investment initiatives" and specifically called for "formation of an Economic Development Corporation that will strategically undertake individual projects in concert with private investment initiatives to further the objectives of the downtown development program"

Three studies received by the City during the past year have confirmed many of the earlier themes. First, a report from Gladstone Associates concluded that the City's Convention Center should be expanded to include an additional 100,000 - 125,000 square feet of exhibit space in order for Albuquerque to accommodate a larger share of the regional and national convention market. Gladstone also noted the need for the addition of 500 - 1,000 hotel rooms proximate to the Center.

Second, the Enterprise Development Company ("EDC") has concluded, after completing its market study, that it would be feasible to establish a "festival marketplace" of retail shops, restaurants and entertainment in Downtown Albuquerque within the area covered by this Plan. The market analysis provided by EDC concluded that the Albuquerque market could support 50,000 - 60,000 square feet of net leaseable retail space of this type. EDC proposed developing such a marketplace adjacent to a new downtown park. The marketplace complex would serve local residents as well as convention visitors and tourists and would be designed to accommodate entertainment activities, civic and cultural events. The marketplace would emphasize local merchants rather than national chain outlets. EDC indicated that they believed that the proposed complex would spur retail development along Central Avenue. The EDC report emphasized the importance of creating a "critical mass of activities" in the downtown area, all contributing to the success of the individual components. As part of this critical mass, EDC strongly recommended the creation of a new museum focusing on science and/or ballooning, development of a transit link connecting Downtown and Old Town, expansion of convention and hotel facilities, and increased promotional efforts by the City.

Finally, as part of a major revision of the City's Downtown Plan, the City commissioned Gruen Gruen and Associates to prepare a report concerning "Market Potential and Recommended

Development Strategies for Downtown Albuquerque". The Gruen study, received in October, 1984, concluded that

A major new specialty retailing complex, along the lines of the proposed Festival Market, and an expansion of the conference facility and visitor accommodations, if appropriately implemented, will serve as major catalysts to a healthy and expanding downtown.

* * *

[T]he critical mass that these new facilities would create would make the whole or the gestalt of downtown development far more than the sum of the separate enterprises. This new mass of downtown activity would then serve as a stimulus to the office market and over time to residential development as well. . . .
(pages 137-138)

Gruen stressed the concept of "agglomeration economies" resulting from the concentration of government, financial, service, utility and communications in a central city core. In addition to good access and appropriate office space, the Gruen study noted that a successful central business area should "contain a broad variety of eating establishments, entertainment and shopping facilities that serve the business and personal needs of office workers", as well as "hotel and meeting facilities to serve the business visitor". The Gruen study projected retail sales in the Downtown both assuming a continuation of present trends and assuming the development of a specialty retail and entertainment complex similar to that recommended by Enterprise Development. In the latter case, Gruen projected that retail sales in the Downtown by the year

2000 would be nearly four times greater than if no such development occurred (page 102).

The Project outlined in this Plan implements the recommendations of these studies and adopted City policies. The recent report of the Goals for Albuquerque Committee 1983-1984 concluded that "the role of the central city as the heart of the community must be recognized and supported." Together with existing facilities in the downtown, implementation of this Plan should result in the "critical mass" necessary to achieve that goal.

PROJECT ACTIVITIES

The plan contemplates that the City may undertake the following specific project activities.

1. Zoning. The existing zoning of this entire area is SU-3 pursuant to the Downtown Core Sector Development Plan. This zoning would permit all the activities contemplated in this Plan. Pursuant to the Comprehensive Zoning Code, each specific project element or an appropriate Master Plan would be required to have a Site Development Plan approved by the City.

2. Land Acquisition. There are approximately 34.15 acres within the entire plan area. Of these, approximately 18.71 acres are privately owned and 15.44 acres are owned by the City of Albuquerque. The Metropolitan Redevelopment Agency of the City of Albuquerque ("MRA") is authorized by this Plan to

acquire real property within the area which is not owned by the City of Albuquerque, including existing buildings, where such acquisition is necessary to carry out the Plan. The MRA may contract with the development company for assistance in the process of land assembly. The MRA may utilize the power of eminent domain if necessary, as authorized by the New Mexico Metropolitan Redevelopment Code. The City recognizes that land necessary for one or more of the Private Facilities may be made available by direct negotiation between developers and private landowners. The City Council may be requested to appropriate funds needed to cover the costs of land assembly from proceeds of the sale of the Revenue Bonds as described above and from such other sources as may be appropriate.

3. Selection of Master Developer. The City recognizes that many of the most successful urban revitalization efforts by cities around the United States have been accomplished through the vehicle of public/private partnerships. The City believes that such a public/private partnership approach to revitalization of the downtown core of Albuquerque as a regional specialty retail, entertainment and visitor center will maximize the impact of such an effort. The use of a single Master Developer, could insure coordinated development of the individual elements of the Plan. This would create a synergism which would maximize the likelihood of success of each individual element. By participating directly in such a

venture, the City will also be able to insist that the development be of exceptional quality, which would in turn set the stage for additional high quality future growth and development of the community.

As noted above, it is envisioned that the private facilities would be financed primarily through private funding sources with the assistance of investment from the public sector through the mechanism of a development corporation. In order to implement the Plan, a Master Developer could be required to develop, construct and operate the hotel, specialty retail center and parking facilities.

The City may issue a public request for competitive proposals ("RFP") to select a Master Developer to develop, construct and operate the Private Facilities. Such an RFP could provide that the City would:

- 1) acquire privately-owned real property within the boundaries of the Project Area and make such real property as is necessary for the Private Facilities available for the Project;
- 2) contract with a non-profit development company to insure proper coordination and implementation of the public portions of the Project;
- 3) provide the funding sufficient to allow the non-profit development company to invest in the

- private facilities through a participating loan or other similar public/private financing technique;
- 4) cooperate in attempting to obtain an Urban Development Action Grant(s) (UDAG) from the United States Department of Housing and Urban Development to assist in the implementation of the Plan;
 - 5) construct an expansion of the Convention Center to add approximately 100,000 to 125,000 square feet of exhibit space;
 - 6) construct an urban park, including some type of museum activity, as part of this total complex;
 - 7) provide necessary street and other public infrastructure improvements in and around the Project Area;
 - 8) initiate an attractive transit link between Downtown and Old Town, possibly linking other parts of the City as well; and
 - 9) initiate a promotional program to encourage civic events and entertainment activities Downtown.

In return for the actions set out above, the RFP might require any entity interested in acting as Master Developer of the Project to prepare a proposal which includes a conceptual master plan of the project area. The RFP should require that proposals be completed and returned to the City of Albuquerque for evaluation and comment within 90 days. Proposals should

include among other things assurances for the development, construction and operation of:

- 1) a high quality convention hotel containing a minimum of 500 rooms;
- 2) a specialty retail/entertainment facility containing at least 50,000 square feet of net leaseable space; and
- 3) provision for at least 1,100 parking spaces in structured parking facility/facilities to serve the Project Area.

The proposals should include a statement of qualifications and financial ability of the Master Developer. All proposals submitted would be reviewed by the City staff and forwarded to the City Council. The City Council would select the Master Developer unless it concludes that no proposal is acceptable. After selection of a Master Developer, the MRA with the assistance of the non-profit development company may execute an agreement with the Master Developer, consistent with the selected proposal. Such agreement would be subject to approval by the City Council.

4. Design and Construction of Public Facilities. After selection of a Master Developer, the MRA could contract with the non-profit development company to obtain professional design services to design all the anticipated public improvements in coordination with the Master Developer. The

City could appropriate sufficient funds for such services from the Revenue Bond proceeds and from such other sources as may be appropriate.

The MRA could also contract with the non-profit development company to supervise the construction of the public improvements, to coordinate their construction with the private projects which are part of the Plan, and to coordinate the implementation of the Plan with affected public agencies, private businesses and nearby neighborhoods. The construction could also be funded by appropriation from the Revenue Bond proceeds and such other sources as may be appropriate.

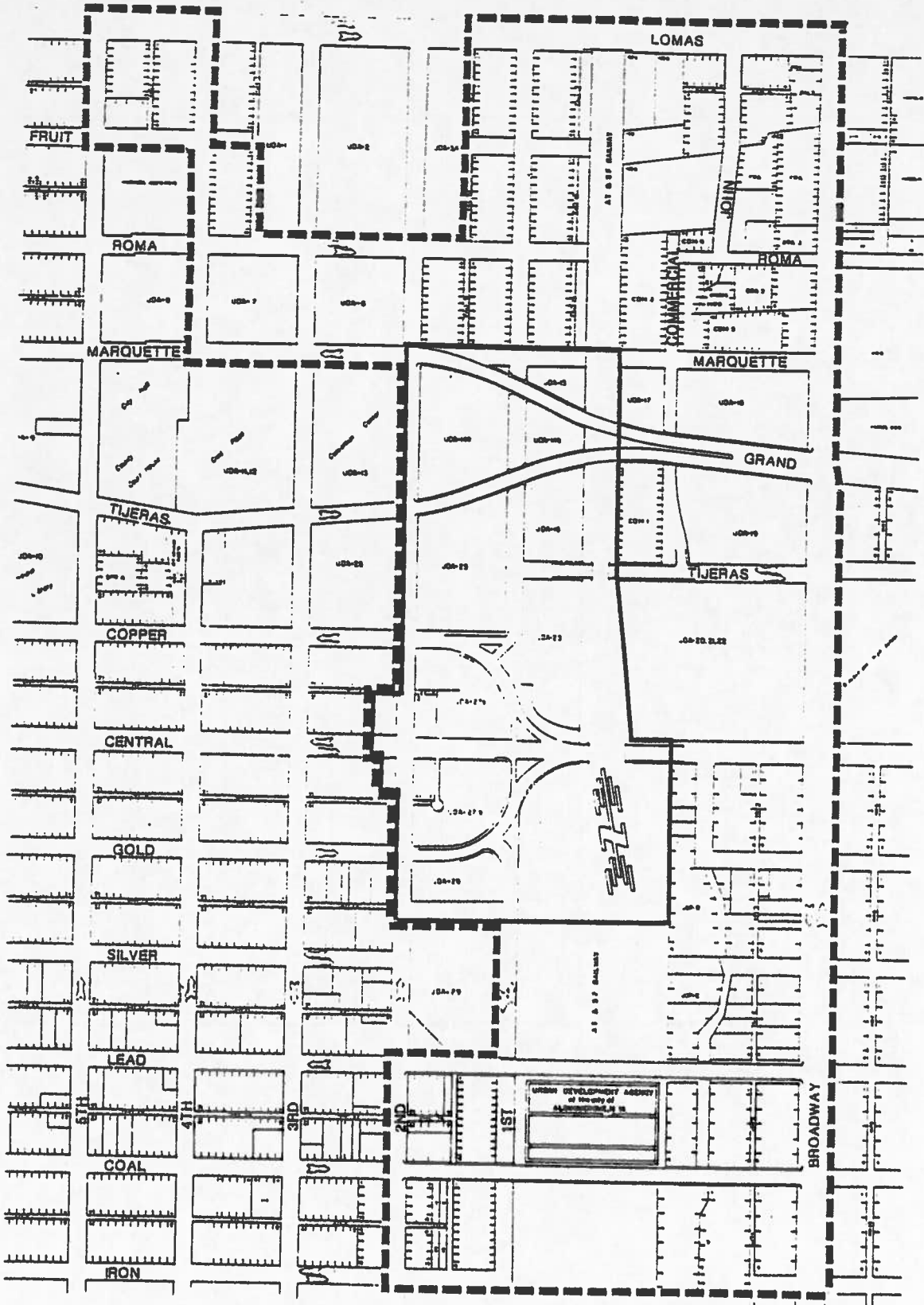
5. Lease or Sale of Land for the Private Facilities. The real estate for use by the Private Facilities (hotel, retail/entertainment center and parking facilities) may be leased by the City or the MRA on a long-term basis or conveyed in fee to the non-profit development company, Master Developer, or project developer(s) unless arrangements for acquisition or use of the property have been made directly between the landowner and the developer. Leases or conveyances to the non-profit development company would of course be subject to all existing procedures required by the state Redevelopment Code. Such leases or conveyances would contain appropriate covenants and conditions to ensure that the land is used for designated Project purposes. The non-profit development company could also execute long-term ground leases with the

developer or make such parcels available for purchase by the developer.

6. Participating Loan from Non-Profit Development Company to Master Developer. The contract between the MRA and non-profit development company could specify that the non-profit development company may utilize public/private financing investment techniques to finance the Private Facilities. This investment could be financed from contract fees or other investment mechanisms paid to the non-profit development company by the City. In addition, any Urban Development Action Grant funds awarded to the City in connection with the Plan projects could be made available to the non-profit development company for investment in the Private Facilities. The contract between the non-profit development company and the MRA should specify parameters of security and return within which the non-profit development company must negotiate any loans to the Master Developer. The contract should specify that all earnings on the loan, less the non-profit development company's operating costs as agreed with the City, shall be credited to the Albuquerque Development Fund. The contract between the MRA and non-profit development company would be subject to Council approval.

CONCLUSION

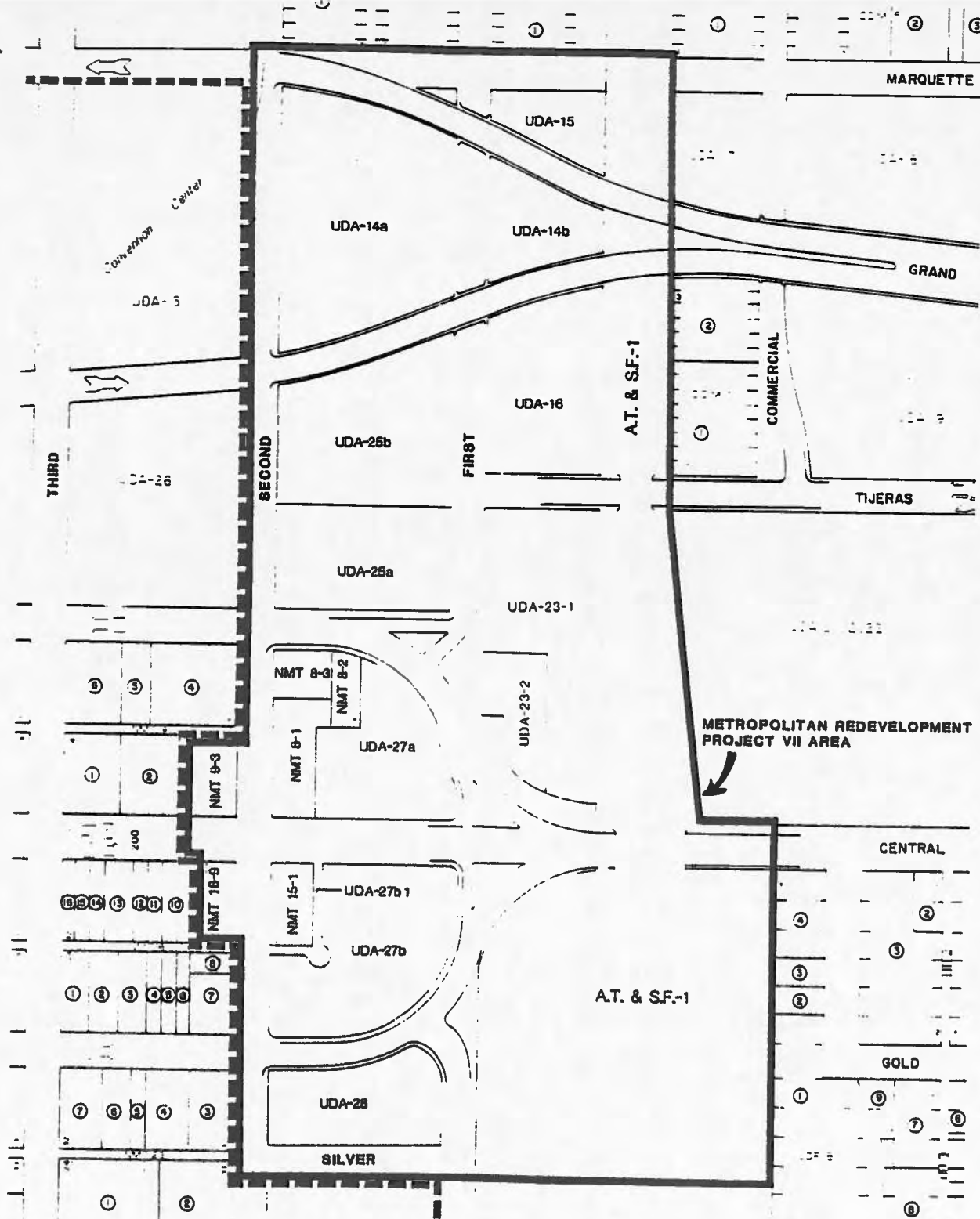
The Plan outlined in this document is a major step toward realizing the goals which have long been envisioned for the revitalization of downtown Albuquerque. In concert with other public and private initiatives, implementation of this Plan will help restore downtown Albuquerque as a major retail, restaurant, entertainment and visitor center of which all citizens of the community can be proud and provide a financial return to the Albuquerque Development Fund which will be permanently available for future development projects throughout the entire City.



RAILROAD METROPOLITAN REDEVELOPMENT AREA

EXHIBIT A

———— METROPOLITAN REDEVELOPMENT PROJECT VII AREA



PROPERTY MAP 1/7/86
EXHIBIT B



- UDA-28 City of Albuquerque
- UDA-27b City of Albuquerque
- NMT 15-1 Sunshine Building Partnership d/b/a (The Sunshine Boys)
- NMT 16-9 N.M. Mortgage Finance Authority
- NMT 9-3 Sunwest Bank of Albuquerque
- NMT 8-1 Sunwest Bank of Albuquerque
- NMT 8-2 Dino Bonaguidi
- NMT 8-3 Mrs. Damiano DeBaca c/o E. Hernandez
- UDA-27a Sunwest Bank of Albuquerque

- UDA-25 First National Bank
- UDA-25b First National Bank
- UDA-14a City of Albuquerque
- UDA-15 City of Albuquerque
- UDA-14b City of Albuquerque
- UDA-16 First National Bank
- UDA-23-1 Atchison Topeka & Santa Fe Railroad
- UDA-23-2 Haystack Mountain Development Co.
- AT & SF-1 Atchison Topeka & Santa Fe Railroad
- UDA-27b1 City of Albuquerque

**CITY of ALBUQUERQUE
THIRTEENTH COUNCIL**

COUNCIL BILL NO. R-130

ENACTMENT NO. 120-1998

SPONSORED BY: **Adele Baca-Hundley**

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RESOLUTION

**APPROVING AN AMENDMENT TO THE BOUNDARIES OF THE RAILROAD
METROPOLITAN REDEVELOPMENT AREA.**

**WHEREAS, the New Mexico legislature has passed the Metropolitan
Redevelopment Code (herein "Code"), Sections 3-60A-1 to 3-60A-48 inclusive,
NMSA 1978, as amended, which authorizes the City of Albuquerque, New Mexico
(the "City"), to designate metropolitan redevelopment areas 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 (the "City
Council"), after notice and a public hearing as required by Code, has duly passed
and adopted Council Resolution No. 87-1980 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
Railroad Metropolitan Redevelopment Area is necessary in the interest of the public
health, safety, morals and welfare of the residents of the City; and**

**WHEREAS, the City Council by Resolution No. 87-1980 has made certain
additional findings which declare the Railroad Metropolitan Redevelopment Area to
be blighted, has designated the Area as appropriate for a Metropolitan
Redevelopment Project and has called for the preparation of a metropolitan
redevelopment plan identifying the activities to be carried out to eliminate the
present conditions; and**

**WHEREAS, the Albuquerque Development Commission, which acts as the
Metropolitan Redevelopment Commission under the provisions of Council**

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Underscored Material - None
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1 Ordinance 14-8-4-1994, (the "Commission") has held at least one public hearing on
 2 the metropolitan redevelopment area boundary amendment, as required by the
 3 Code, at which hearing comments from the public as a whole were gathered and
 4 considered by the City; and

5 WHEREAS, the Albuquerque Development Commission acting as the
 6 Metropolitan Redevelopment Commission has recommended that the area be
 7 expanded to include the Greyhound Bus Station located at 300 2nd Street S.W.

8 WHEREAS, the City Council has conducted a public hearing, after proper
 9 notice as required by the Code, on the boundary amendment; and

10 WHEREAS, the City Council has determined the area to be added to the
 11 Railroad Metropolitan Redevelopment Area to be a contributing factor to the
 12 blighting of the area and finds its redevelopment necessary in the interest of the
 13 public health, safety and welfare of the residents of the municipality.

14 WHEREAS, the Council has determined that based on the facts as presented
 15 by the staff and the recommendations of the Albuquerque Development
 16 Commission that the boundary amendment is reasonably necessary to the overall
 17 success of the Plan and to the elimination or prevention of blight within the area.

18 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
 19 ALBUQUERQUE:

20 Section 1. The City Council, after having conducted a public hearing,
 21 pursuant to the Code, finds that:

22 A. The amendment of the boundaries of the Railroad Metropolitan
 23 Redevelopment Area will aid in the elimination and prevention of blight or
 24 conditions which lead to the development of blight and is essential to the overall
 25 success of the redevelopment goals and objectives of the Alvarado Transportation
 26 Center Metropolitan Redevelopment Plan (the Plan); and;

27 B. For the foregoing reasons the Greyhound Bus Station property
 28 is hereby designated as appropriate for inclusion in the Railroad Metropolitan
 29 Redevelopment Area and is appropriate for a metropolitan redevelopment plan as
 30 defined in the Metropolitan Redevelopment Code; and

31 C. The boundaries of the Railroad Metropolitan Redevelopment
 32 Area is attached as Exhibit A, and made a part hereof, is approved in all respects.

1 **Section 2. If any section, paragraph, clause or provision of this Resolution**
 2 **shall for any reason be held to be invalid or unenforceable, the invalidity or**
 3 **unenforceability of such section, paragraph, clause or provision shall not affect**
 4 **any of the remaining provision of this Resolution.**

5 **Section 3. All orders and resolutions, or parts thereof, in conflict with this**
 6 **Resolution are hereby repealed: this repealer shall not be construed to revive any**
 7 **order, resolution, or part thereof, heretofore repealed.**

8 **Section 4. The selection of a master developer shall be subject to a**
 9 **competitive process requiring the approval of the master developer by the City**
 10 **Council.**

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r-130.myv

1 PASSED AND ADOPTED THIS 2nd DAY OF November, 1998
 2 BY A VOTE OF: 8 FOR 0 AGAINST.

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Alan B. Armijo
 Alan B. Armijo, President
 City Council

11 APPROVED THIS 25th DAY OF November, 1998

12 BILL NO. R-130

Jim Baca
 Jim Baca, Mayor
 City of Albuquerque

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18 ATTEST:
[Signature]
 19 City Clerk

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An aerial, black and white photograph of a city grid, likely Chicago, showing a dense pattern of streets and buildings. The image is used as a background for a document. The text 'APPENDIX C' is in the top right, and 'METROPOLITAN REDEVELOPMENT PLAN' and 'MC CLELLAN PARK PLAN' are at the bottom.

APPENDIX C

METROPOLITAN REDEVELOPMENT PLAN
MC CLELLAN PARK PLAN

McClellan Park Metropolitan Redevelopment Plan

(formerly McClellan Park Sector Development Plan)

Originally adopted as a dual Sector Development Plan and Metropolitan Redevelopment Plan in 1984
McClellan Park 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 Plan by the City Council on February 8, 1994
 City Enactment No. R-9-1984

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					
2/8/1984		R-9-1984	Adoption	Yes	Adoption of the McClellan Park Plan as the Metropolitan Redevelopment Area Plan
12/28/1989		R-225-1989	MRA Project	No	Addition of Project II, National Bank of Albuquerque Building Project
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					
2/8/1984		R-10-1984	Adoption	Yes	Adoption
5/1/1995	R-230	R-69-1995	Boundaries	No	Amends the boundaries of the McClellan Park Sector Development Plan and adopts zoning.

5/22/2000	R-00-21	R-50-2000	Boundaries	No	Amends the boundaries of the McClellan Park Sector Development Plan in association with adoption of the Downtown 2010 Sector Plan.
6/17/2002	R-01-284	R-57-2002	Zoning Uses	No	Adds a prohibition on new off-street commercial surface parking lots.
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.

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>.

MCCLELLAN PARK

METROPOLITAN REDEVELOPMENT PLAN

~~**AND**~~

~~**SECTOR DEVELOPMENT PLAN**~~

RANK III

FINAL DRAFT (REVISED)

OCTOBER 6, 1983

**PREPARED BY: PLANNING & REDEVELOPMENT DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT
DEPARTMENT - CITY OF ALBUQUERQUE**

**CONSULTANTS: FLATOW·MOORE·BRYAN & ASSOCIATES
ARCHITECTS PLANNERS**

ACKNOWLEDGEMENTS: Special Thanks To Those Of The
McClellan Park Community Who Participated In, And Provided Valuable
Contributions To The Development Of This Plan.

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CONTENTS

Introduction	3
A. Location	3
B. History	3
C. Purpose	5
D. Plan Interrelationships	6
I. Planning Process	9
II. Existing Conditions	13
A. Zoning	13
B. Land Use	13
C. Housing and Structural Conditions	13
D. Historic Preservation	18
E. Circulation and Parking	18
F. Public Improvements	24
G. Landscaping	29
III. The McClellan Park Plan: Metropolitan Redevelopment Plan Elements and Sector Development Plan Rationale	35
A. Zoning Concept	37
1. SU-3 Downtown Core	37
2. SU-2 McClellan Park District	41
3. SU-2 Downtown Neighborhood	44
B. Circulation	46
1. Vehicular	46
2. Transit and Pedestrian	49
C. Landscaping Concept	55
D. Public Improvements	59
E. Parking	61
F. Guidelines for Site Development Plan Review	63
G. Development Review Process	72
H. Financing	74
IV. McClellan Park District Sector Development Plan	79

Appendix

A.	Amendments to the Downtown Neighborhood Area Sector Development Plan	85
B.	McClellan Survey	87

Maps

Map Number

1	Location	4
2	Existing Zoning	14
3	Existing Land Use	15
4	Census Block Statistics	16
5	Housing Conditions	17
6	Historic Structures	19
7	Traffic Flow	20
8	Traffic Accident Concentration	22
9	Existing Bike & Bus Routes	23
10	Water Lines	25
11	Sanitary Sewer Lines	26
12	Existing Utility Line	27
13	Flood Hazard Areas	28
14	R-O-W Conditions	30
15	Landscaping Conditions	31
16	Zoning Concept	38
17	Zoning	39
18	Vehicular Circulation	47
19	Transit Circulation	51
20	Pedestrian Circulation	52
21	Landscape Concept	56
22	McClellan Park Block Numbers	64

Diagram

1	Typical Transition	67
2	Typical Solar Access - Block 12	68
3	Site Development Plan Review Process	73

INTRODUCTION

INTRODUCTION

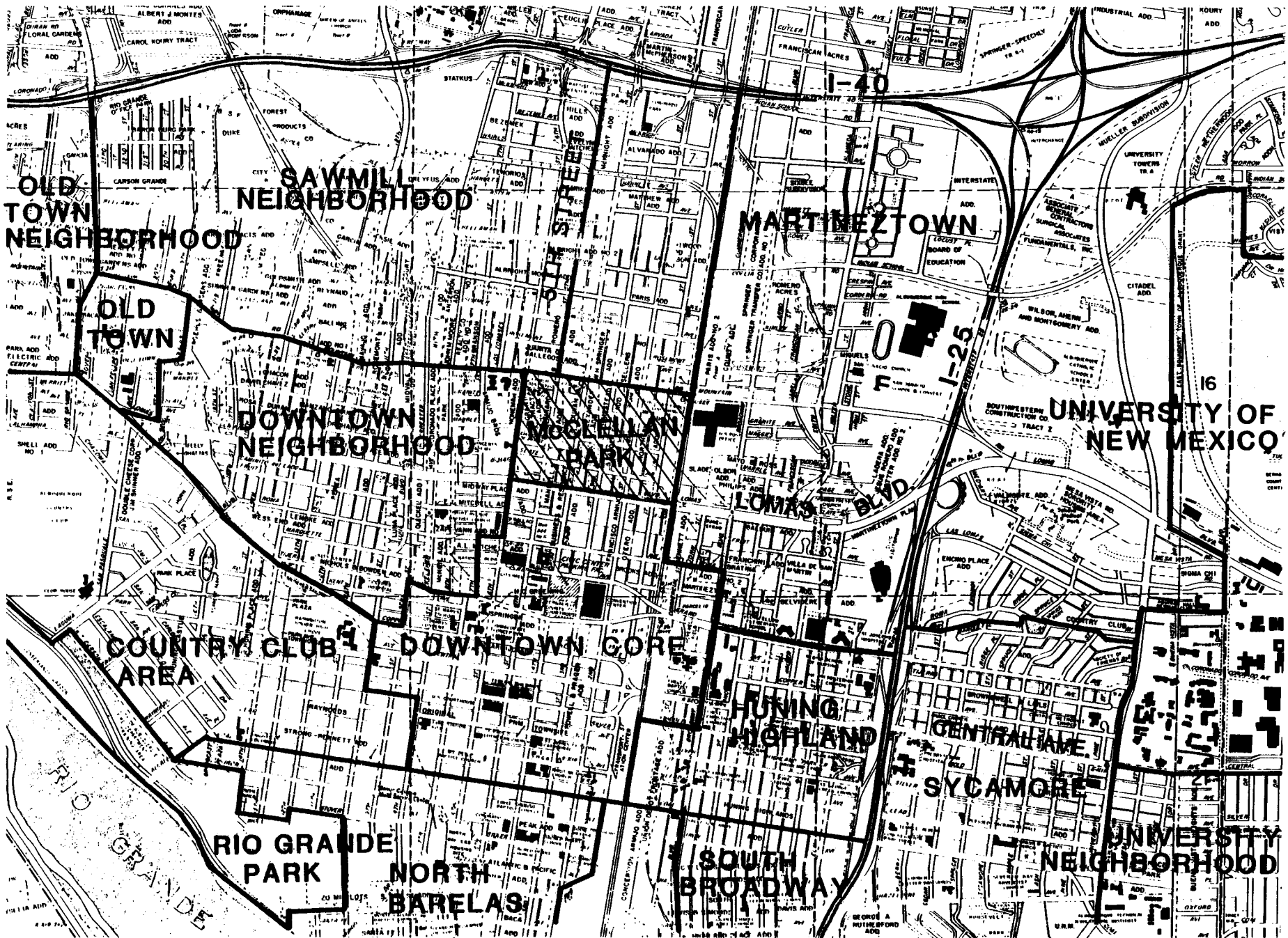
A. Location

The McClellan Park Planning Area consists of twenty-two blocks bounded on the south by Lomas Blvd., on the west by Sixth Street, on the north by Mountain Road, and on the east by the Santa Fe railroad tracks (See Map 1). Immediately to the south lies the Tijeras Urban Renewal Area, a district within the Downtown Core characterized by new office construction and emerging financial and government complexes. To the west lies the Downtown Neighborhood Area, an improving older neighborhood containing distinctive residences recently upgraded through a strong rehabilitation program. To the north, industrial and commercial uses are mixed with remnants of older housing stock. To the east of the railroad tracks lies Martineztown, one the oldest Spanish settlements in Albuquerque. The planning area, therefore, plays a pivotal role as a transition area between these extremely diverse neighborhoods and business districts.

B. History

The McClellan Park Area was originally developed in the early 1900's as a series of small residential subdivisions, with warehousing along the railroad tracks. From 1915 to 1925, a significant number of apartments and duplexes were built in the area. The block immediately west of McClellan Park contained several early apartment complexes, two of which remain: Anson Flats, and one of four original duplexes. As early as 1921, the neighborhood began to be traversed by major strip commercial corridors extending north from the downtown area along Fourth, Third and Second Streets. Residences, many of them less than 25 years old, were replaced by strip commercial businesses catering to automobile traffic, such as filling stations, stores and early supermarkets. In the years immediately after World War II, the warehouse district began to expand westward and, in conformance with M-1 and M-2 zoning imposed in 1954, the area near the railroad began to change over to light industrial uses.

During the last twenty years, the residential character of the neighborhood has continued to erode, with houses converted to businesses or demolished and replaced with commercial structures. Presently, only the northwest quadrant remains as a strongly residential enclave. The rest of the area has evolved into an often incompatible mix of uses ranging from single family



SOURCE :
DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT



LOCATION
MAP 1

homes to heavy manufacturing. These land use problems create uncertainty as to the area's future character, thereby discouraging investment and preventing the area from realizing its potential for relating to the Downtown Core.

C. Purpose

1. Response to Private Investment

This plan outlines the public role, commitments and specific steps to be taken in response to private investment in order to support and encourage continuing redevelopment by the private sector. The Plan commits the City to taking the lead in instituting development controls, upgrading the public environment, and providing financial incentives which can help stimulate spin-off effects. These steps are intended to provide the necessary certainty to the private sector regarding the area's future.

2. Completion of Redeveloping Urban Sector Planning

As shown on Map 1, the McClellan Park area and the area immediately to the north along the Fourth Street corridor is the only Redeveloping Urban area that is unplanned. The Albuquerque/Bernalillo County Comprehensive Plan and City Zoning Code stipulate that designated Redeveloping Urban Areas should be governed by Sector Development Plans in lieu of conventional zoning in order to address unique conditions and needs. Preparation of a re-zoning plan for the McClellan Park area is particularly important due to the severity of incompatible land use problems and the area's importance as a major activity center immediately adjacent to the present Downtown Core.

3. Urban Center Expansion

As discussed in the Zoning Concept (Part III A. 1 of this Plan), Downtown Core expansion north to Mountain Road may be needed and justified in order to provide sites over the long-term for a continuing and expanding redevelopment program, to provide an area more comparable in size to the City's other major Urban Center, and to build on the importance of Downtown's centralized location in the City's growth pattern and its excellent accessibility. This Plan is therefore needed to provide a cohesive framework for guiding redevelopment and to ensure infrastructure support adequate to accommodate potential urban

center scale growth. The significant private investment on the part of First City makes the public objective of Downtown Core expansion more feasible and desirable by setting an Urban Center standard for development character and quality.

D. Plan Interrelationships

The McClellan Park Metropolitan Redevelopment Plan provides the rationale for zoning changes implemented through revisions to the Downtown Neighborhood Area Sector Development Plan and the Downtown Core Interim Sector Development Plan, and through creation of a special McClellan Park District Sector Development Plan. The Metropolitan Redevelopment Plan also provides standards for the review and approval of Site Development Plans as required for individual premises by the proposed zoning. These review standards are incorporated by reference in the McClellan Park District SU-2 zoning regulations.

PLANNING PROCESS

I. PLANNING PROCESS

Planning concepts and recommendations were derived from three sources:

(1) The Albuquerque/Bernalillo County Comprehensive Plan, which provided a general framework and long term perspective for considering the basic issue of expanding the boundaries of the Downtown Core Urban Center and defining its character.

(2) Research of existing conditions - During the spring of 1983, Redevelopment Planning staff undertook field surveys of land use, public right-of-way conditions, landscaping, and housing conditions. Data obtained from the 1980 U.S. Census provided a demographic profile of area residents. In addition, during the course of plan development, City operating agencies including the Departments of Municipal Development, Transportation, Transit, and Water Resources contributed information on drainage, traffic flow, accident patterns, and public utilities. This information was addressed and expanded by the Development Review Board on May 24, 1983 in their preliminary review of plan concepts.

These various sources provided a complete information base from which to identify area problems and development opportunities subsequently addressed by the plan.

(3) Neighborhood Involvement - Neighborhood residents and property owners have contributed to the development of this plan both through informal meetings with staff and through the formal mechanisms of area meetings and a survey of residents and property owners (See Appendix B).

At the first meeting, held on February 8, 1983, staff presented information on existing conditions and distributed the survey questionnaire to which 50% of those attending responded. The first draft of the McClellan Park Plan was presented at the second area meeting on May 5, 1983. This draft was subsequently refined based on neighborhood response and the other planning considerations described above, and the final draft presented to property owners and residents on July 26, 1983.

At a preliminary Study Session on June 23, 1983, the Environmental Planning Commission (EPC) expressed the following concerns related to the proposed expansion of SU-3 zoning, and the final draft has been revised accordingly:

(1) The EPC felt that the area exhibits a need for more land use controls than the present Downtown Core SU-3 zone would provide, particularly in order to phase out those heavy commercial and industrial uses and instances of unsightly outdoor storage which are clearly incompatible adjacent to the City's major Urban Center.

(2) The EPC did not respond favorably to a proposal for a phased, incremental approach to SU-3 zoning based on conformance to specified development criteria, feeling that this would constitute a piecemeal approach less likely to achieve the plan's over-all development objectives. Rather, the Commission felt that the Plan should actually accomplish re-zoning, so that re-zoning issues can be considered comprehensively and in relationship to the conceptual framework provided by the plan. Case-by-case zoning decisions could weaken the sector plan's strength as a legal re-zoning tool by removing those decisions from the rational context provided by the planning process.

EXISTING CONDITIONS

II. EXISTING CONDITIONS

A. Zoning

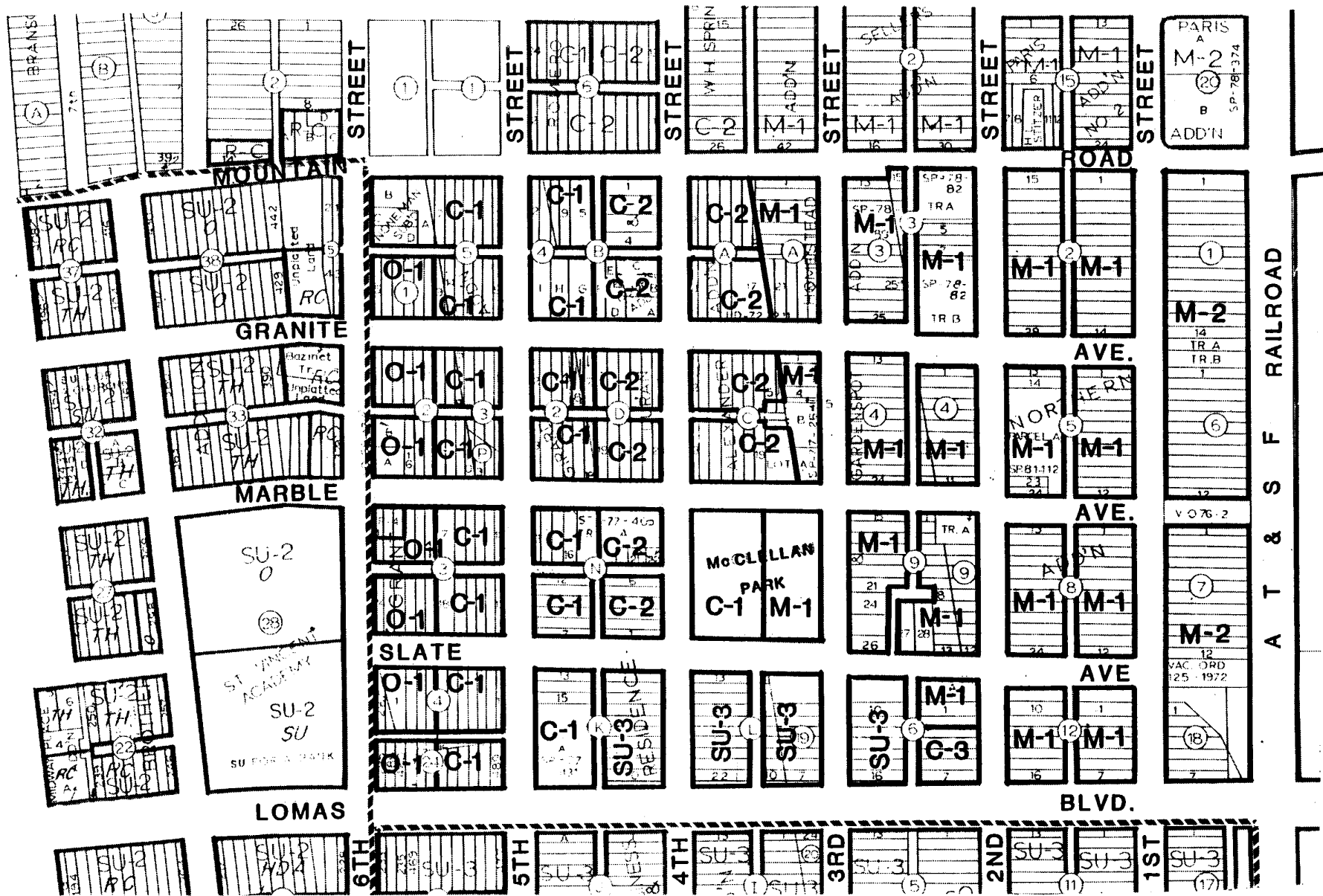
The existing zoning in the McClellan Park area was imposed in 1954 with the enactment of city-wide zoning. The pattern of zoning established in the area at that time consisted of the most intense land use designation, M-2, bordering the railroad tracks with a gradual transition from M-1 to C-2 to C-1 to O-1 moving westerly to Sixth Street (See Map 2). The zoning decision of 1954 reflected a vision of this area ultimately becoming a high intensity industrial and commercial area closely related to the Downtown Core. This early zoning of the McClellan Park area remains generally intact today.

B. Land Use

The 1954 zoning dramatically altered the neighborhood's residential character and resulted in the mixed land use pattern existing today (See Map 3). Land use generally reflects the intensity of zoning categories, transitioning from heavy industrial uses on the east to lower scale office and residential uses on the west. The eastern side of the area from Second Street to the railroad tracks follows a fairly strong, reasonably homogeneous industrial-commercial pattern; Fourth Street remains as a retail-service-commercial strip; and remnants of the residential neighborhood that existed have been confined primarily to the area west of Fourth Street. The remainder of the area is generally chaotic in its land use mix, with numerous situations of incompatible land uses as older homes are wedged in the middle of a light to heavy industrial environment. Currently, warehouse-factory buildings account for approximately half of the uses between the railroad tracks and Fourth Street, with most of the other businesses oriented to the automobile, such as auto supply or repair shops. Only the area west of Fourth Street retains its predominantly residential use and appearance.

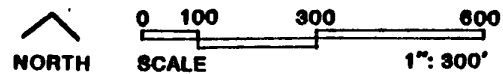
C. Housing and Structural Conditions

According to 1980 Census information, 64% of the housing stock that remains in the McClellan Park area is renter-occupied (See Map 4). A recent building condition survey undertaken by the City Municipal Development Department (See Map 5) indicates that approximately 40% of the housing stock in the area is neglected, needing major or minor repairs. Although the area west of Fourth Street is predominantly residential, it lacks residential zoning; therefore, homes are currently not eligible for city-sponsored rehabilitation programs.



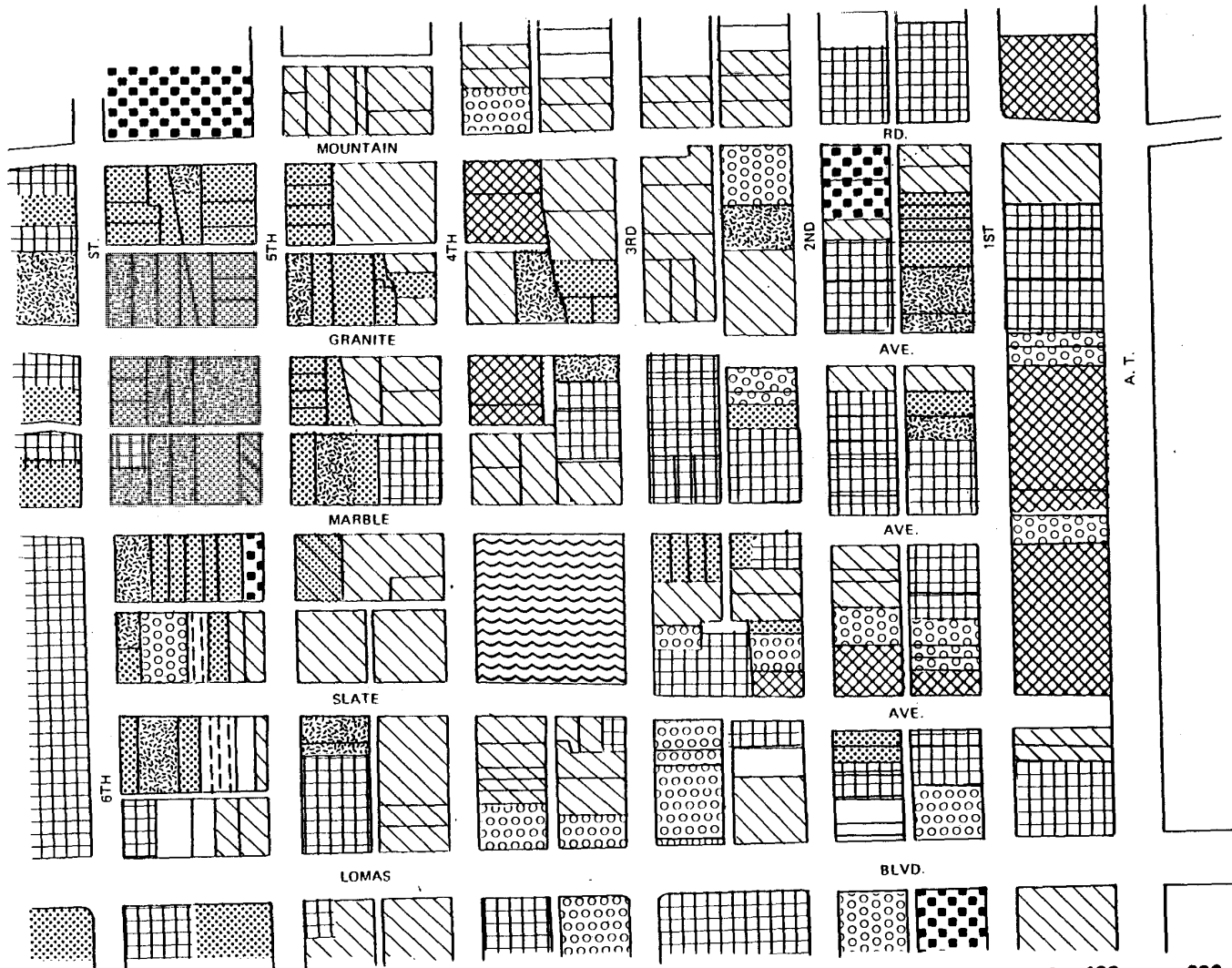
- | | |
|----------------------------------|--------------------------------|
| C-1 NEIGHBORHOOD COMMERCIAL ZONE | M-1 LIGHT MANUFACTURING ZONE |
| C-2 COMMUNITY COMMERCIAL ZONE | M-2 HEAVY MANUFACTURING ZONE |
| C-3 HEAVY COMMERCIAL ZONE | SU-2 SPECIAL NEIGHBORHOOD ZONE |
| O-1 OFFICE/INSTITUTIONAL ZONE | SU-3 SPECIAL CENTER ZONE |

SOURCE: ALBUQUERQUE/BERNALILLO COUNTY PLANNING DIVISION

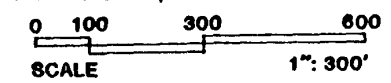


EXISTING ZONING

MAP 2

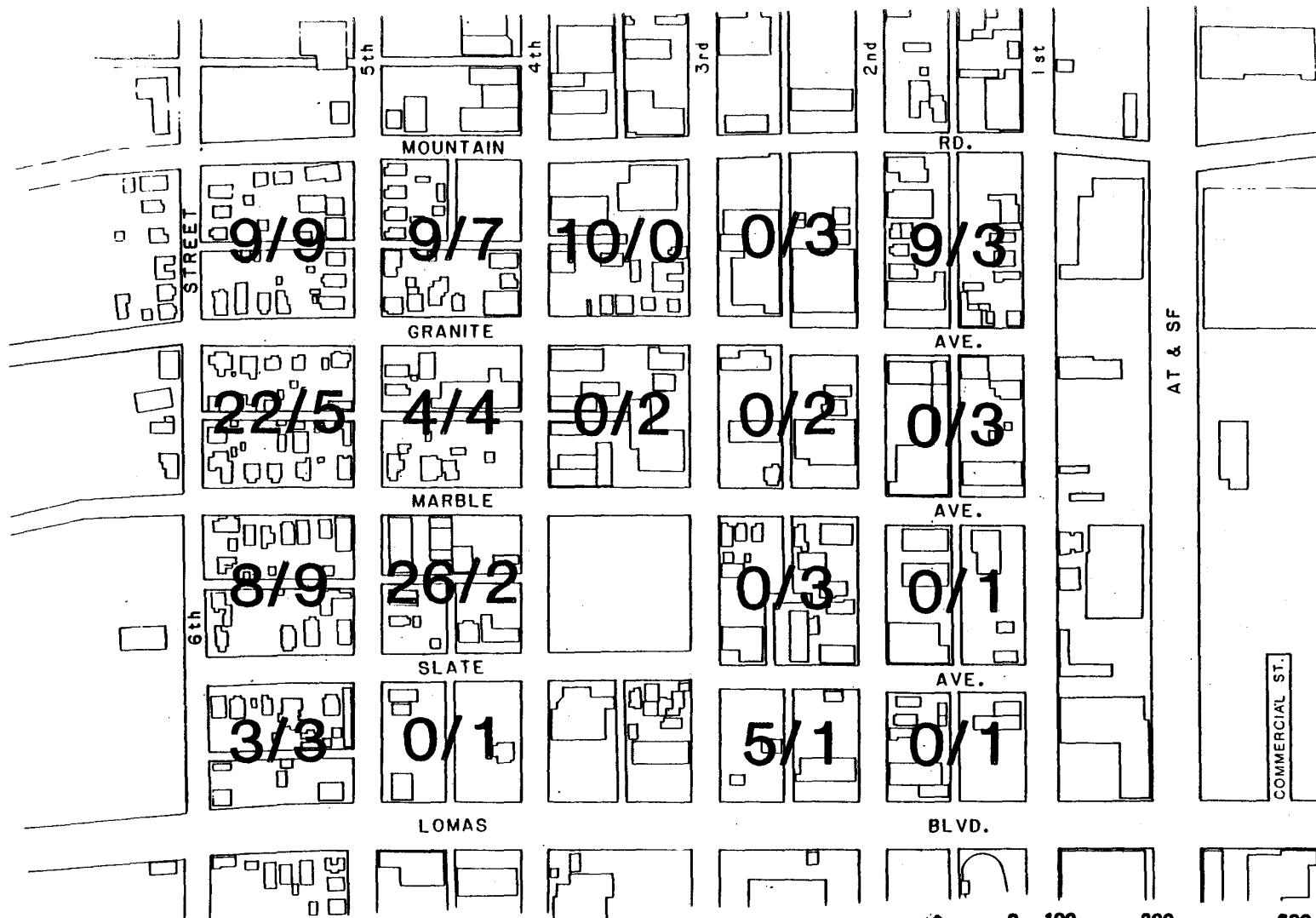


- SINGLE FAMILY
 - 2-4 FAMILIES
 - OVER 4 FAMILIES
 - SERVICE
 - RETAIL
 - HEAVY COMMERCIAL
 - PUBLIC INSTITUTIONAL
 - OPEN GREEN
 - PARKING
 - VACANT
 - OFFICE
- SOURCE: ALBUQUERQUE COMMUNITY AND ECONOMIC DEVELOPMENT DEPT.



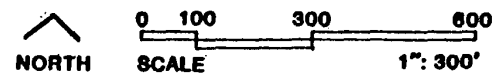
EXISTING LAND USE

MAP 3



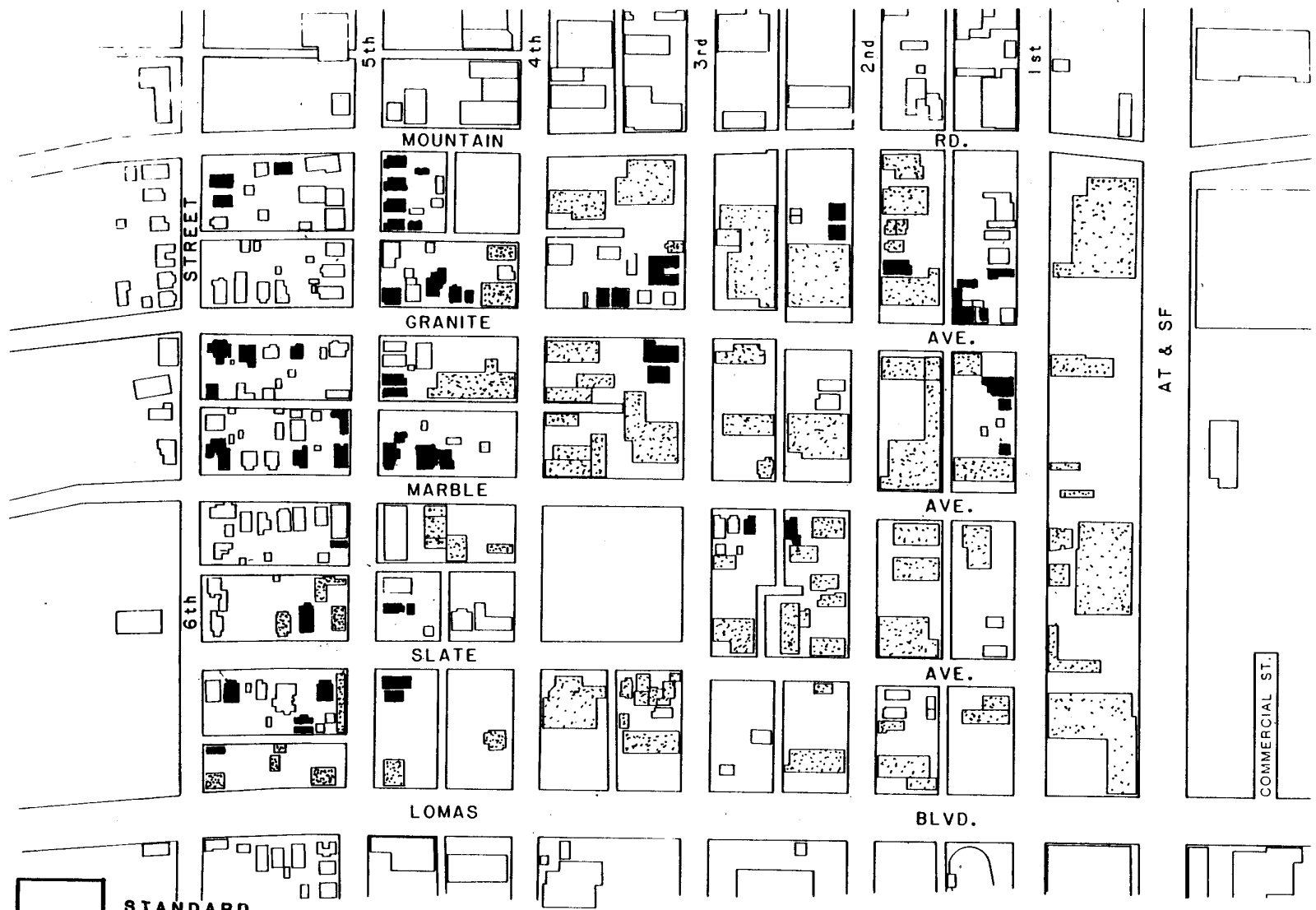
$\frac{0}{0}$ RENTER OCCUPIED HOUSING UNITS
 $\frac{0}{0}$ OWNER OCCUPIED HOUSING UNITS

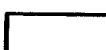


SOURCE: 1980 UNITED STATES CENSUS



CENSUS BLOCK STATISTICS

MAP 4



-  STANDARD
-  AT LEAST MINOR REPAIRS NEEDED (SUB-STANDARD)
-  COMMERCIAL STRUCTURES

SOURCE: MUNICIPAL DEVELOPMENT DEPARTMENT, CODE
 ADMINISTRATION DIVISION WINDSHIELD SURVEY. 2/83.

HOUSING CONDITIONS

MAP 5

Age of structures is also a good indicator of structural conditions. As shown on the table below, the area contains a large number of older buildings.

AGE OF STRUCTURES*

<u>AGE</u>	<u>NUMBER</u>	<u>PERCENTAGE</u>
OVER 75 YEARS OLD	7	3%
FROM 75 to 50 YEARS OLD	140	58%
FROM 50 to 30 YEARS OLD	30	12%
LESS THAN 30 YEARS OLD	66	27%

*Source: Sanborn Maps

Out of the 243 structures in this area, 3% are over 75 years old, 61% are over 50 years old, and a total of 73% are over 30 years old. Only 66 structures or approximately one-fourth of the total are less than 30 years old. Thus a substantial majority of the buildings are likely in need of rehabilitation due to their age.

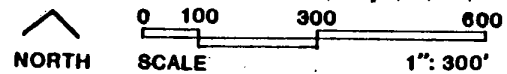
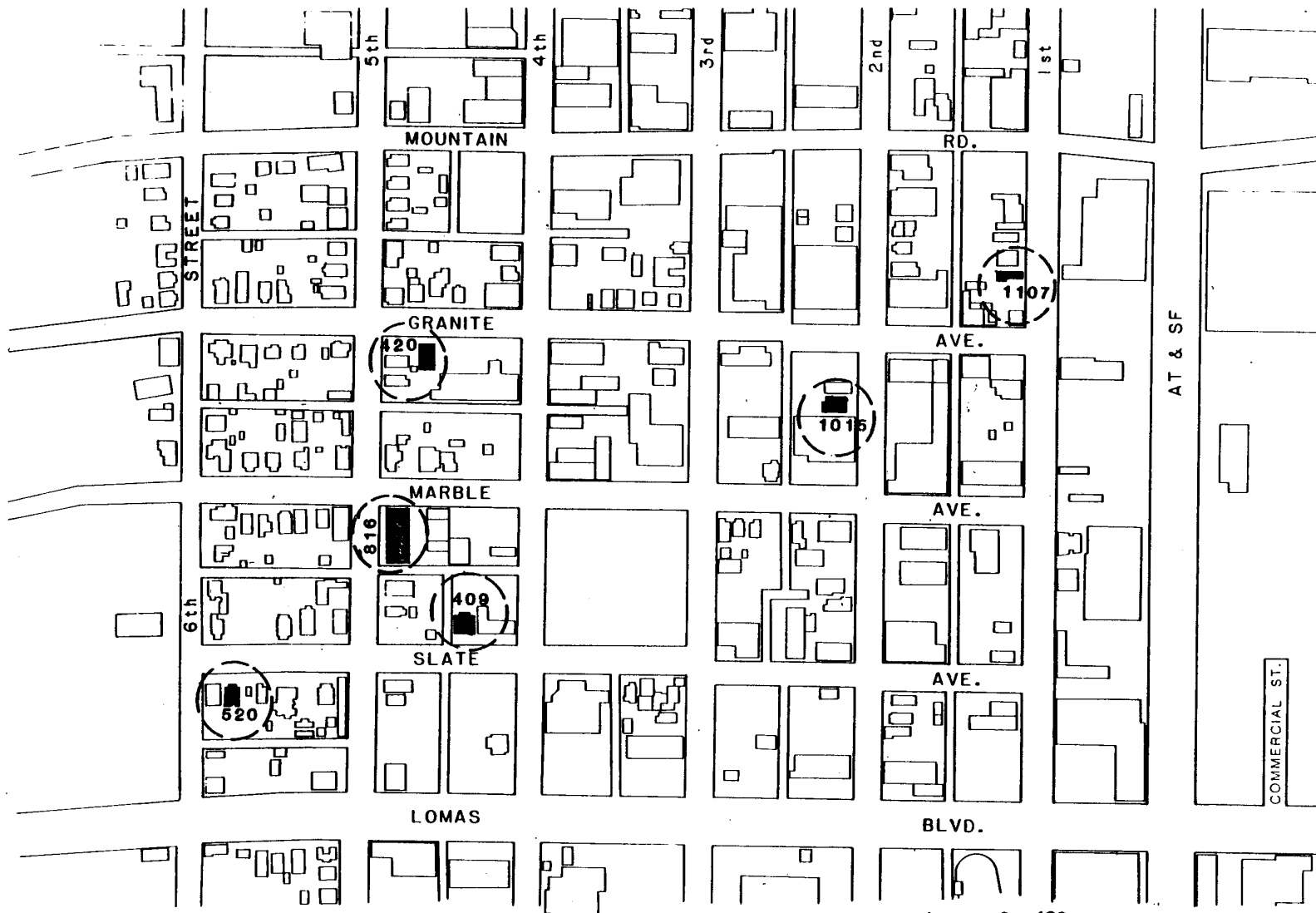
D. Historic Preservation

Even though 147 of the structures are more than 50 years old, only 21 of these have local historic significance (8% of the total), and only 6 (2%) are historically significant enough to be eligible for the State or National historic registers, according to the Albuquerque Historic Landmarks Survey (See Map 6). The few buildings concentrated in the area between Fourth and Sixth have more potential for preservation.

Compared to the bordering Downtown Neighborhood Area (DNA), the area east of Fourth Street offers limited opportunity for historic preservation and urban conservation with the major exception of McClellan Park itself, which was developed as part of early residential subdivisions in the early 1900's. The park provides the strongest opportunity to maintain a meaningful linkage of the area to its historic past.

E. Circulation and Parking

The McClellan Park area is impacted heavily by north-south vehicular traffic with five of its six north-south streets providing major access to the downtown area from the north (See Map 7). Fourth Street, which statistically

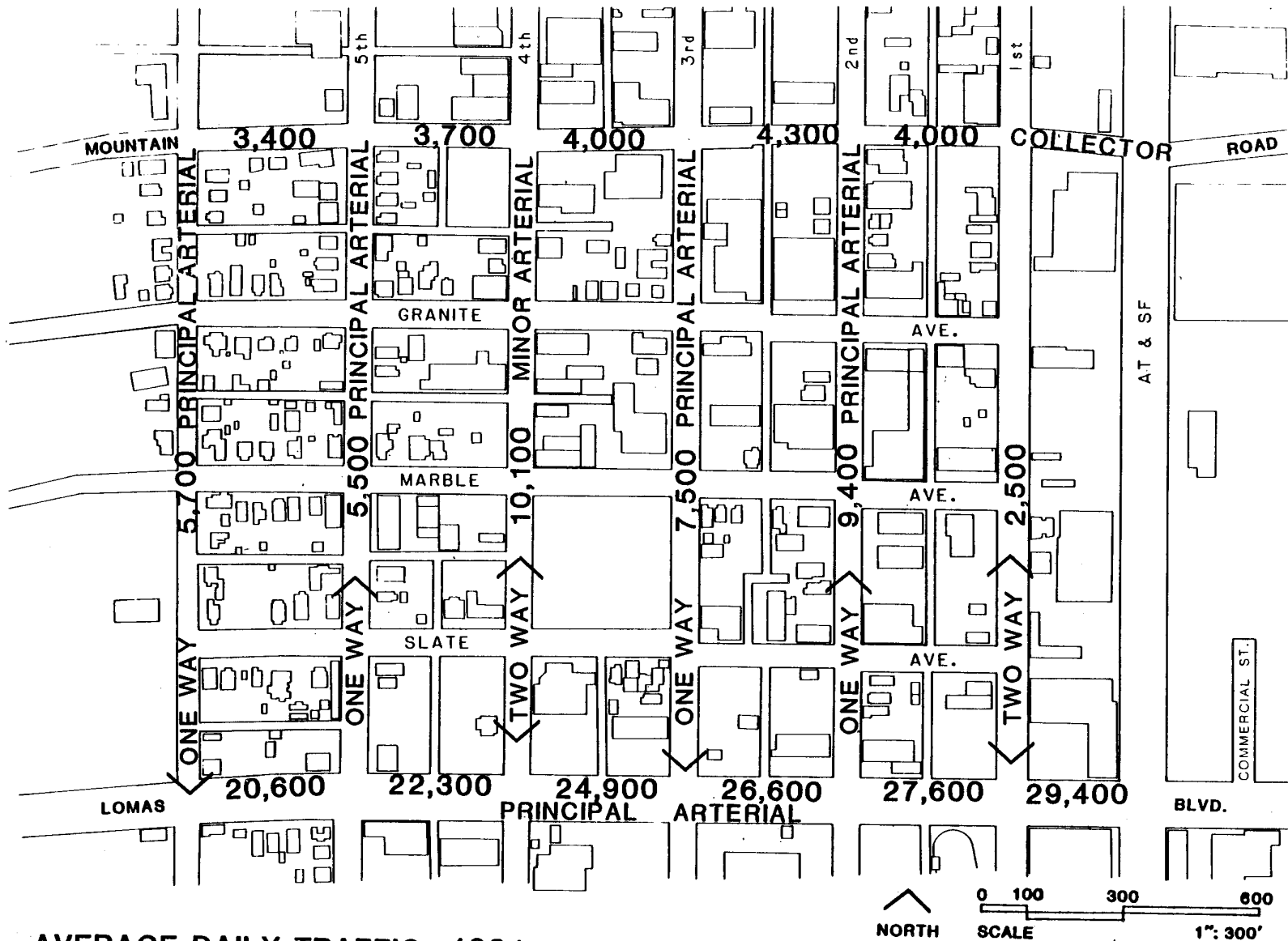


■ NATIONAL/STATE SIGNIFICANCE

SOURCE: ALBUQUERQUE HISTORIC LANDMARK SURVEY

HISTORIC STRUCTURES

MAP 6



AVERAGE DAILY TRAFFIC - 1981

**SOURCE: MIDDLE RIO GRANDE COUNCIL
OF GOVERNMENTS OF NEW MEXICO**

TRAFFIC FLOW

MAP 7

is the most heavily traveled north-south street, also continues to perform its historic strip-commercial function, while Second, Third, Fifth and Sixth Streets function primarily as carriers of through traffic. In contrast, the east-west streets are lightly traveled and serve primarily local traffic. These streets are generally too narrow to accommodate the large trucks needed to service the industrial area on the eastern edge, and this traffic circulation problem is exacerbated by the large amount of on-street parking.

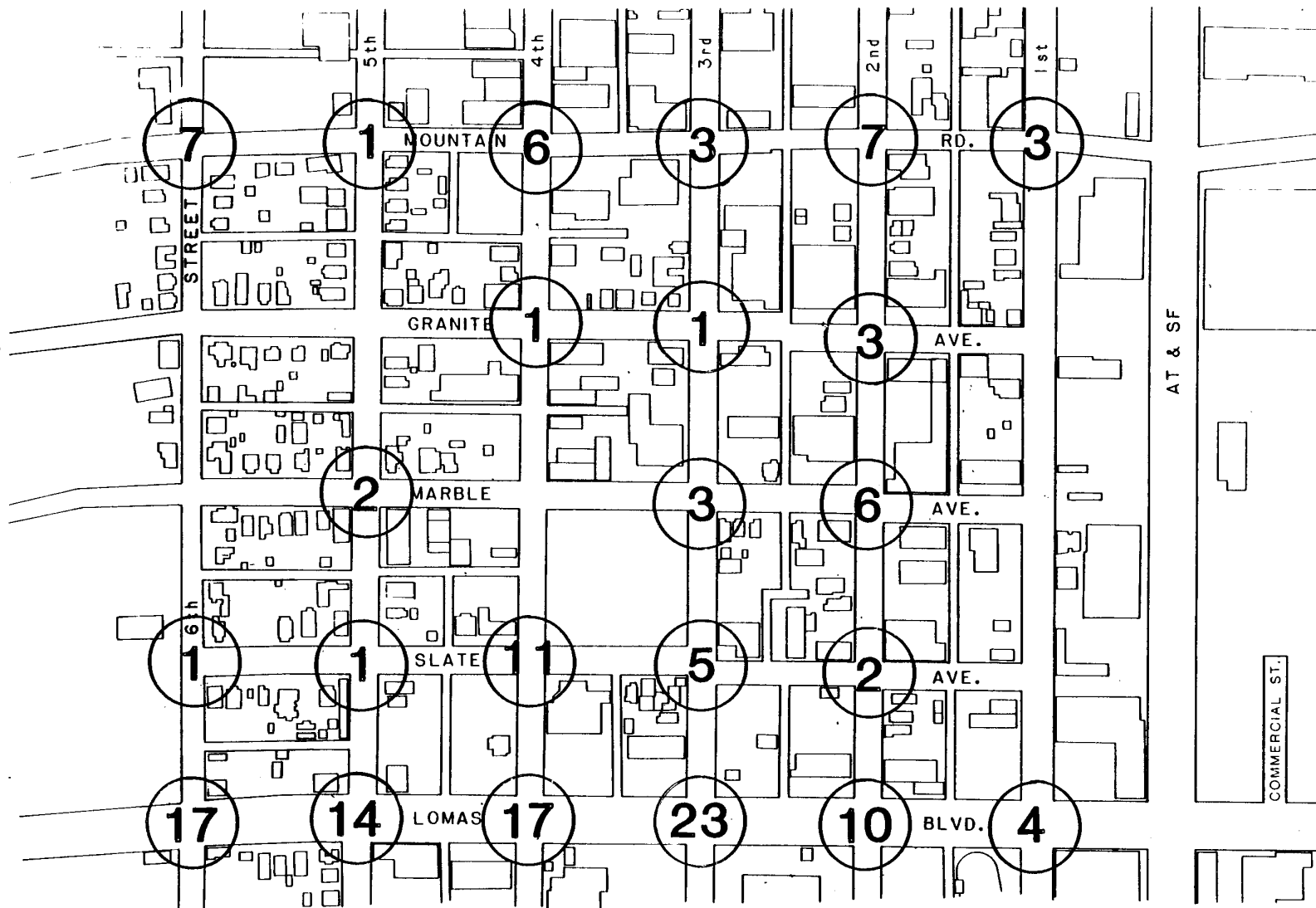
Many lots in the McClellan Park area were originally platted for single-family residential purposes and are therefore inadequate to accommodate parking needs of the newer commercial and industrial activities. Because many of the existing commercial buildings were constructed prior to off-street parking requirements, their parking needs are largely met through on-street parking. Even for owners who desire to provide parking on-site, the common configuration of older buildings on small lots makes this difficult. Because many of the businesses are auto-oriented or served by trucks, the lack of sufficient on-site parking impairs their potential for expansion. As a result of these land use and platting conditions and heavy use of the area for Downtown employee parking, the area experiences severe parking problems. The high demand for on-street parking and the narrowness of the east-west streets also create local traffic congestion problems, making the area less attractive for pedestrians.

Some of the on-street parking available is not useable. Portions of the Fourth Street curb are much higher than the street pavement, making the opening of car doors on the curb side difficult.

An investigation of traffic accidents in the area shows that the majority of accidents occur at the intersection of major north-south streets with Lomas Blvd. (See Map 8).

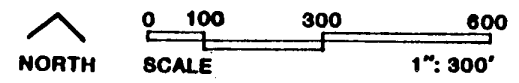
Pedestrian movement in the area appears to be very restricted due to traffic movement and parking problems, although McClellan Park provides an amenity around which to organize development more sensitive to and encouraging of pedestrian use.

City bus service to the area is provided along Fourth Street and Lomas Blvd. from Third Street to Sixth Street (See Map 9). There are several existing designated bike routes within the area. A northbound bike route has been established on Second Street, a southbound bike route on Third Street, and an east-west bikeway on Mountain Road.



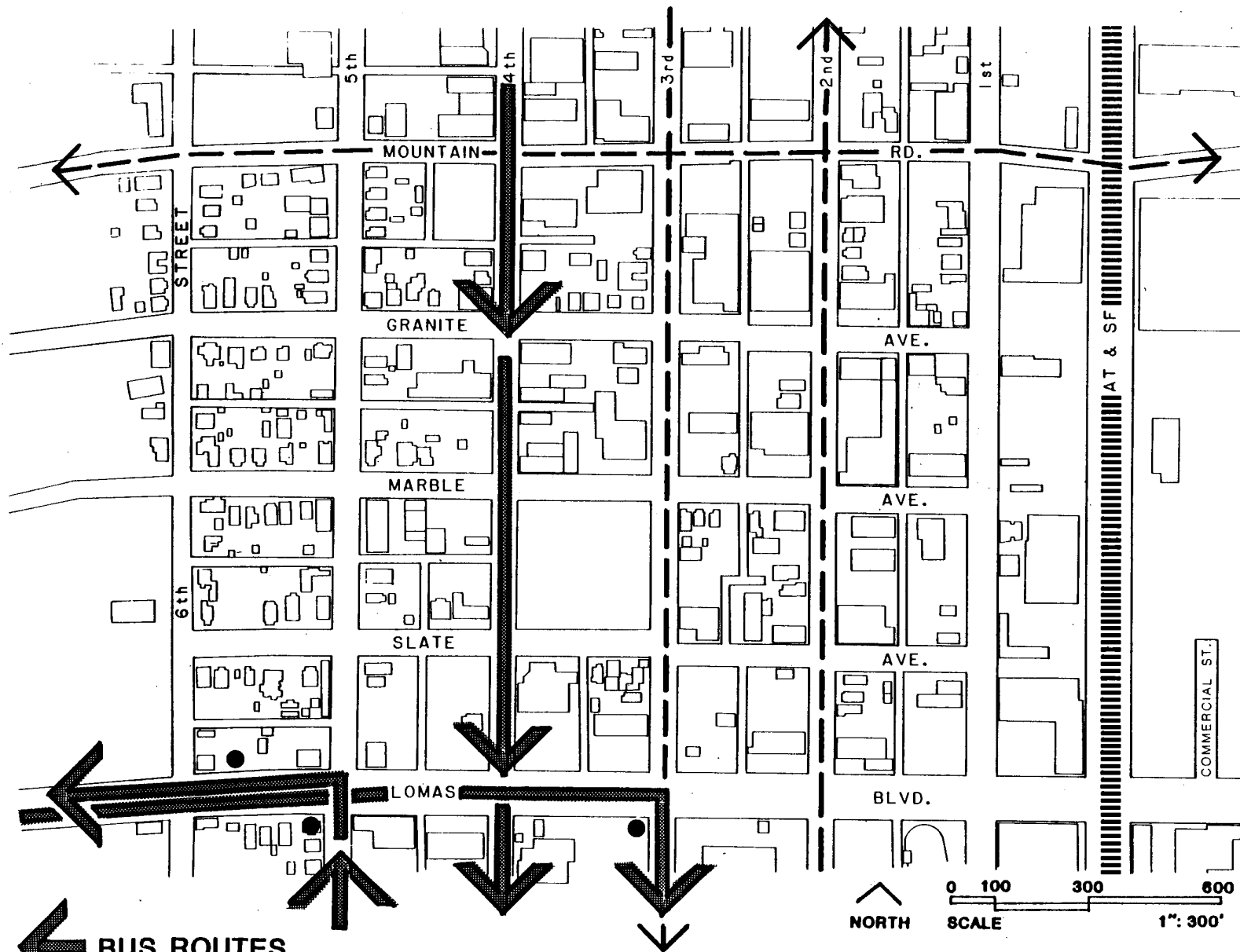
0 ANNUAL TRAFFIC ACCIDENT
FREQUENCY - 1982

SOURCE:
ALBUQUERQUE TRAFFIC
ENGINEERING DIVISION



TRAFFIC ACCIDENT CONCENTRATION

MAP 8



← BUS ROUTES
 ← BIKE ROUTES
 ■■■■ RAILROAD
 ● BUS STOPS

SOURCE: CITY OF ALBUQUERQUE TRANSPORTATION DEPARTMENT

EXISTING BUS & BIKE ROUTES

MAP 9

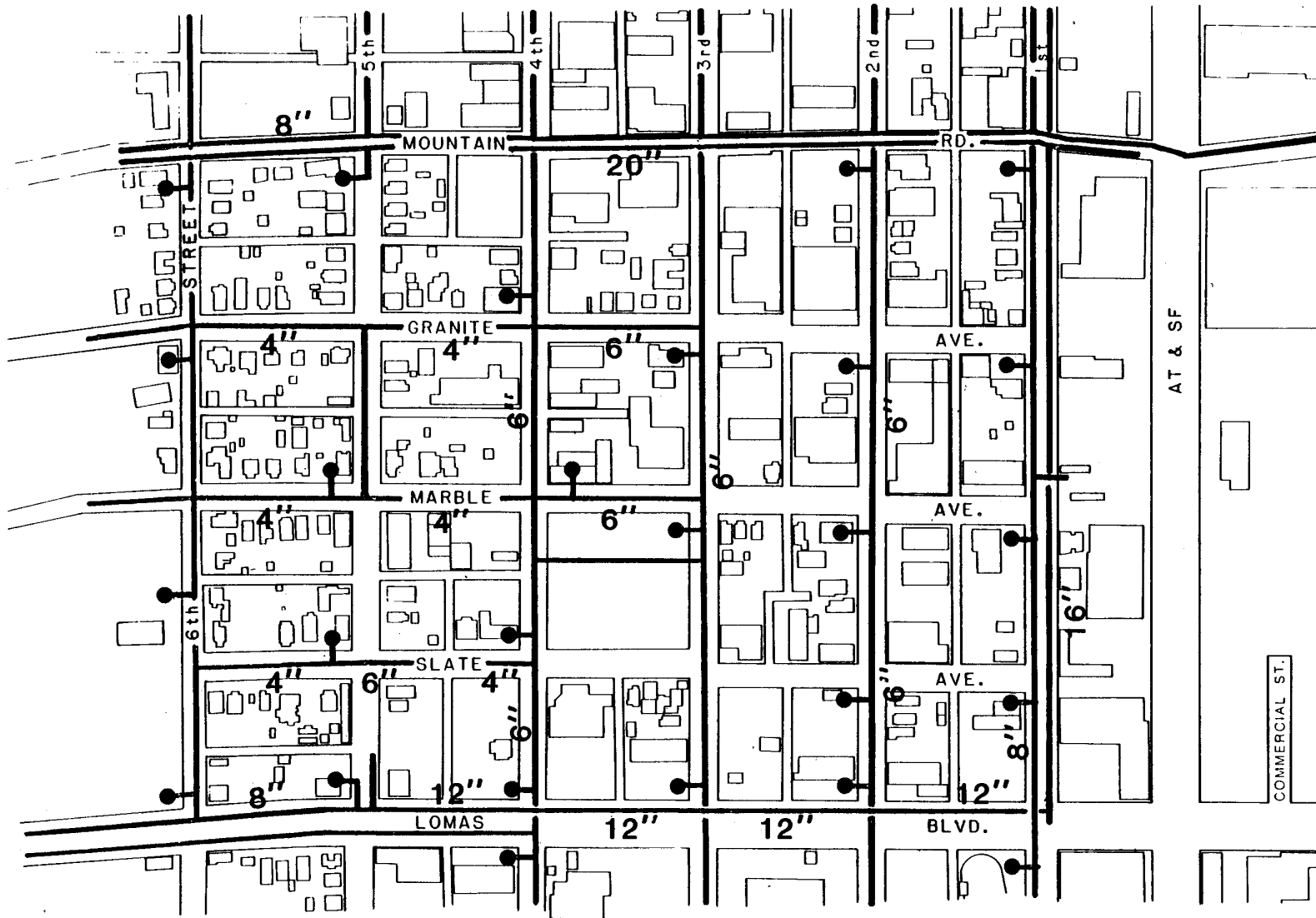
F. Public Improvements - Utilities, Drainage, Sidewalks, and Alleys

Maps 10 and 11 show existing water and sanitary sewer lines in the area. While there is adequate service of these utilities for existing development, new more intense use in the future would require a substantial upgrading of existing lines. The four-inch lines west of Fourth Street in Granite, Marble and Slate are fairly old steel lines, which need to be replaced with ductile iron lines. The lines on the east side of Fourth are neither old nor undersized. However, additional "looping" to interconnect lines on the east-west cross streets with those on the north-south streets may be necessary to provide adequate fire protection, particularly for new development.

Two major electric facilities are located along Lomas at First and Third (See Map 12). Major facilities along Lomas intrude visually on a primary entrance to Downtown. Undergrounding of small distribution lines and relocation of major facilities may be necessary over the long term to achieve a desirable urban center character in keeping with the Downtown Core.

The flood hazard area map (Map 13) shows that a hundred year flood would largely affect the eastern portion of the area. Flooding occurs on First, Second and Third Streets along with portions of Mountain Road and Lomas Blvd. The area within the plan boundaries has problems in common with general drainage problems characteristic of the Rio Grande valley, which is isolated hydrologically from the Heights by the north and south diversion channels and I-25 on the east. The area has little slope, and the flooding conditions indicated on the map are caused by (a) inadequate and out-dated storm sewer line sizes originally constructed at less than minimum slope standards, and (b) inadequate downstream storm sewer capacity, due to the over-taxed street and storm sewer system generally existing in the valley.

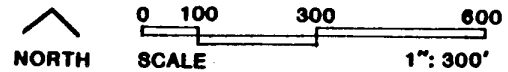
Specific drainage improvements and site development procedures can reduce or eliminate the threat of flooding. A new storm sewer line on Lomas from Eighth Street to Broadway, proposed in the Albuquerque Master Drainage Study, would help to eliminate flooding at the intersection of Broadway and Lomas and on First, Second and Third Streets. Proposed improvements connecting the Third Street to Eighth Street systems would also reduce the threat of flooding. These improvements are programmed to take place in 5-10 years if funded as proposed through the CIP process at a cost of approximately \$1.4 million.



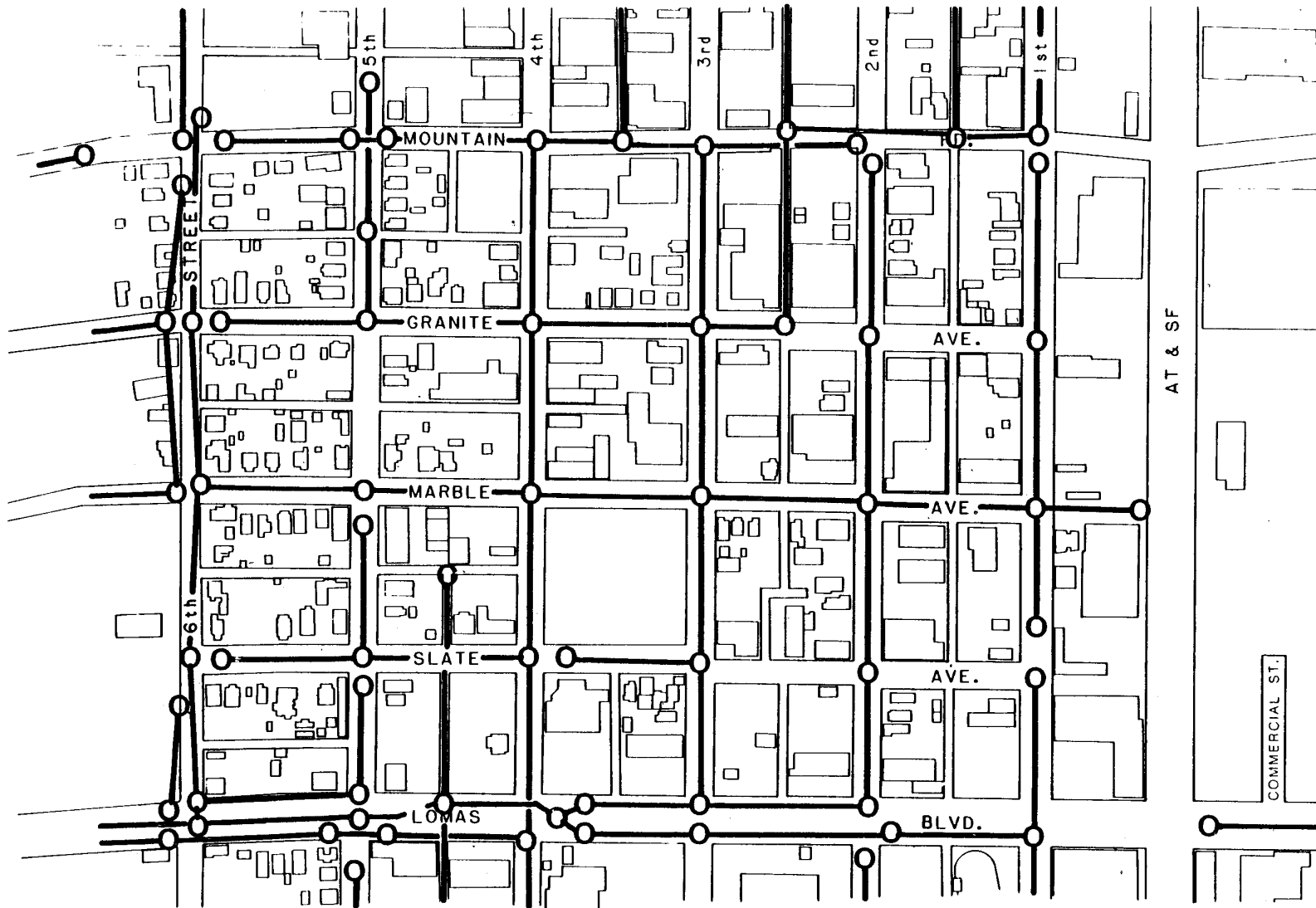
● — FIRE HYDRANT

— WATER MAIN TRANSMISSION LINE

SOURCE: ALBUQUERQUE WATER RESOURCES DEPARTMENT



WATER
MAP 10

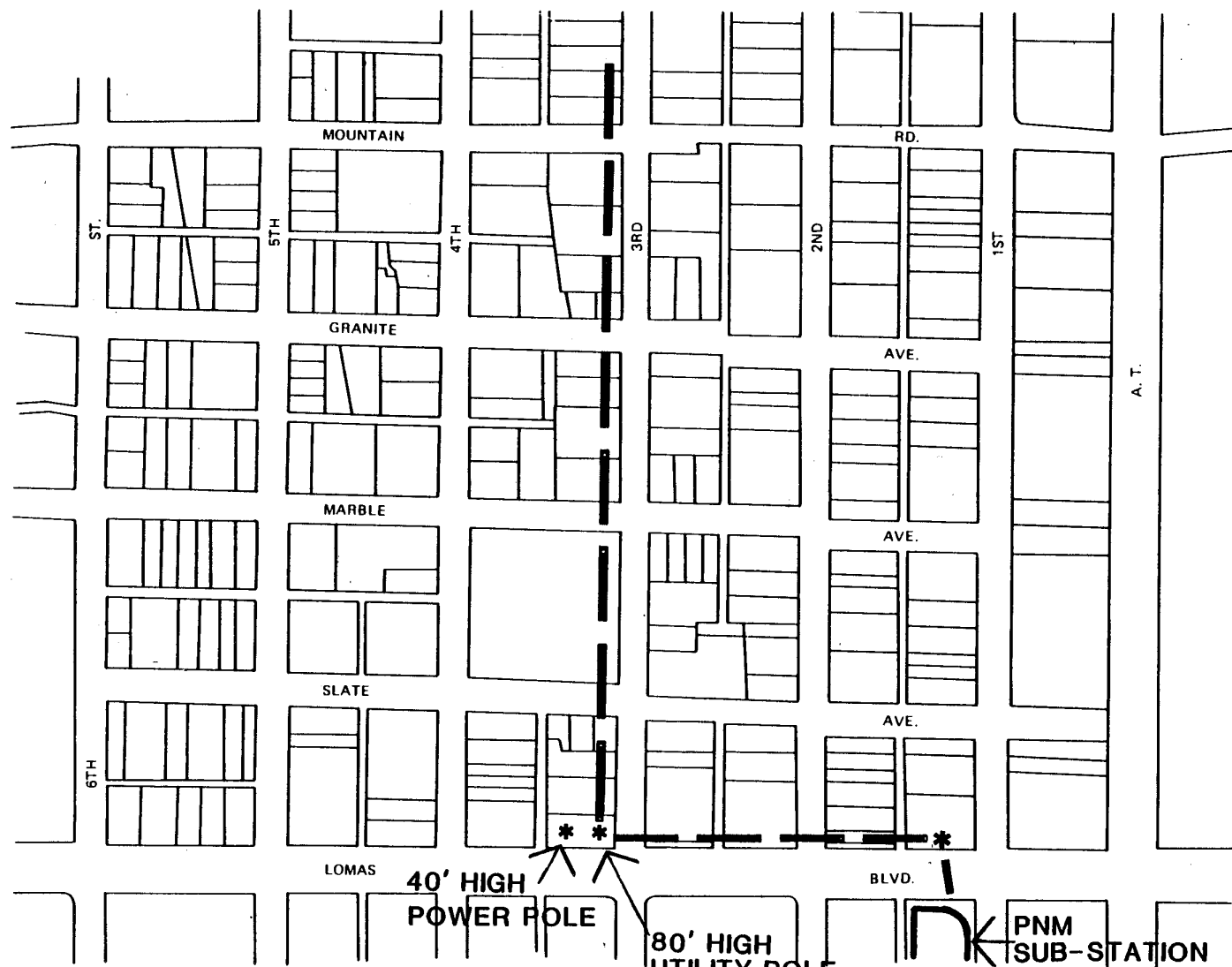


○ — MANHOLE

— SANITARY SEWER LINE

SOURCE: ALBUQUERQUE WATER RESOURCES DEPARTMENT

SANITARY SEWER MAP 11



— — — — — EXISTING HIGH VOLTAGE TRANSMISSION LINE

--- EXISTING UTILITY LINE

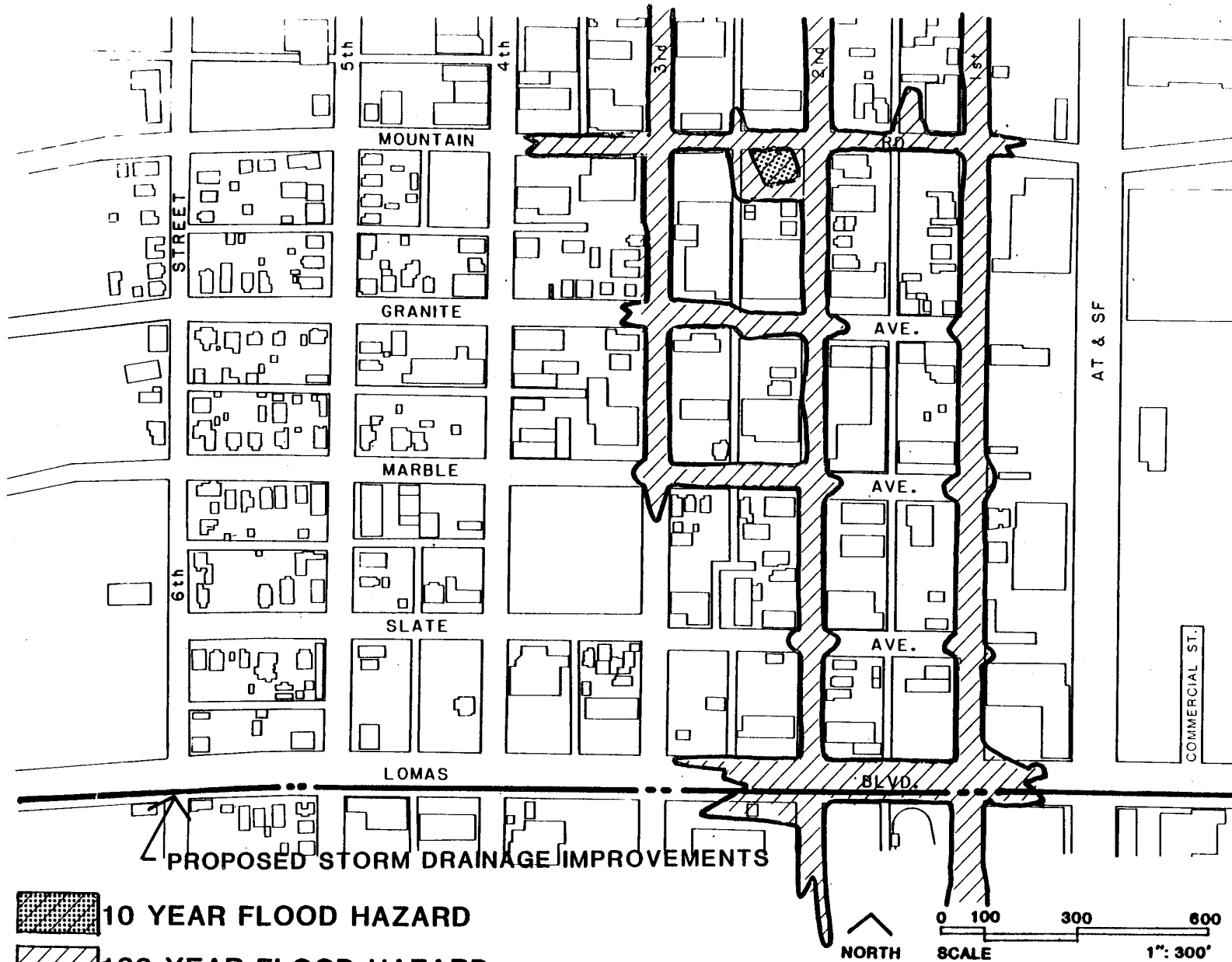
40' HIGH POWER POLE

80' HIGH UTILITY POLE

PNM SUB-STATION

0 100 300 600
SCALE 1" = 300'

NORTH



SOURCE: ALBUQUERQUE MASTER DRAINAGE STUDY

FLOOD HAZARD AREA

MAP 13

In addition, the City's 1982 Drainage Ordinance requires drainage plans for all building permits, site development plans, and landscaping plans. Due to the lack of downstream capacity for this area, in most cases new construction will require detention on site.

According to a field survey recently undertaken by the Department of Community and Economic Development, the McClellan Park area contains a substantial number of unpaved alleys and substandard sidewalks - either in deteriorated condition or in some cases with sidewalks or curbs completely missing (See Map 14). On and between Fifth and Sixth Streets, problems include broken and cracked pavement, buckling sidewalk sections and crumbling or missing curbs. Since this area is predominantly residential, these substandard conditions are especially hazardous. Throughout the proposed redevelopment area, broken sidewalks and areas with no sidewalks can be found. As shown on Map 14, over ten half-block sections in the area between Fourth and First Streets have no sidewalks, including sections on First Street, Mountain Rd., Granite and Slate. Several corners in this area have crumbling or missing curbs. Along First Street, remnants of an attractive dark brick sidewalk can be seen.

Ten alleys in this area used frequently by both residents and commercial owners are unpaved; these include five of the east-west alleys between Sixth and Fourth and almost all four blocks of the north-south alley between First and Second from Lomas to Mountain Road.

G. Landscaping

While most of the existing sidewalks in the area are at least six feet wide and set back at least three feet, there is very little sidewalk landscaping. As shown on Map 15, only one block has sidewalk landscaping on all sides, and the remaining blocks have at least one section with no landscaping. Of the sixteen small to medium size parking lots in the area, fourteen have no landscaping.

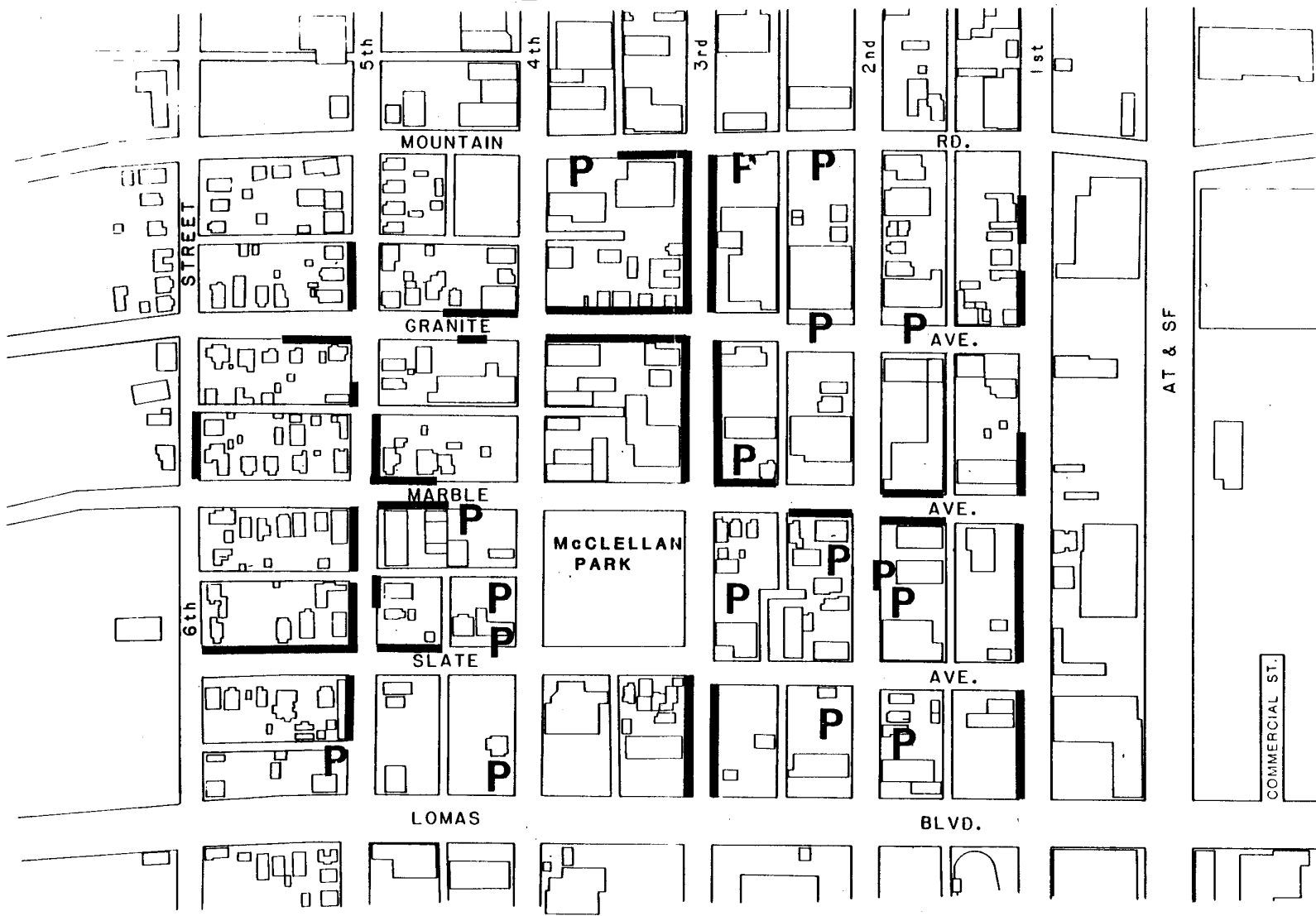


- DETERIORATED SIDEWALKS
- UNPAVED ALLEYS
- DETERIORATED CURB
- NO SIDEWALK

SOURCE: COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT FIELD SURVEY

R.O.W. CONDITIONS

MAP 14



NO LANDSCAPING IN SETBACK BETWEEN STREET AND SIDEWALK R.O.W.

NO LANDSCAPING IN PARKING LOT **P**

SOURCE: COMMUNITY AND ECONOMIC DEVELOPMENT FIELD SURVEY

LANDSCAPING CONDITIONS

MAP 15

**METROPOLITAN
REDEVELOPMENT PLAN**

III. THE McCLELLAN PARK PLAN: METROPOLITAN REDEVELOPMENT PLAN ELEMENTS AND SECTOR DEVELOPMENT PLAN RATIONALE

Goals

1. Allow limited expansion of the Downtown Core so as to provide adequate sites for large scale redevelopment projects which are needed to strengthen the employment and tax base of the center city and encourage it to assume a larger urban function within the metropolitan area.
2. Encourage high density commercial (including pedestrian oriented retail), office and residential activities within a substantial portion of the McClellan Park Area which will serve to complement the Downtown Core or eventually become a part of the Downtown Core.
3. Protect the existing residential scale of the area southeast of Sixth Street and Mountain Road and provide transition to the more intensive types of development appropriate for the remainder of the McClellan Park Area.

Objectives

1. The area should contain a mixture of uses, architectural forms and building scales to create a quality urban environment that is varied, dynamic, and oriented to people.
2. The integration of historic elements into redevelopment projects shall be encouraged.
3. McClellan Park should be emphasized as a focal point of the McClellan Park District.
 - A. Create design guidelines to assure that new development responds to the park as a positive visual and functional amenity.
 - B. Create high quality pedestrian linkages to McClellan Park to optimize pedestrian access from other areas of the district and from the Civic Plaza.
4. A high intensity, active and high quality public pedestrian environment should be created within the area.

5. As the area redevelops to higher densities, transit and pedestrian links should be created to tie the area to the Downtown Core; landscaped pedestrianways should be located to connect major public open space amenities.
6. Residential rehabilitation, new residential construction and hotel development shall be promoted to encourage 24-hour activity, provide close-in housing for downtown employees, and actively promote compatible mixed-use redevelopment.
7. The viability of existing businesses shall be protected during the rehabilitation and redevelopment of areas within the district.
8. Mountain Road west of Fourth Street should continue its present character as a pedestrian scale historic corridor to Old Town.
9. Traffic on Mountain Road should not be increased.
10. Street level development along Fourth Street should be pedestrian oriented commercial activity reflecting its historic role as a major commercial street.
11. Financial incentives should be used for a variety of redevelopment needs including rehabilitation, new construction, and large and small projects.

A. Zoning Concept (See Map 16)

1. Downtown Core - SU-3 Zoning

Recommendations (See Map 17)

1. The present Downtown Core SU-3 zone should be extended one block north of Lomas between the Railroad Tracks and Sixth Street and between Lomas Blvd. and Slate Avenue so that both sides of Lomas are zoned the same. This policy is appropriate for a major arterial, and will help to encourage appropriate development and treatment of Lomas Blvd. in accordance with its function as a major entrance to Downtown. The north boundary of the Downtown Core should be treated differently from the other edges of the Core in this respect because the other three sides of the Core are adjacent to areas which are and should remain essentially residential, while this is not true of the north side of Lomas Boulevard. Rezoning to SU-3 is proposed with the adoption of this Plan, through amendment to the Downtown Core Interim Sector Development Plan.

2. Design criteria to be met in site plan review will be specified for each block within the new SU-3 area. (See Section III. F., Map 22)

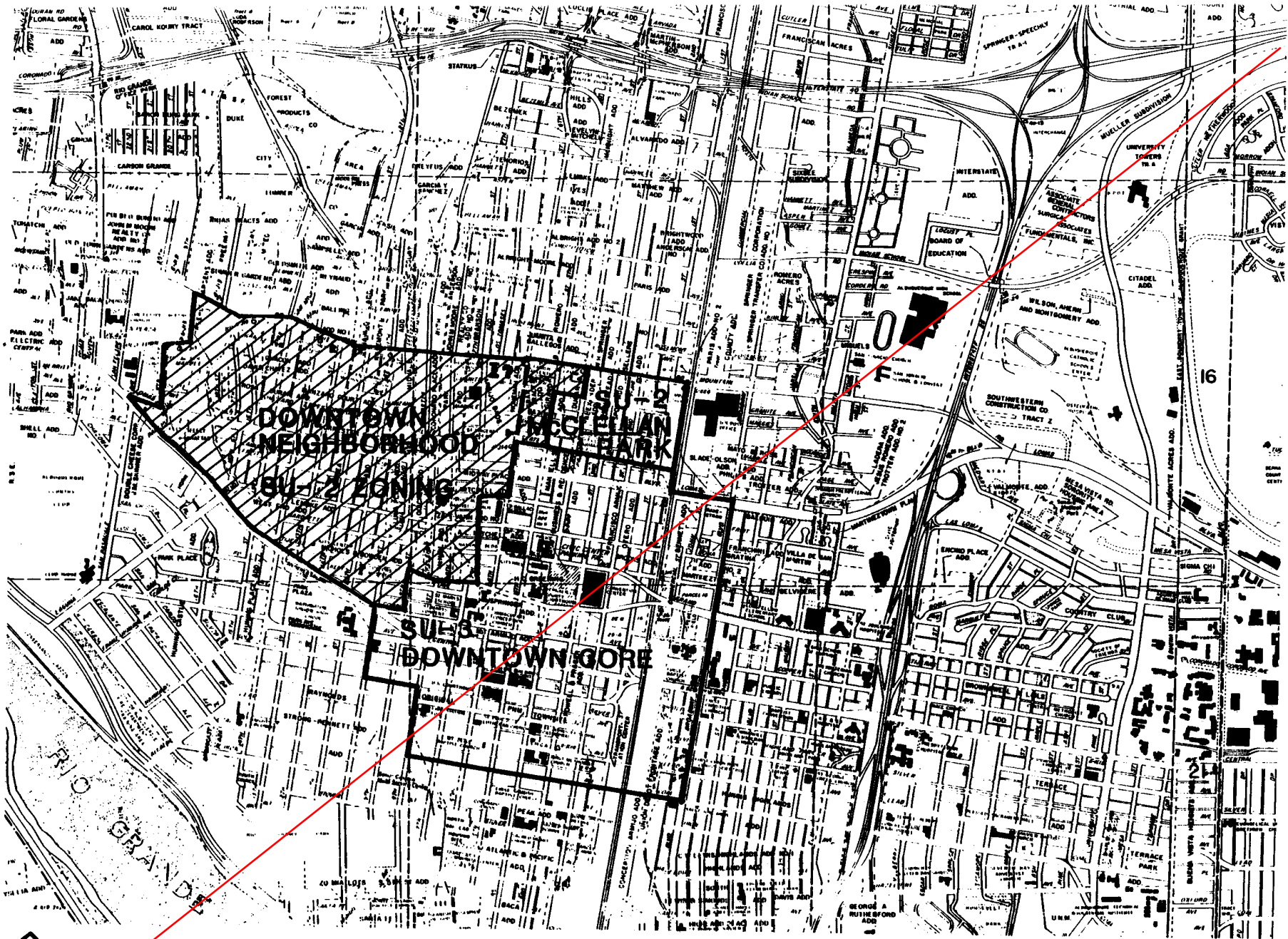
3. Expansion of the Downtown Core north of Slate Avenue to Mountain Road should be considered in the process of preparing a Downtown Core Sector Development Plan. During this process such issues as densities, surrounding land uses and plans, potential infill development within the existing core area, and the size of Albuquerque's downtown in relationship to other cities should be analyzed as a basis for boundary recommendations.

Zoning Rationale

The reasons for these recommendations are detailed as follows:

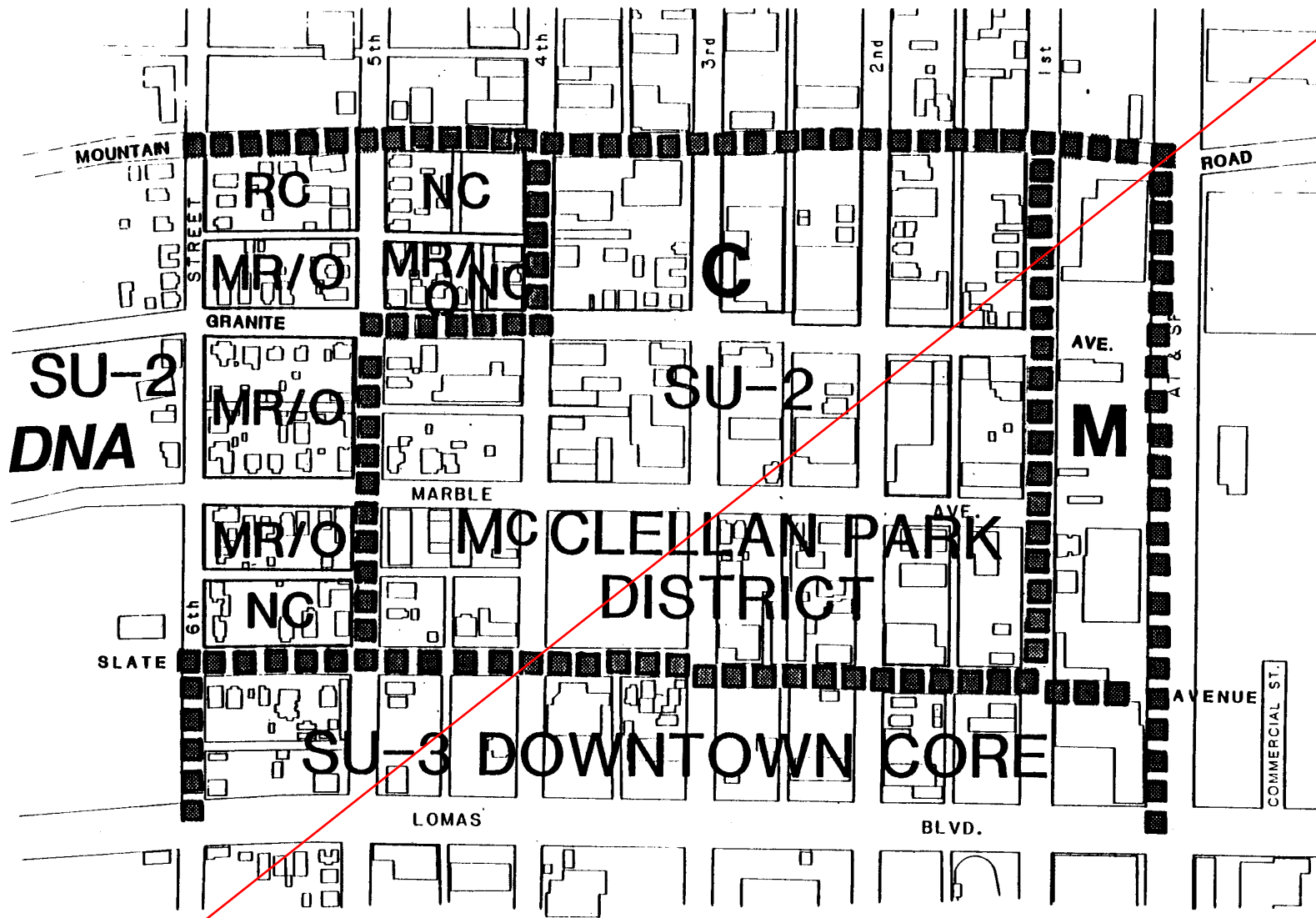
(1) Need for Expansion of the Downtown Core

Development opportunities within the Core have been considerably reduced since it was originally defined. This reduction of development opportunities within the Core, coupled with containment policies imposed by neighborhoods to the west, east and south, impairs the City's ability

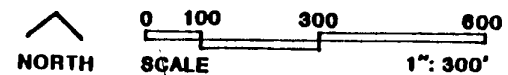


ZONING CONCEPT

MAP 16



RC RESIDENTIAL / COMMERCIAL ZONE
 MR/O MIXED RESIDENTIAL / OFFICE ZONE
 NC NEIGHBORHOOD COMMERCIAL ZONE
 SU-2 SPECIAL NEIGHBORHOOD ZONE
 SU-3 SPECIAL CENTER ZONE



ZONING MAP 17

to respond adequately to market demand. This in turn hinders the continued achievement of a key public policy objective--that of expanding and strengthening the employment and tax base within the center city, or as the Comprehensive states, "continuing and expanding the redevelopment and rehabilitation of older areas." Within the context of a city-wide growth management strategy, the City's redevelopment program must be viewed as an on-going program which continues to strengthen the tax base, rather than one that is completed at a single point in time. For quality redevelopment to continue, desirable sites must be available to accommodate large scale redevelopment projects integrating a variety of uses on one site.

Although the Comprehensive Plan does not address the size of urban centers, an estimate of Downtown's ultimate size potential can be derived from comparison with the Coronado/Winrock SU-3 area, which contains a total of approximately 400 acres compared to 182 acres within the Downtown SU-3 zone. The Downtown planning process now underway is the appropriate mechanism for considering possible major changes to Downtown Core boundaries to help the Core to remain competitive with other urban center locations.

(2) Location of Core Expansion

The area north of Lomas is the most logical growth path for several reasons:

- a. The Downtown Core cannot expand to the south, west or east because of the established neighborhoods in those directions and the neighborhood sector plans which protect and strengthen their residential character. Expansion to the north is the only remaining option.
- b. This area contains predominantly older commercial and manufacturing uses.
- c. McClellan Park provides a significant urban design amenity which can serve as a focal point around which to organize private reinvestment north of Lomas. Redevelopment could change the now under-utilized park to a valued part of the downtown environment.

- d. Expansion to the north would curtail demand for commercial/office incursions into residential areas on downtown's eastern, western, and southern boundaries, thus protecting existing neighborhoods.

(3) Boundaries

Possible SU-3 boundaries recommended for further study include the blocks surrounding McClellan Park, in recognition that the park represents a major amenity and focal point around which to organize redevelopment appropriate to an urban center character. Possible boundaries extend north to Mountain Road east of Fourth and Fifth Streets and east to the railroad tracks since over the long term it may be in the city's best economic development interests to replace existing marginal commercial and industrial uses in that area, many of which would be better served through relocation to larger industrial or warehousing sites with more adequate space for on-site parking and better transportation access. Possible SU-3 boundaries end at Fifth Street on the west in recognition of its more stable character as a viable residential neighborhood with strong potential for rehabilitation and re-use of existing structures. This area would be best protected by inclusion within the Downtown Neighborhood Area, as recommended in this Plan. The blocks between Lomas and Slate, the Railroad Tracks and Sixth Street are included in the SU-3 area to be rezoned with the adoption of this Plan since they share many of the same characteristics which led to the City's rezoning of the First City site. Both sides of Lomas, as a major arterial, should be zoned the same. Extension of SU-3 zoning one block north of Lomas will strengthen the street's function as a major entrance to Downtown.

2. SU-2 McClellan Park District

Recommendations (See Map 17)

1. A special McClellan Park District zone should be instituted for the area north of Slate Avenue to Mountain Road and generally east of Fifth Street to the railroad tracks. Rezoning is proposed with the adoption of a Sector Development Plan for the McClellan Park District, as contained in Section IV.

2. Parking requirements should generally be equivalent to those now required by the Zoning Code for each use, except for pedestrian-oriented retail establishments and optional alternatives to encourage multi-level structured parking. These alternatives would allow developers the options of: (1) contributing a fee for public multi-level structured parking in lieu of providing parking on-site; or (2) obtaining City waiver of 50% of parking requirements if multi-level structured parking is provided by the private sector.

3. Uses which are incompatible adjacent to the Downtown Core Urban Center should be discouraged and redevelopment to a more urban character encouraged. West of First Street, heavy commercial and industrial uses would become non-conforming, and outdoor storage would become conditional under the recommended zone. However, minor remodeling and minor expansions of non-conforming businesses now operating in this area should normally be approved by the City.

4. Mixed-use development which maintains the present ratio of residential to non-residential uses shall be required for the blocks immediately to the west and northwest of the park to provide a transition to the neighborhood and create a well-planned, mixed-use character.

5. Zoning should encourage quality redevelopment. Design criteria to be met in Site Plan Review should be specified for each Block within the SU-2 zone north of Slate. (See Section III. F and Map 22) These criteria would address such issues as:

- a. The need for transitions to lower scale development where the McClellan Park District interacts with neighborhood areas to the west and north;
- b. Requirements for pedestrian orientation including retail and service commercial uses, at ground level fronting on McClellan Park and along Fourth Street, and encouragement of ground level retail uses along major pedestrianways;
- c. The need for maintaining solar access to the park, to the neighborhood, and to major pedestrianways; and
- d. Requirements for area-wide landscaping consistent with those now imposed for the Downtown Core.

Zoning Rationale

(1) Need for Development Controls

The McClellan Park Area is clearly one that can attract a number of business ventures which may not be compatible with the planned character of the area, with businesses and residences already nearby, or with the Downtown Core. This area is fragile and special controls both as to land use and physical design are needed to optimize the development of the area. For these reasons, special design controls with performance standards are needed which are not found in the standard zones. Major expansion of the Downtown Core or SU-3 Urban Center Zone into the area is not appropriate prior to study of the entire Downtown Core Sector Plan Boundaries.

Creation of a McClellan Park SU-2 zone permitting the flexibility of block-by-block design standards is the best zoning mechanism for directing the growth of this area.

(2) Redevelopment Standards

Design criteria will help to ensure high quality redevelopment, with architectural design and landscaping in accordance with basic principles of urban design.

(3) Land Use Objectives

The proposed zoning is designed to promote compatible mixed-use redevelopment (See Goal #8) by maintaining the existing proportion of residential to non-residential development in key transitional blocks immediately to the west of McClellan Park. These requirements for residential use are appropriate for these blocks since they: (a) serve as transitions between the proposed higher density commercial redevelopment within the McClellan Park District and the neighborhood to the west; and (b) are located adjacent to McClellan Park providing a major open space amenity for residents. Requirements for mixed-use including residential will promote a "distinct identity" for the McClellan Park District and are essential to creating a well-planned urban character.

(4) Parking

See Section III. E.

(5) Strategy

Re-zoning to SU-2 McClellan Park District is proposed with the adoption of this Plan (See Section IV).

3. Downtown Neighborhood Area - SU-2 Zoning

Recommendations (See Map 17)

1. The three blocks between Fifth and Sixth Streets north of Slate Avenue to Mountain Road and the block between Fourth and Fifth Streets between Granite Avenue and Mountain Road should be added to the Downtown Neighborhood Area Sector Development Plan in recognition of their neighborhood character.

2. This general area should be zoned for low-scale, mixed use development which allows both residences and offices. The zone should have as permissive uses townhouses, single family residences, and 50% use of any residential use for office. As a conditional use, 100% office use should be allowed if certain specified criteria are met.

3. The "edges" bordering Mountain Road between Fourth and Fifth Streets and north of the proposed SU-3 zoning between Fifth and Sixth Streets one-half block north of Slate Avenue should be zoned as buffer areas for low-scale neighborhood commercial development.

4. Residential densities should be compatible with existing single-family homes.

Zoning Rationale

(1) Strengthening Residential Character

The area recommended for MR/O zoning consists predominantly of single family residences. There are 39 houses in the three blocks west of Fifth Street while there are only five commercial uses, most of which involve conversions of residences to offices. The character of the area

therefore relates to the Downtown Neighborhood Area to the west. The majority of residents and property owners in this area have expressed a desire to preserve and enhance these low-scale residential characteristics.

(2) Allowing Low-scale Mixed Use

The area proposed for MR/O zoning would respond to the market demand for conversions of single-family residences to office uses related to the Downtown Core. While it is important to retain the existing single-family scale, this area is more appropriate for office conversion of single-family homes to offices than other areas adjacent to the Downtown Core, such as the HDA zoned area west of Seventh Street and south of Lomas Blvd., and the proposed mixed-use zoning would encourage reinvestment in the form of rehabilitation of existing buildings.

(3) Preserving the Character of Mountain Road

Low scale commercial development would be permitted along the edges of the area. On the northern edge along Mountain Road the zoning is proposed to be RC, which includes a conditional use for 100% commercial use. This zoning is consistent with the Downtown Neighborhood Area and Sawmill Plans in which properties along Mountain Road are generally zoned residential/commercial or residential. The RC and NC zoning reinforces the historic character of Mountain Road as a narrow street bordered by low scale development, and supports the goal of not increasing traffic along Mountain Road.

(4) Providing Transitional Areas

Since the half block on the north side of Slate between Fifth and Sixth is across the street from recommended SU-3 zoning, it should not be zoned residentially but rather should function as a transition or "buffer" to the low-scale mixed use zone to the north. Slate Avenue is also part of the pedestrian circulation system and the neighborhood commercial uses permitted under NC can support the pedestrian use of the street.

(5) Strategy

Re-zoning to SU-2 is proposed with the adoption of this Plan, through amendment to the Downtown Neighborhood Area Sector Development Plan (See Appendix A).

B. CIRCULATION

1. Vehicular Circulation (See Map 18)

Recommendations

1. Temporary barricades should be installed at the intersections of Granite and Marble Avenues with Fifth Street which permit left turns onto Fifth Street but prevent left turns from Fifth Street onto Marble and Granite Avenues as a means of reducing through traffic on primarily residential streets. If this experiment is successful, temporary barricades should be replaced with permanent installations.

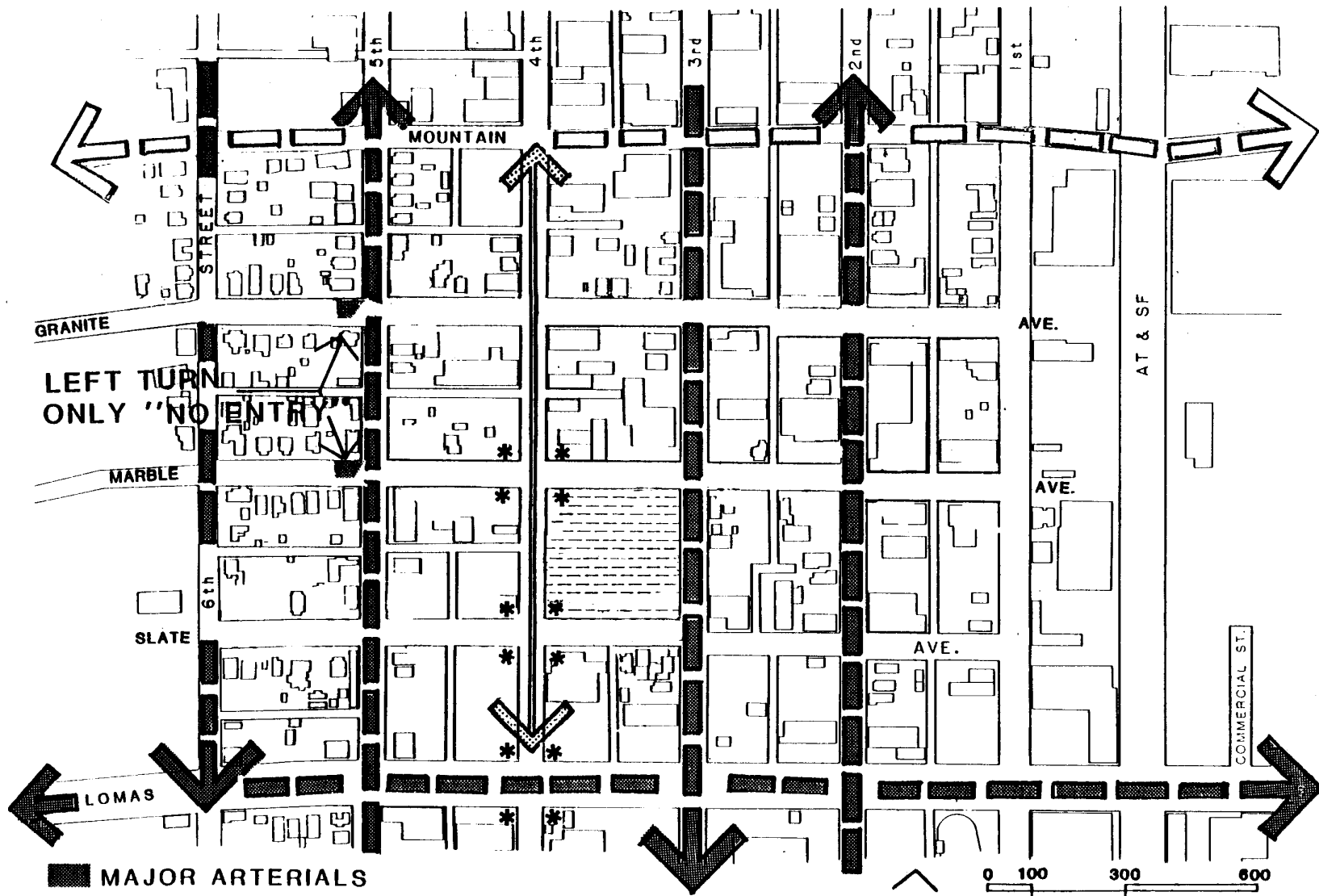
2. No street closures to create malls for the pedestrianways are now justified. Closing Slate Avenue to vehicular traffic between Third and Fourth Streets may later be justified in order to achieve a stronger pedestrian relationship between McClellan Park and the major development which will have been built on the south side of Slate. The following standards apply to any such consideration:

a. Basic Standards. When it has a firm understanding of the character and transportation needs of the major redevelopment in the area adjacent to the park, the Metropolitan Redevelopment Commission may, at its discretion, approve a site development/landscaping plan which involves and approves closure of Slate between Third and Fourth Streets if it finds that

(1) There is a net benefit to the public welfare because the urban pattern made possible is clearly more beneficial to the public welfare than the detriment resulting from the street closure, and

(2) Public and/or private funds for development of the mall are committed and/or approval is contingent on Council approval of needed City funding.

b. Design Standards. Any plans for street closure in connection with the Slate Pedestrianway should be governed by the following special design standards (as well as the concepts and guidelines that apply more generally to the McClellan Park District):



- MAJOR ARTERIALS
- ▤ MINOR ARTERIALS
- COLLECTOR
- ** LOCATION OF FUTURE PEDESTRIAN ORIENTED TRAFFIC SIGNALS

NORTH

0 100 300 600
SCALE 1" = 300'

VEHICULAR CIRCULATION

MAP 18

(1) In order to retain the feel of an urban square surrounded by movement, a change in grade or other visual separation should exist at the northern edge of the Slate pedestrianway, and

(2) The Slate pedestrianway should be clearly public, both visually and functionally. It should be visually separated from the adjacent building on Block 3. It should tie visually and functionally to the total McClellan Park pedestrianway system. Design should not create a super-block appearance in terms of ties between the park and the building.

c. Right of Way Vacation. Closure of Slate to vehicles could involve vacation of the public right-of-way, with the City's deeding out the fee to the south half, contingent upon (1) retaining at least pedestrianway and utility easements and (2) commitments by the owners of Block 3 for their funding the improvements. The Development Review Board would make this decision and should evaluate any such request according to the standards of the Subdivision Ordinance, but in no event should vacation be approved prior to City approval of a site development/landscaping plan for the public right-of-way.

d. Timing, Notice. Neither closure of Slate to vehicles nor vacation of the right-of-way shall be effective prior to a major building being completed on Block 3. Notice of a public hearing on such a plan is required and shall be the same as public notice required by the Subdivision Ordinance for vacation of public right-of-way.

3. Fourth Street should continue its function as a minor arterial serving local businesses as well as providing access to Downtown. At such time as pedestrian activity increases to levels which warrant pedestrian controlled traffic signals according to official standards, such signals should be installed at the intersections of major pedestrianways with Fourth Street.

4. Curb parking should be eliminated on Fourth Street between Lomas Blvd. and Slate Avenue. Installation of street trees is encouraged, but any such improvements shall not reduce the existing 40' street pavement width.

Rationale

The vehicular circulation concept for the McClellan Park area is in accordance with the Long Range Major Street Plan, which identifies Lomas,

Second, Third, Fifth, and Sixth Streets as principal arterials serving downtown; Mountain Road as a collector street; and Fourth Street as a minor arterial. The Plan recognizes that all other streets are presently used primarily for local traffic. The Plan, however, proposes a number of modifications to the local vehicular circulation system, as described above. Closure of a street to vehicles is not envisioned anywhere in the McClellan Park area except possibly on Slate between Third and Fourth; there, the Transportation Department indicates that adjacent streets would be capable of handling the diverted traffic; whether the net benefit to the public welfare will at some point justify closure remains to be determined.

If Slate is closed to vehicles and vacated, the cost of developing any part of the mall which is on privately owned land should be borne by the owner of that land since they would receive major benefit. The financing of other mall improvements may be public and/or private, as determined by the Metropolitan Redevelopment Commission.

The decision on whether to close Slate Avenue to vehicles between Third and Fourth Streets is given to the Metropolitan Redevelopment Commission, subject to normal appeal process for design review. This would be accomplished by the commission's action on a proposed mall plan. Since the Redevelopment Commission has approval of other site plans in the McClellan Park District, this seems appropriate. Should closure of Slate to vehicles be found appropriate by the Redevelopment Commission, it could be accomplished either through street vacation and deeding out property rights or it could be done through administrative action of the Traffic Engineer.

These recommended improvements to the local circulation system are designed to reinforce desired land use and zoning patterns. It is assumed that traffic congestion problems currently experienced on local streets will be alleviated over the long-term through elimination of on-street parking as the area redevelops and as parking requirements proposed in the McClellan Park District are met.

2. Transit and Pedestrian Circulation

Recommendations

1. At such time as a Downtown shuttle loop is instituted, the loop should connect the southern edge of the McClellan Park District to the rest of

Downtown and to Old Town. A possible route could be Third Street, Fifth Street, and Granite Avenue on the north, as shown on Map 19.

2. Pedestrianways should radiate in all directions to and from McClellan Park to provide optimum access to the park from all areas of the District and reinforce the park as a focal point. Slate would serve as a primary connector from the west, Fourth Street from the north and south, and Marble from the east, as shown on Map 20.

3. Fourth Street shall provide a pedestrian connection from McClellan Park to the Civic Plaza through removal of on-street parking, sidewalk widening, and street tree landscaping between Lomas and Slate, and through pedestrian signalization improvements to the intersection of Lomas and Fourth Street. Such improvements shall not affect the through vehicular capacity of Fourth Street as a minor arterial and shall not reduce the existing street right-of-way.

4. Design elements of the pedestrian system should create visual ties to McClellan Park through consistent, quality design treatment of paving materials, lighting systems, street furniture, and other elements creating a high quality pedestrian environment.

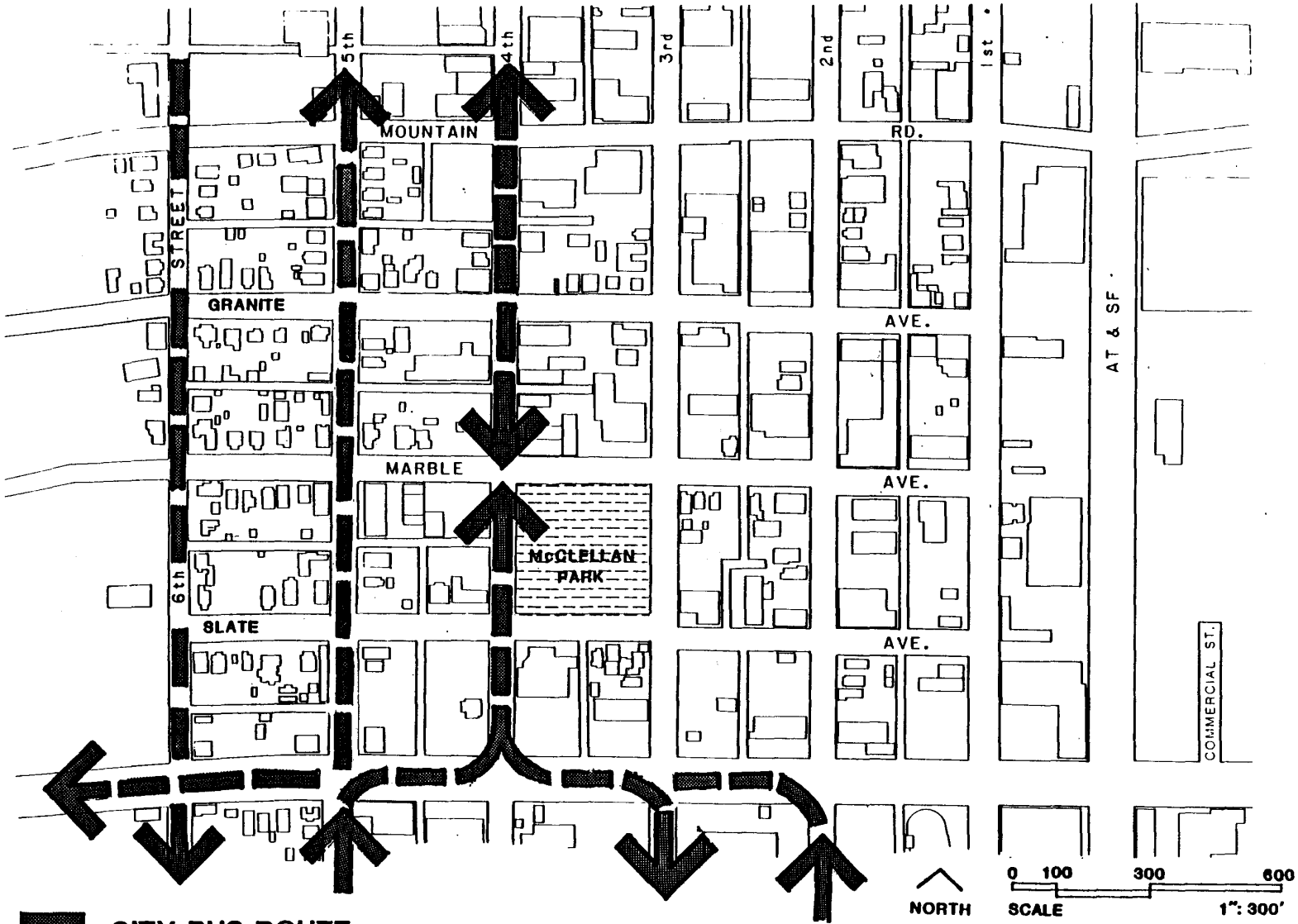
5. Possibly Slate Avenue between Third and Fourth Streets could be closed to vehicular traffic and converted into a landscaped mall. (See Recommendation #3 under Vehicular Circulation) This closure would enhance the over-all quality of the development south of Slate by strengthening its pedestrian orientation and providing opportunities to extend the park landscaping throughout the development south of the park to Lomas.

6. Parking requirements should be waived for retail outlets which encourage pedestrian traffic and use and which front on a designated pedestrianway or the McClellan Park (see Map 20).

Rationale

The Albuquerque/Bernalillo Comprehensive Plan establishes the following policies:

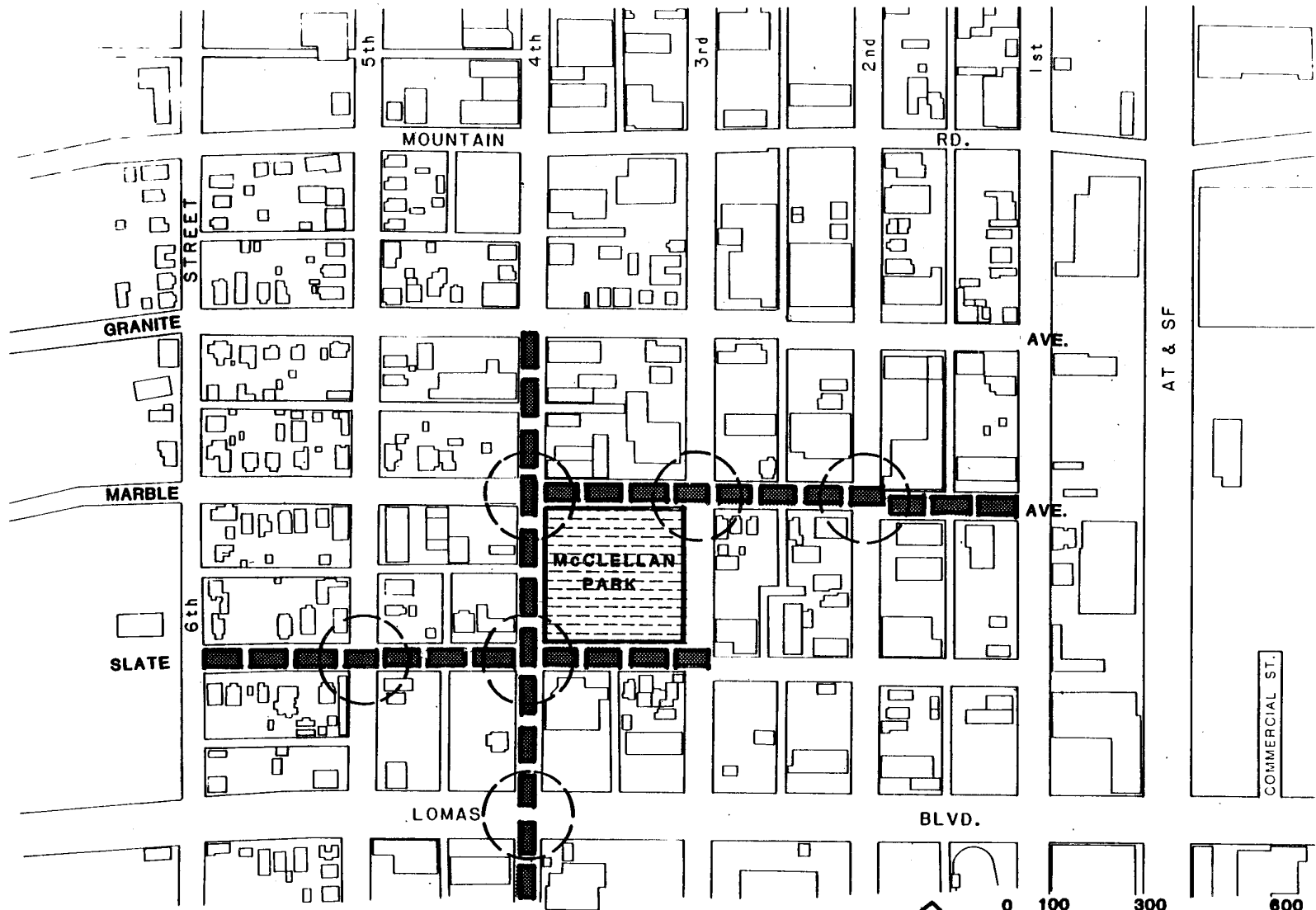
"Higher density development shall be concentrated in selected areas (urban centers...), to facilitate development of mass transit."
(Policy A.5.h)



█ CITY BUS ROUTE EFFECTIVE JAN. 1984

NORTH
SCALE 0 100 300 600
1" = 300'

**TRANSIT
CIRCULATION
MAP 19**



 PEDESTRIANWAYS

 PEDESTRIAN CROSSING AT INTERSECTIONS


NORTH

0 100 300 600
SCALE 1" = 300'

PEDESTRIAN CIRCULATION

MAP 20

"In major urban centers, walking should be enhanced by establishing pedestrianways separate from streets and auto free pedestrian zones." (Policy A.5.i.)

This policy framework provides the basis for specific pedestrian and transit recommendations in this Plan. While most of the plan area is not now recommended for urban center designation, the southern tier of blocks is so recommended and most of the remaining plan area is proposed for an SU-2 "urban center periphery" category which provides similar treatment in these respects.

The Transit Circulation Map (Map 19) reflects the Transit Development Program adopted by the City Council on July 18, 1983, which takes effect in January, 1984. The bus route which now runs north and south on Fourth Street will continue as the primary bus route serving McClellan Park. In addition, the new program institutes an express bus route running north on Fifth Street and south on Sixth Street. Since this system is intended to serve the Downtown Core, it should have a stop north of Lomas when ridership in this area increases as a result of redevelopment in order to serve the McClellan Park District.

The rights of way most suitable for pedestrian movement are generally the east-west streets because these local streets have less traffic than the major arterials serving downtown in the north-south direction, and more potential for minimizing conflicts between the pedestrian and automobile. Therefore, the east-west streets are designated in the pedestrian circulation element as the major carriers of pedestrian traffic, with one notable exception. Fourth Street is designated as a pedestrian oriented street because it is the logical pedestrian connector between McClellan Park and the Civic Plaza. The Civic Plaza's reuse of Fourth Street right-of-way and the planned mall to the south of the Civic Plaza have already established a pedestrian orientation along Fourth Street south of Lomas. In addition, improving the pedestrian environment on Fourth Street can enhance its historic role as a commercial street.

The recommended pedestrian system is also intended to provide optimum access to McClellan Park in accordance with the goal of this Plan to emphasize the Park as the focal point of this District. McClellan Park is intended to become the physical symbol and visual landmark of the entire area, and strongly linking it to the rest of the area through designated pedestrianways will help reinforce that goal. These landscaped pedestrianways will lead people from the more remote areas of the District to the park along landscaped

corridors and will continue across intersections through use of special paving materials. A major expression of the pedestrian circulation system should occur at the intersection of Fourth Street and Lomas, visually signifying to the driver that there is major pedestrian movement at this intersection linking the McClellan Park District to the rest of downtown.

The successful design of the pedestrian circulation system is critical to the successful redevelopment of the McClellan Park District. The kinds of materials, the type of paving, the street furniture, lighting systems, and landscaping should be of the highest quality and consistent with treatment of McClellan Park. Consistency of design will create a sense of continuity and cohesiveness throughout the area, and will help to reinforce the role of the park as the major focal point.

Land use changes will also promote a pedestrian character. The area is encouraged to redevelop with pedestrian-oriented retail uses rather than the present auto-oriented businesses. Waiving parking requirements for specified retail outlets will provide a substantial public incentive which eases the burden of parking problems for the desired uses. This incentive will allow the expansion of existing pedestrian-oriented retail establishments, such as restaurants, and will encourage other such development to locate within the area.

C. Landscaping Concept

Recommendations

1. Third Street should become a landscaped "parkway" with street trees from I-40 to the Alvarado Square area of the Downtown Core, to enhance the northern access to Downtown and create a landscaped tie between Coronado Park, McClellan Park, and the Civic Plaza.

2. Designated pedestrianways shall be fully landscaped and improved walkways with special paving treatment, street furniture such as benches and kiosks, special lighting, and pedestrian-oriented landscaping which includes planter areas with shrubs and flowers as well as street trees.

3. Throughout the McClellan Park District and the new SU-3 area, street trees and sidewalk improvements will be required for all new development consistent with street tree requirements now imposed within the Downtown Core. Installation of street trees shall follow the Street Tree Plan excerpted from the 1975 Downtown Plan Revision (See Section III. F)

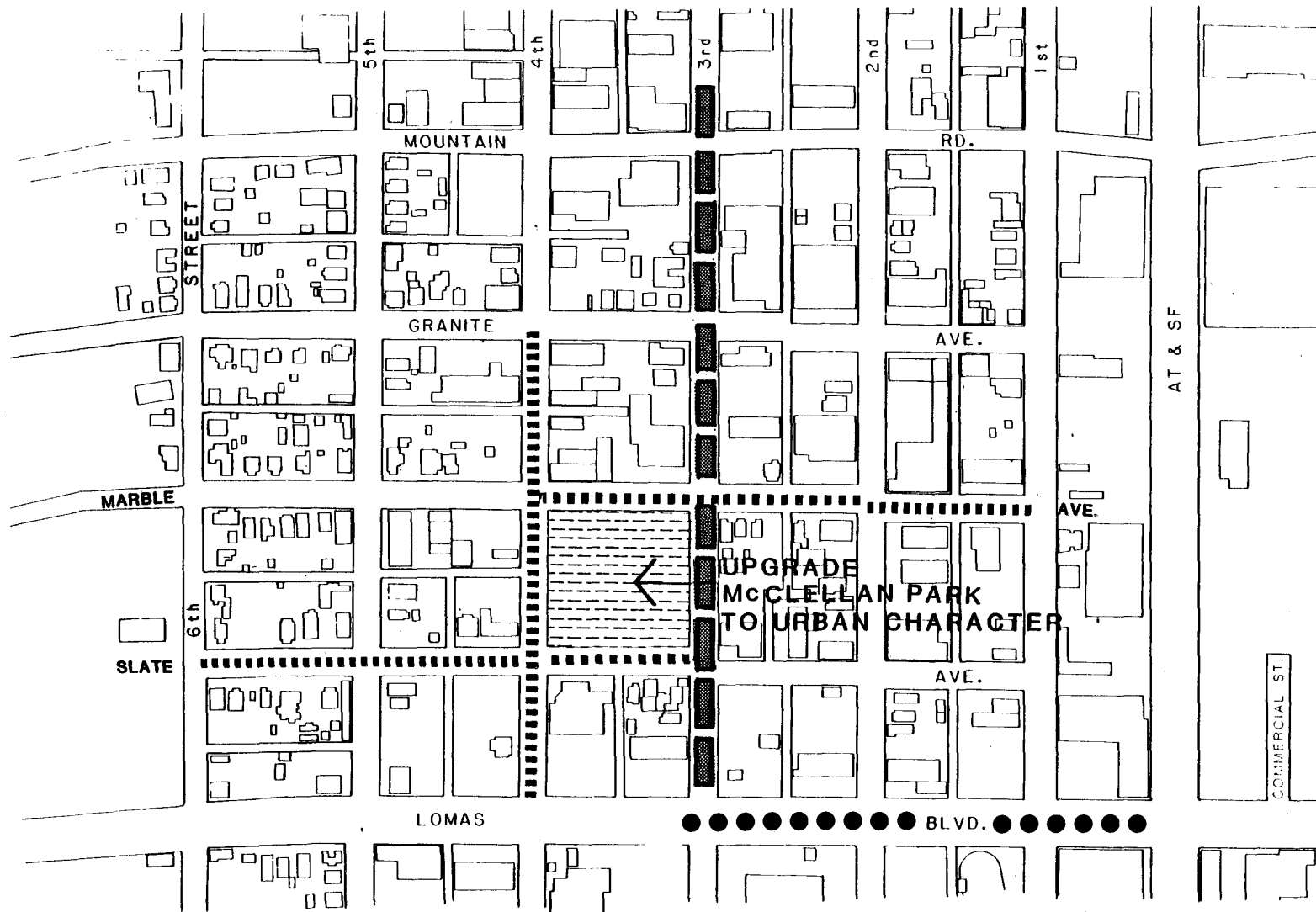
4. The Lomas Pedestrianway Project should be extended from Third Street to the Railroad right-of-way along both sides of Lomas Blvd.

5. The urban character of McClellan Park should be enhanced to make it a focal point for the District. Improvements should include adding seating areas, paving the existing walkways, improving the stage area to attract people-oriented activities, and adding a special element such as a fountain, while at the same time enhancing natural landscaping by adding ornamental trees, flowers, and other plantings which contribute to the variety of natural landscaping materials. The landscape design should retain the basic "soft" landscaping character.

6. A detailed McClellan Park landscaping plan should be developed to establish design continuity in the public right-of-way and provide a more detailed landscaping framework to guide new development. This landscaping plan would serve as a basis for the City to identify costs, funding sources, and proceed with implementation.

Rationale

Provision of landscaping amenities throughout the McClellan Park Redevelopment Area will help to carry out a primary aim of redevelopment to



- LANDSCAPED PEDESTRIANWAY
- EXTENSION OF LOMAS BLVD.
PEDESTRIANWAY
- DEVELOP 3RD STREET AS A
LANDSCAPED "PARKWAY"

LANDSCAPE CONCEPT

MAP 21

attract people, activity, and private investment by improving the total physical environment.

Plantings, properly placed and used, can perform a variety of functions which make the area more pleasant for people. They can provide shade, serve as windbreaks, reduce glare, absorb noise, form screens separating pedestrians from traffic, and help to purify the air. These abilities are particularly crucial adjacent to the Downtown urban center.

In addition, plantings can add beauty and color, a sense of seasonal change, and provide softer forms of human scale contrasting to the hard surfaces and massive character of structures and spaces in a highly urbanized setting. Street trees in particular can help to unify certain discordant architectural elements in the area and provide identity to the McClellan Park District as a special place distinct from other parts of the city.

Critical components of the landscaping design for the McClellan Park area are the proposed landscaping treatment for public rights-of-way, in particular the major pedestrianways, and for McClellan Park itself. The pedestrianways will be fully developed, with special sidewalk materials and plantings as described under Recommendation #2. The recommendation for street trees along Third Street is based on its unique role as the only major arterial serving downtown that passes by three major parks: Coronado Park, McClellan Park, and the Civic Plaza. This fact provides a unique opportunity to create linkages which strengthen park exposure to the street and develop a sense of place and entrance to the Downtown from the north.

The recommendation to extend the Lomas Pedestrianway from Third Street to the Railroad right-of-way recognizes that the project has been a major improvement in the Downtown area and that the extension will enhance an important eastern entrance to Downtown.

A significant element of the landscape concept is the proposed upgrading of McClellan Park to provide an environment more suited to the proposed urban center character. Improvements to the Park should provide opportunities for seating, conversation, areas for small public gatherings, sidewalk displays, street vendors, small art shows, and other types of activities that would add vitality to this urbanized setting. The Park should also continue to be a natural, landscaped environment providing for large areas of grass, trees, shrubs, flowers and other natural plantings. The Park is currently surrounded

on all sides by streets, two of them arterials. The possible pedestrian mall at Slate would have the objectives of allowing the Park to connect directly to new development to the south, removing parked cars from at least one of its edges, and increasing the area allotted for pedestrians.

D. Public Improvements

1. Utilities

Recommendations

1. Undergrounding of small electric distribution lines and telephone lines should be done as the area redevelops, if the McClellan Park District is designated part of the Downtown Core.

2. The major subtransmission line along Third Street and Lomas should be seriously considered for relocation or burial to minimize impact on developable sites. Such a change is contingent on satisfactory financing arrangements and appropriate amendment of the rank II Facility Plan: Electric Service Transmission and Subtransmission Facilities (1981-1991).

Rationale

The utilities in the McClellan Park Area, both telephone and electrical, create visual environmental problems. Locations of major electric utility poles at the intersections of Third and First Streets with Lomas intrude visually on a major Downtown entrance from the east and are incompatible with the Urban Center character along Lomas recommended in this Plan.

2. Drainage

Recommendations

1. Storm sewer improvements to Lomas Blvd. and Aspen Avenue as identified in the Albuquerque Master Drainage Study (AMDS) should be included for funding in the six-year CIP program.

2. Drainage plans must be submitted and approved for all new construction, and must conform to the 1982 Drainage Ordinance (See Section III. F.)

Rationale

As discussed under Existing Conditions, the McClellan Park area exhibits drainage problems common to valley areas east of the Rio Grande. These

problems consist of older storm sewer facilities which are not built to current standards and inadequate downstream capacity. As a result, drainage solutions must be addressed on a site specific basis through City review process. In most cases, on-site detention of the 100-year run-off is required for new construction.

3. Water and Sanitary Sewer Line Replacement

Recommendations

1. Replacement lines should be sized to accommodate densities and types of development recommended by this Plan.

2. The capacity of sanitary sewer and water lines shall be addressed on a case by case basis as developments are proposed.

Rationale

The Water Resources Department has General Obligation Bond funds for the replacement of water lines. Although an area somewhat larger than the McClellan Park area is being planned for replacement lines, the plans should recognize the new development proposed by this plan and propose lines sufficient in size and engineering standards to serve the urban center scale development recommended by this Plan. However, the project is not an extension project, and it is conceivable that some development could be proposed which would require on and off-site line extension for water service and/or fire projection. System wide availability within the area cannot, therefore, be assured, but will be studied by Water Resources on an individual project basis.

Because sanitary sewer lines may not be replaced as a result of the above mentioned project, the capacity of sanitary sewer lines must also be assessed on a case by case basis as developments are proposed.

E. Parking

Recommendations

1. A parking strategy for the entire Downtown Core should be developed in the revision of the Downtown Core Interim Sector Development Plan. This parking analysis should cover the area here proposed for the McClellan Park SU-2 zone. The analysis should cover the location and size of public parking lots and structures, appropriate locations for major private parking installations, and any changes in the parking requirement which should be adopted; the study should evaluate implementation devices.

2. The existing parking requirements should not be reduced, except for retail outlets which encourage pedestrian traffic and use. The McClellan Park District zone should require parking for all other new development pursuant to normal Zoning Code requirements for each use. Developers should be permitted to meet these requirements by paying a parking dedication fee for spaces in public parking structures in lieu of providing on-site parking, at a rate of one-half the current public cost of each parking structure space. (See Section IV)

3. Public parking structures should be located in areas which best respond to redevelopment patterns as they emerge.

4. Financial mechanisms for joint public-private sector funding of parking structures should be encouraged and considered by the City on a project specific basis to reduce public subsidy costs.

5. As a short term strategy, policing of on-street parking should be expanded north of Lomas to improve enforcement, and encourage use of on-street parking to serve local businesses rather than long-term employee parking.

Rationale

A parking strategy for the Downtown Core will be a major element of the Downtown Core Interim Sector Development Plan revision. A comprehensive study is needed to:

- (1) Develop a workable and acceptable public/private partnership, possibly using new forms of tax increment financing, for the

construction and operation of Downtown parking structures; and

- (2) Establish a broader parking policy related to transit needs and objectives for Downtown as a major Urban Center, identifying acceptable and desirable transit/auto ratios.

Such a study is beyond the scope and jurisdiction of this Plan.

Extension of the present Downtown Core zone, with no parking requirements, north to Mountain Road would be unacceptable since it would not address the current parking deficiencies in the area, thus adding to on-street parking and traffic congestion problems, and would impose subsidy requirements on the City without identifying a funding source.

Therefore the proposed McClellan Park District zoning imposes parking requirements on new development generally pursuant to the Zoning Code. To encourage structured parking and provide an alternative for developers who cannot provide parking on-site due to space limitations, the zone permits:

- (1) a waiver of these on-site requirements if developers contribute to a public parking structure fund an amount equivalent to one-half the City's cost for each space required; or
- (2) a waiver of 50% of parking requirements for that portion met through provision of private structured parking.

To encourage pedestrian-oriented development, the zone also permits waiver of all parking requirements for certain specified retail uses in the areas where the City particularly wants to encourage pedestrians.

As part of the revision of the Downtown Core Interim Sector Development Plan, the parking needs of the McClellan Park District will be analyzed in more detail, with possible application of solutions developed for the rest of the Downtown to the McClellan Park area. This more detailed study, in addition to addressing financing and parking needs, would recommend specific locations for structures which would tie-in to the pedestrian system and land use patterns established by this Plan. This would permit long-term planning for City public structure commitments as a prerequisite to implementing the parking dedication fee concept proposed in this Plan.

F. Guidelines For Review of Site Development Plans

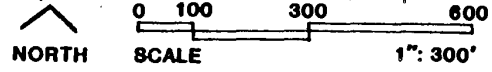
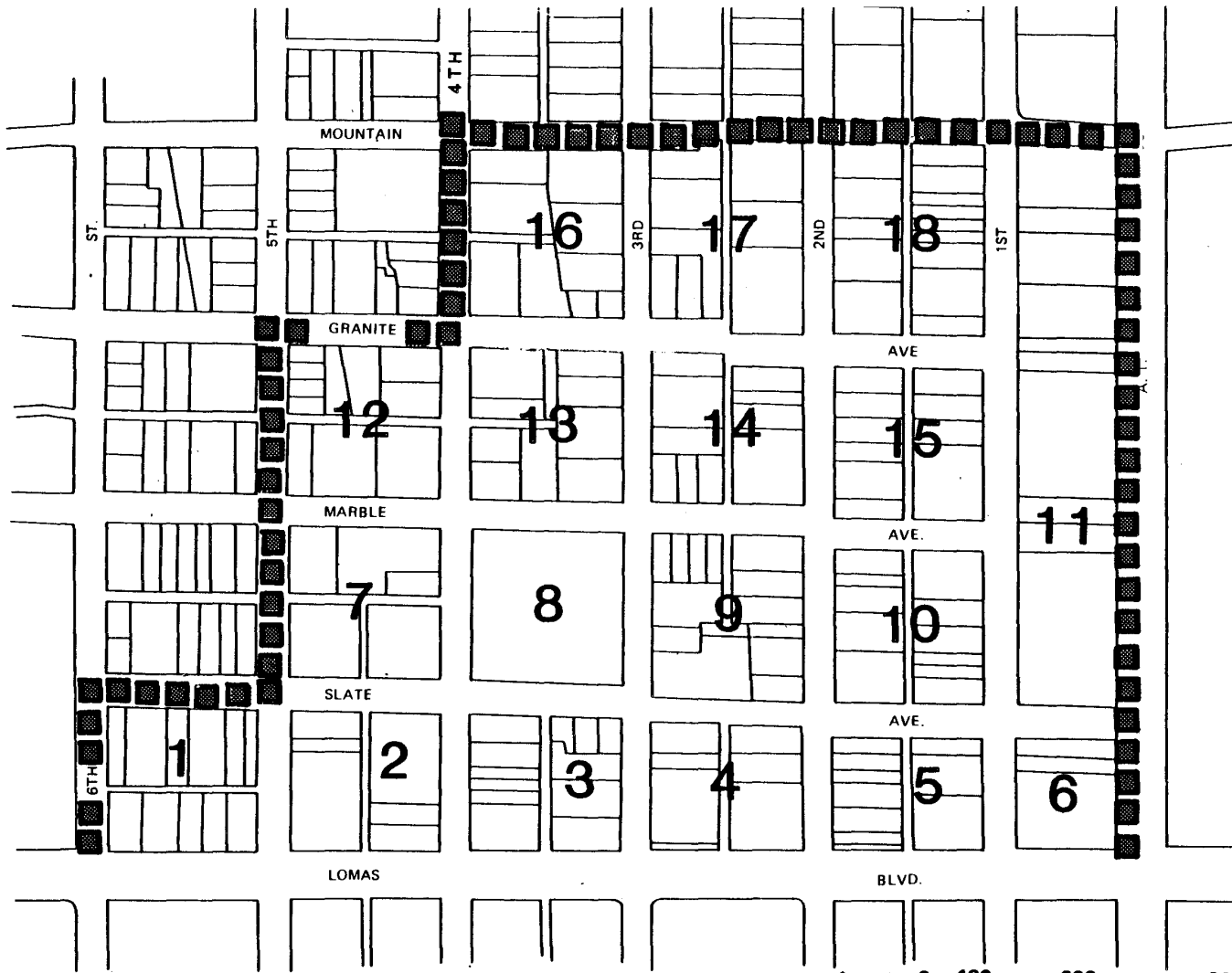
1. Site Development Plans submitted pursuant to SU-3 Downtown Core and SU-2 McClellan Park District zoning regulations will be reviewed for conformance to the following design and use criteria: (See Map 22 for Block Number designations).

a. MIXED USE:

Block 1 - Shall reinforce the pedestrian environment of Slate and Lomas by providing at least 50% retail and service commercial uses per premises at the ground level on those frontages. This ground level commercial shall offer visual appeal to pedestrians. Principal pedestrian access to new development on this block shall be from Slate and Lomas. In City review, special emphasis will be given to the design quality of the Lomas facades. Parking should normally be visually contained within a structure and should not directly access to or front on Lomas. Surface parking or unenclosed multi-level parking will not be allowed butting Lomas.

Blocks 2 and 3 - Shall reinforce the pedestrian environment of Fourth Street and Slate Avenue by providing at least 50% retail and service commercial uses per premises at the ground level on those frontages. New development shall reinforce the pedestrian environment of the McClellan Park by providing essentially all retail and service commercial uses at ground level fronting on McClellan Park. This ground level commercial shall offer visual appeal to pedestrians. Principal pedestrian access to new development on these blocks shall be from Slate and Fourth, with secondary pedestrian access from Lomas. In City review, special emphasis will be given to the design quality of the Lomas facades. Parking should normally be visually contained within a structure and should not directly access to or front on Lomas. Surface parking or unenclosed multi-level parking will not be allowed abutting Lomas.

Blocks 4, 5 & 6 - Shall reinforce the Pedestrian environment of the Lomas pedestrianway by providing at least 50% retail and service commercial uses per premises at the ground level on the Lomas frontage. This ground level commercial shall offer visual appeal to pedestrians. Principal pedestrian access to new development on these blocks shall be from Lomas. In City review, special emphasis will be given to the design



**MCCLELLAN PARK
BLOCK NUMBERS
MAP 22**

quality to Lomas facades. Parking should normally be visually contained within a structure, and should not directly access to or front on Lomas. Surface parking or unenclosed multi-level parking will not be allowed abutting Lomas.

Block 7 - An increase of the existing percentage of residential square footage is encouraged on this block. Development shall be designed to serve as a transition between the more intensively developed McClellan Park District to the east and the lower scale mixed use area to the west of Fifth Street and shall conform to the typical transition illustrated in Diagram 1. New development in Block 7 shall reinforce the pedestrian environment of McClellan Park by providing essentially all ground level retail and service commercial uses fronting on McClellan Park. This ground level commercial shall offer visual appeal to pedestrians.

Block 9 - New development shall reinforce the pedestrian environment of McClellan Park by providing essentially all retail and service commercial uses at the ground level fronting on McClellan Park. New development shall reinforce the pedestrian environment of Marble Avenue by providing at least 50% retail and service commercial uses per premises at the ground level on those frontages. This ground level commercial shall offer visual appeal to pedestrians.

Blocks 10, 14 & 15 - Shall reinforce the pedestrian environment of Marble Avenue by providing at least 50% retail and service commercial uses per premises at the ground level on those frontages. This ground level commercial shall offer visual appeal to pedestrians.

Block 12 - New development shall be designed to serve as a transition between the more intensively developed McClellan Park District to the east and the lower scale mixed use residential area west of Fifth Street and shall conform to the Typical Transition illustration in Diagram 1. New development in Block 12 shall provide at least 50% ground level retail and service commercial uses per premises along Fourth Street to reinforce the pedestrian character of that street. This ground level commercial shall offer visual appeal to pedestrians.

Block 13 - New development shall provide at least 50% ground level retail and service commercial per premises along Fourth Street to reinforce the pedestrian character of that street. New development shall reinforce the

pedestrian environment of McClellan Park by providing essentially all retail and service commercial uses per premises at the ground level fronting on McClellan Park along Marble. This ground level commercial shall offer visual appeal to pedestrians.

b. SOLAR ACCESS

Blocks 1 and 2 new development shall be designed to provide solar access to the north side of Slate Avenue extending twenty (20) feet south into the R.O.W. at noon on 21 December to protect the quality of the pedestrian environment on the north side of Slate and the lower scale development north of Block 1.

Blocks 2 and 3 new development shall be designed to provide afternoon sun to at least 75% of McClellan Park at 2:00 pm on 21 December to preserve solar access to the park.

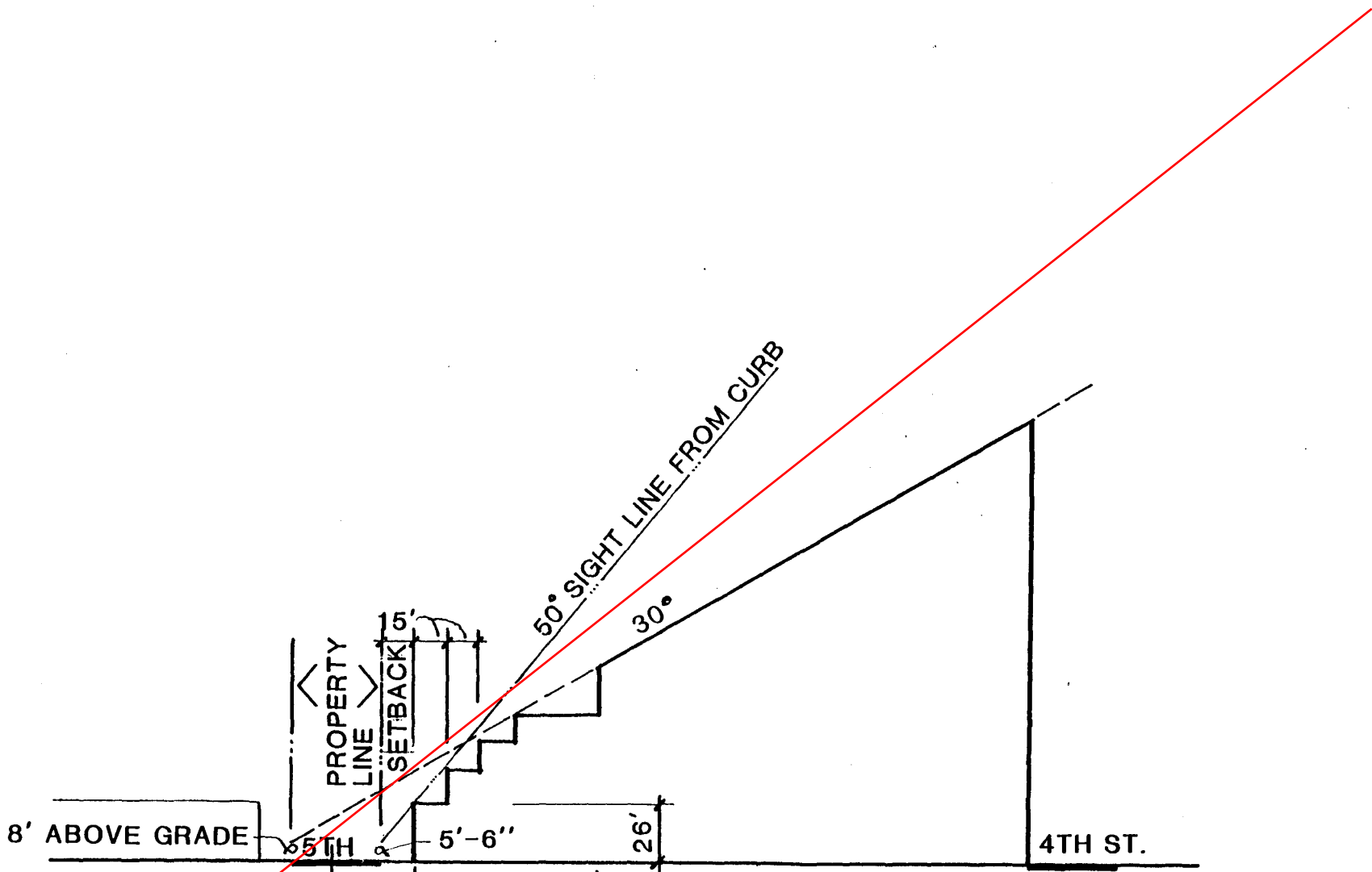
Blocks 9 and 10 new development shall be designed to provide solar access at 2:00 pm on 21 December to at least 50% of that portion of the Marble Avenue right-of-way fronting on the premises to protect the quality of the pedestrian environment on the Marble Avenue Pedestrianway.

Block 12 new development shall be designed to conform to the Typical Solar Access for Block 12 illustrated in Diagram 2, in order to provide solar access to single family residences north of Granite.

2. Landscaping Plans submitted pursuant to City Site Plan requirements should be guided by the following criteria, excerpted from the 1975 Downtown Plan Revision.

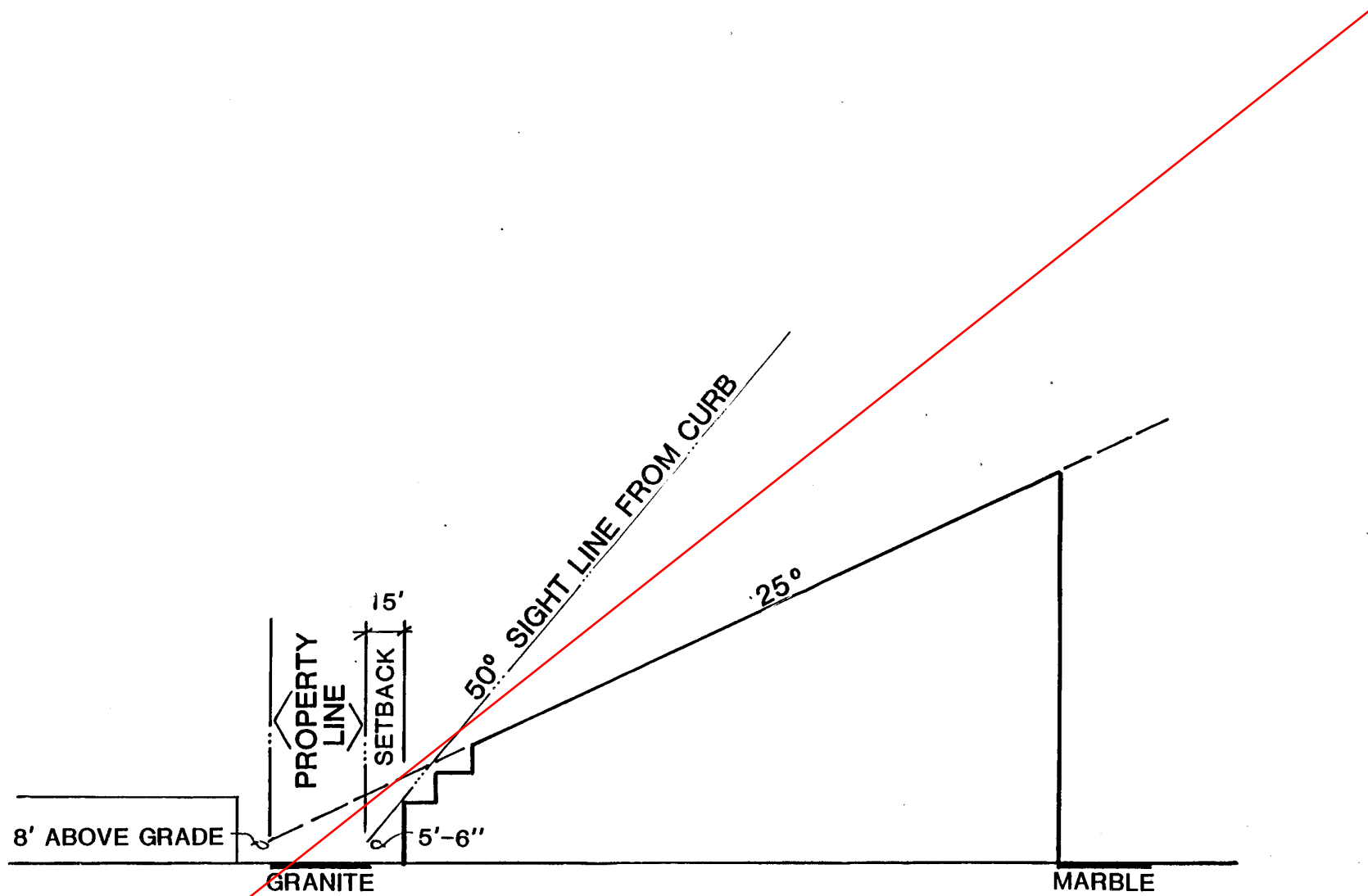
a. ON-SITE LANDSCAPING

- (1) Normal zoning requirements on parking lot landscaping apply where off-street parking is provided.
- (2) All outdoor pedestrian activity areas shall be heavily landscaped and shall be compatible with pedestrian way street tree and landscape concepts. This shall include, but not be limited to: plazas, outdoor eating areas, outdoor sales areas, recessed building entries, etc.



TYPICAL FOR BLOCK
NUMBERS 7 & 12

TRANSITION
DIAGRAM 1



TYPICAL FOR BLOCK 12

SOLAR ACCESS

DIAGRAM 2

- (3) All landscaping must follow the Landscaping Concept contained in this Plan and the City's adopted Street Tree Ordinance.

b. STREET TREES

- (1) Trees along streets in the Downtown should be suited to an urban, man-made environment in terms of their resistance to inner city problems such as heat and pollution, their compactness of form which can adapt to limited space conditions, their low maintenance characteristics, and their root system which should not interfere with underground utilities.
- (2) To provide special identity to the core area, large street trees should be confined to two basic, complementary species.
- (3) To give a sense of continuity to streets, trees should be regularly spaced along each thoroughfare.
- (4) Evergreens are generally not appropriate as street trees, but could be planted in groves and parks where more space is available.
- (5) Plantings should be used to differentiate streets of varying degrees of pedestrian or vehicular use as follows:

On streets with the highest volumes of vehicular traffic, larger deciduous trees should be planted to relate to the faster speed of the passing motorist.

Smaller trees which provide shade, color, and seasonal change should be used on streets with less traffic volume.

For streets with larger amounts of pedestrian traffic within commercial districts, intensive vegetation in more formal, contained arrangements is recommended. Within residential areas, more informal treatment with greater flow between the pedestrian areas and plantings is recommended.

To provide continuity within the pedestrian circulation system, landscaping along the major pedestrianways should be treated as one cohesive design emphasizing intensive use of smaller, ornamental trees and including finer landscaping elements for people, such as benches and fountains. Landscaping along designated pedestrianways would be specified at the time of their design.

TREE TYPES

Existing, healthy street trees should not be removed, but as they age or become diseased, they should be replaced only with the types recommended in this Plan.

One-Way Streets

The Street Tree Plan recommends the use of Sycamore species, specifically the *Platanus acerifolia* "Bloodgood" variety (commonly called London Plane Tree) or *Platanus orientalis* (Oriental Plane Tree). This is the largest size tree recommended.

The Planting of London Plane trees is recommended for the following one-way streets: Second, Third, Fifth & Sixth Streets,

Two-Way Streets

The Plan recommends two types of smaller trees for two-way streets carrying lower volumes of traffic. These include members of the ash species (*Fraxinus*) including the Arizona ash (*Fraxina velutina* - "Standley"), green ash (*Fraxinus pennsylvanica lanceolata*), modesto ash (*Fraxinus velutina glabra*), and white ash (*Fraxinus americana*). These two types are recommended for planting along the following streets: First, Fourth, Slate, Marble and Granite Avenues.

3. Drainage Plans for all new development must be submitted to the Hydrology Section of the Department of Municipal Development for review and approval. The 1982 Drainage Ordinance establishes existing review policy.

The following recommendations and requirements have been made by the City Hydrologist for any new development in the Plan Area:

1. Pre-design meetings between architect, engineer, client and City Hydrology Staff should be held well in advance of final preparation of plans.
2. In general, plans should reflect the fact that little or no downstream capacity exists in the street and storm sewer system. Therefore:
 - a. Detention ponds are required and a configuration of landscaping/parking area ponding is often an optimum solution.

- b. Whenever possible, the ponding should drain to an existing catch basin or storm sewer line.
- 3. Landscaping schemes should reflect the need to prevent irrigation runoff from impacting the downstream system.
- 4. In developments bordered by streets which flood during the 100-year storm as indicated in the AMDS, finished floor elevations shall be one-foot above the flood elevation in the street.

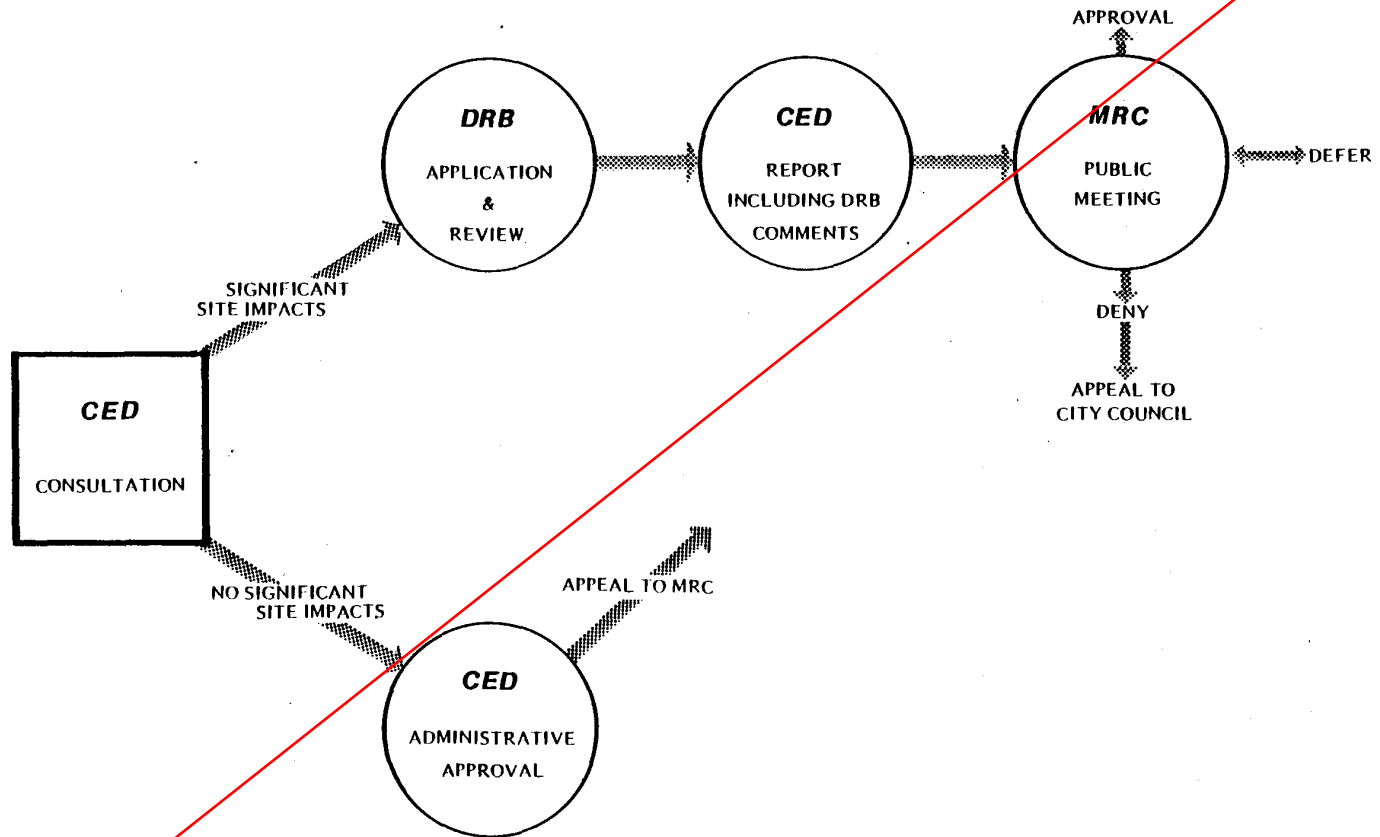
G. DEVELOPMENT REVIEW PROCESS

SU-3 AND SU-2 McCLELLAN PARK DISTRICT ZONES
FOR NEW CONSTRUCTION
AND
RENOVATIONS INVOLVING SIGNIFICANT SITE IMPACTS

1. Developer submits Site Development Plan to Community and Economic Development staff. Staff determines whether or not a renovation project has significant site impacts.
2. If staff determines that a renovation project has significant site impacts or if the Site Plan is for new construction, developer applies to the Development Review Board with a Site Development Plan (including any signs within the site) as defined by the Zoning Code and the Development Process Manual.
3. The Development Review Board reviews the Site Development Plan and makes comments.
4. The Development Review Board's comments are incorporated in a report prepared by the Community and Economic Development Department Redevelopment Planning staff for the Metropolitan Redevelopment Commission.
5. The Metropolitan Redevelopment Commission reviews the Site Development Plan. The Commission may approve, conditionally approve, defer a decision, or deny approval of the Site Development Plan.
6. Appeal of a decision of the Metropolitan Redevelopment Commission is to the City Council. Procedure is as specified in Section 45 of the Zoning Code for appeals from Planning Commission decisions.

DEVELOPMENT REVIEW PROCESS
FOR
RENOVATIONS OR CHANGES NOT INVOLVING SIGNIFICANT SITE IMPACTS

Site Development Plans (including signs) shall be administratively approved by the Community and Economic Development Redevelopment Planning staff.



DESIGN REVIEW PROCESS

DIAGRAM 3

II. FINANCING

Recommendations

1. All redevelopment incentives available under the State Metropolitan Redevelopment Code should be made available to this area, including use of Metropolitan Redevelopment Bonds for rehabilitation and new construction, and use of Tax Increment funds for public improvements. The City will make a diligent effort to secure the placement of specific redevelopment projects not using bonds into a Tax Increment District in accordance with applicable State Statutes requiring the approval of other taxing authorities. The following policies shall apply to guide the use of these incentives:

- a. Redevelopment bonds shall be used to encourage redevelopment in accordance with the Goals and Objectives of this Plan; non-conforming uses shall not receive redevelopment bonds to finance expansion.
- b. Any tax increment funds generated shall be used for public improvement projects within the McClellan Park Metropolitan Redevelopment Area. Wherever feasible and appropriate, they should be matched with funds from the owners of benefitted properties. The following list of appropriate tax increment projects is not in priority ranking. All will require subsequent specific Council approval and appropriation:
 - (1) Utility relocation including burial, as described in Section III. D;
 - (2) Construction of major public pedestrianways, as described in Section III. C;
 - (3) Improvements to McClellan Park, as described in Section III. C;
 - (4) Area-wide sidewalk repair and replacement;
 - (5) Public parking structure (if needed).

2. Industrial Revenue Bonds should be made available to assist businesses that wish to re-locate out of the area and encourage a gradual transition to a more urban character.

3. The Downtown Development Loan Pool Boundaries should be expanded to include the McClellan Park Redevelopment Area through City Council action.

4. Community Development funds for housing rehabilitation should be made available to the residential areas generally west of Fifth Street through expansion of the Downtown Neighborhood Community Development Area to coincide with the recommended DNA SU-2 zone boundaries (See Map 17). The Neighborhood Housing Services (NHS) program should be encouraged to expand into this area through the normal CD planning process.

5. Projects within the McClellan Park District and the Downtown Core SU-3 zone should be eligible for Downtown Incentives funds for public right-of-way improvements in response to private investment. The same public-private sharing of costs should apply as is normally followed within the Downtown Core: (a) The installation and maintenance of street trees on streets not designated pedestrianways shall be the responsibility of the developer; (b) Sidewalk improvements and installation of an irrigation system connected to a private water source for the street trees shall be the responsibility of the City.

6. An area-wide maintenance assessment district should be instituted for maintaining the major pedestrianways.

7. Within the proposed Downtown Neighborhood SU-2 area, property owners granted conditional uses should be required to replace or repair sidewalks if needed.

8. If the south half of Slate Avenue is vacated between Third and Fourth Streets in conjunction with developing a pedestrian mall, the City shall as a condition of vacation retain pedestrian and utility easements and require agreement by the fee owner to fund mall improvements on this land per a plan satisfactory to the Metropolitan Redevelopment Commission.

Rationale

(1) Federal and Local Redevelopment Programs

Two of the major programs funded by Community Development which are needed in this area are the Housing Rehabilitation Program and the Downtown Development Loan Pool Program (DDLPP) which provides interest subsidies for commercial rehabilitation. Although the City has adopted a policy that no new CD areas will be declared, the western portion of the McClellan Park Area can be added to the existing Downtown Neighborhood Community Development Area so that the DNA Sector Development Plan boundaries and the Community Development Area boundaries will coincide. This will enable Neighborhood Housing Services to expand their housing rehabilitation program into this area. The DDLPP boundaries may be expanded to include the entire McClellan Park Area through City Council action. Although this program now operates only within designated Community Development areas, new Federal regulations permit its extension into non-CD areas. This proposed extension into the McClellan Park area is justified because of its redevelopment status and the need for a range of redevelopment incentives providing funding for small as well as larger projects (See Goal #13). Whereas bonds are feasible only for projects over approximately \$500,000, the DDLPP as presently structured may be used for rehabilitation projects under \$250,000. The DDLPP therefore supplements the City's bond program as a redevelopment tool. All of these programs function in a "partnership" with the private sector, offering special financing terms as an inducement to private investment.

(2) Tax Increment

Tax Increment funds are generated through private investment and a developer's willingness to forgo use of bonds and tax abatement in return for public improvements. Although formation of a tax increment district must be approved by all participating taxing authorities, the City may play a role in encouraging other jurisdictions to support such an effort for this area. If a Tax Increment District is approved, the use of tax increment funds for specific purposes is subject to subsequent City Council approval and appropriation processes; however, the setting of priorities in this redevelopment plan can provide guidance for those future appropriation decisions and provide direction and assurances to the private sector regarding City commitments to future improvements.

Priorities for tax increment funding have been recommended based on their projected impact on private investment decisions, i.e., their function as an incentive to further generation of tax increment revenues, in accordance with the goal of this plan to actively promote redevelopment. The cost of relocating electric utility lines and power towers as discussed in Section III. D. is presently estimated at approximately \$600,000 by PNM. If this cost is borne by the private sector alone, it could serve as a significant deterrent to investment, particularly for the first projects impacted, which would bear a disproportionate share of the cost of relocation.

The Pedestrianways recommended by this Plan can be funded from four possible sources: Tax Increment Financing, Downtown Incentives Fund, assessment district, or by the private developer on a project basis. Because the Pedestrianways are recommended for more intensive landscaping to a higher standard than the other streets in the area, some public funding should be made available for the Pedestrianway improvements. The two most likely sources are Tax Increment Financing or the Downtown Incentives Program. Tax Increment Financing would permit construction of the entire pedestrianway system at once, while the Downtown Incentives approach requires construction of public improvements only in response to specific private projects. Tax Increment is therefore the preferred funding source. If the capital costs are borne by the City, an area-wide maintenance assessment district would be appropriate for maintaining the major pedestrianways. Instituting these major pedestrianways to and from McClellan Park is a key concept intended to establish the park as a focal point around which to organize significant redevelopment projects attracted to this amenity. The pedestrianways are listed as a higher priority than improvements to the park itself because, as discussed under Existing Conditions, pedestrian movement in the area now is very restricted, with landscaping and sidewalk conditions severely neglected. On the other hand, McClellan Park as it now exists serves as a positive rather than negative influence on redevelopment.

The Downtown Incentives (GO Bond) Program can provide a means of funding sidewalk improvements and landscaping on streets not designated pedestrianways and within the area zoned SU-3 or McClellan Park District. Under this program as presently administered within the Downtown Core, the costs of sidewalk improvements and landscaping are shared between the developer and the City on a project or block basis but only if certain "thresholds" of private investment are met. The program has provided significant development incentives, but at this time demand within the Downtown Core exceeds the funds available.

Tax increment funds are therefore recommended as an alternative source for funding an extension of this program to the McClellan Park District.

As described under Existing Conditions, many of the sidewalks and curbs between Fourth and Sixth Streets within the recommended SU-2 Downtown Neighborhood Area have been identified as needing repairs. Sidewalk and curb improvements could be funded by Tax Increment Financing, assessment district, or by each private property owner individually. The zoning in the SU-2 Area permits conditional 100% office and commercial uses. One of the conditions could be that the property owner repair sidewalks if repairs are needed. Tax Increment Financing could also be used within this area to replace sidewalks comprehensively, rather than on a piecemeal basis by each property owner. If sufficient Tax Increment Funds are not available, an assessment district could be established.

Long-term planning for City parking structure commitments is a prerequisite to implementing the parking dedication facility concept proposed in this Plan. Once the need for public structures has been identified, tax increment funds can be used to finance the City's one-half share of parking structure cost. This public improvement has the lowest priority because it is at this time unknown whether developers will make use of the parking dedication fee option for funding public structures.

3. Urban Enhancement Trust Funds

Extension of the Lomas Pedestrianway Project east from Third Street may be appropriate for financing through Urban Enhancement Trust Funds.

4. General Obligation Bonds

General Obligation Bonds are another source of funding for improvements to McClellan Park. G. O. Bonds are the normal source of funds for park improvements. McClellan Park was recently renovated; however, funding was not sufficient to complete all the planned improvements (i.e. the paving of the walkways). Although improvements for the park are also a priority under Tax Increment financing, the park is not a high priority for Tax Increment, and General Obligation Bond financing may be available sooner.

IV. THE McCLELLAN PARK SECTOR DEVELOPMENT PLAN: SU-2 ZONING REGULATIONS

A. SU-2 McCLELLAN PARK DISTRICT C Commercial land use category is governed by the following regulations:

1. Permissive uses: Uses permissive in the C-2, Community Commercial zone, and dwelling units, except as required by the specific block criteria contained in the McClellan Park Metropolitan Redevelopment Plan, Guidelines for Site Plan Review and as specified below:

a. New construction on Block 7 (See Map 22) shall maintain the existing ratio of residential to non-residential square footage of 1 to 1. For every square foot of non-residential use constructed, there must be one square foot of residential floor area constructed. An existing business can expand up to 10,000 square feet without being required to meet this residential to non-residential square footage ratio.

b. New construction on Block 12 (See Map 22) shall maintain the existing ratio of residential to non-residential square footage of 1 to 2. For every two square feet of non-residential use which is constructed, there must be one square foot of residential use constructed. An existing business doing business on the block on the effective date of this zoning regulation can expand into as much as 4,000 square feet of new building net floor area without being required to meet the residential to non-residential square footage ratio.

2. Conditional uses: Uses Conditional in the C-2, Community Commercial zone.

3. Signs are regulated as in the C-2, Community Commercial zone except that free-standing signs are not permitted.

4. There is no height requirement except as required by the specific block criteria contained in the McClellan Park Metropolitan Redevelopment Plan, Guidelines for Site Development Plan Review.

5. There is no lot size requirement.

6. There is no setback requirement except as required by the Building Code, Traffic Code, other City ordinances and the specific block criteria

contained in the McClellan Park Metropolitan Redevelopment Plan, Guidelines for Site Development Plan Review.

7. Retail outlets specified below in this paragraph have no parking requirements if they front on the McClellan Park or a designated pedestrianway (see Map 20). Retail outlet is defined as a business which engages in the retail sale of the following goods, plus incidental retailing of related goods and incidental service or repair, or a business which engages in the following services:

Antiques

Arts and crafts objects, supplies, plus their incidental creation, provided there is little or no reproduction of identical objects.

Barber, beauty services

Books, magazines, newspapers, printing, copying, stationery, except adult book store.

Clothing, shoes, drygoods

Cosmetics, notions, hobby supplies.

Drugs

Flowers and plants

Food and drink for consumption on premises or off, but not drive-in facility.

Furniture, household furnishings

Jewelry

Repair of shoes

Sporting goods

Musical instruments and supplies

Travel agency

8. For uses other than retail as specified in #7, off-street parking is required pursuant to the Zoning Code, Section 40-A. In lieu of meeting these parking requirements, a developer may obtain: a waiver of these on-site requirements by paying a parking dedication fee for spaces in a public parking structure at a rate equal to one-half the City's cost for each space required (cost to be determined by the City).
9. A Site Development Plan, and, if relevant, a Landscaping Plan, is required for any new construction or for renovations involving significant site impacts, each approved by the Metropolitan Redevelopment Commission (See Diagram 3). Site Development Plan and Landscaping Plan

review and approval will be governed by standards contained in the McClellan Park Metropolitan Redevelopment Plan, Guidelines for Site Plan Review and approvals must be consistent with that plan.

B. SU-2 McCLELLAN PARK DISTRICT M Manufacturing land use category is governed by the following regulations:

1. All provisions of the M-1 Light Manufacturing Zone, including subsequent amendments, apply.

2. A Site Development Plan, and, if relevant, a Landscaping Plan, is required for any new construction or for renovations involving significant site impacts, each approved by the Metropolitan Redevelopment Commission (See Diagram 3). Site Development Plan and Landscaping Plan review and approval will be governed by standards contained in the McClellan Park Metropolitan Redevelopment Plan. Guidelines for Site Plan Review and approvals must be consistent with that plan.

C. These land use categories are hereby amended into the official zone map (as provided by Article 7-14, R.O. 1974) as shown on Map 17 of this plan.

APPENDIX

Appendix A

Amendments to the Downtown Neighborhood Area Sector Development Plan

The following land use category and the area designated in the McClellan Park Plan as SU-2 for Downtown Neighborhood Area (See Map 17) will be added to the Downtown Neighborhood Area Sector Development Plan:

The MRO, Mixed Residential/Office land use category corresponds to the R-T Residential Zone in the Zoning Code, including any subsequent amendments, and is subject to the same regulations as that zone with the following exceptions:

1. The minimum lot area is 2000 square feet.
2. The off-street parking requirement is one and one-fourth spaces per dwelling unit for residential development.
3. For non-residential development, the Zoning Code parking requirement shall apply. Off-street parking is not permitted between the structures and the adjacent street right-of-way, but is permitted in existing drive ways and garages and between the structure and the alley.
4. The useable open space requirement is 500 square feet per dwelling unit.
5. Uses permissive in the O-1 Zone shall be permissive in this zone if the non-residential floor area does not exceed one-half of the gross floor area on the lot.
6. Signs are permitted as in the RC, Residential/Commercial Zone in the Zoning Code.
7. Use of 100% of the floor area for offices is conditional providing the following criteria are met:
 - a. Structurally sound main buildings will be rehabilitated and maintained in a manner which will protect, preserve, and enhance their existing architectural character and/or residential character.

b. New construction will be compatible in style, and materials with neighboring residential buildings.

c. Signage will not include visible bulbs, interior illumination, neon tubing, luminous paints, plastics, or moving parts and will be compatible in design with the neighborhood character.

d. Office development will be for uses which do not generate high levels of traffic, noise, or litter. Examples of offices which usually would not generate high noise, traffic, or litter levels are architects, business and investment consultants, engineers, geologist, lawyers, physicians, psychiatrists, psychologists, and realtors. For consideration of such uses the Zoning Hearing Examiner shall impose certain parking requirements or other traffic controls when necessary to accomplish the goals set forth in this plan.

e. A Site Development Plan shall be presented to and approved by the Zoning Hearing Examiner with any application for a conditional use.

Appendix B

MCCLELLAN PARK SURVEY

At the first area meeting held during the planning process a survey was handed out to all who attended. The tabulation of the answers which were returned to the City staff are as shown below.

It should be noted that this survey is not a true random sample survey, as it includes only those who chose to attend this particular meeting and return a questionnaire.

Overall Profile of Respondents

	Number	Percentage
Owner Occupants	24	59%
Resident Renters	3	8%
Business Owners	16	39%
Owners of Rental Units	2	5%
Total Respondents	41	

Note: Some categories may overlap, i.e. residents may also own a business.

What do you like about this Area?

Convenient Location	30	73%
Historical/Aesthetic	12	29%
Long-Time Residents	4	10%
Low Crime Rate	3	7%
Variety of Uses	3	7%
Parks	3	7%
Close to Schools	2	5%
Potential for Growth	2	5%
Quiet	2	5%

What are the problems in this Area which the Plan should address?

Run Down Properties	19	46%
Poorly Planned Land Use	9	22%
Poor Traffic Patterns	6	15%
Poor or Insufficient Parking Areas	6	15%
Mixed Uses	6	15%
No Problems	3	7%
Noise	3	7%
Transients	2	5%
Too Much Commercial	2	5%
No Residential Support Businesses	2	5%

What would you like to see happen to this area in the future?

Refurbish Run Down Properties	10	24%
Protect Homes from Commercial Encroachment	7	17%
More Commercial Use	5	12%
No Industrial Development	4	10%
Add Landscaping/Trees	4	10%
Improve Traffic Flow	3	7%
Reduce Commercial	3	7%
Encourage Residential	2	5%
Clean Area	2	5%
Low-Interest Mortgages	2	5%

CITY of ALBUQUERQUE
ELEVENTH COUNCIL

COUNCIL BILL NO. **R-230** ENACTMENT NO. **109-1995**

SPONSORED BY:

Steve D. Gallegos

RESOLUTION

1
2 AMENDING THE BOUNDARIES OF THE MCCLELLAN PARK SECTOR DEVELOPMENT PLAN
3 AND THE DOWNTOWN CORE REVITALIZATION STRATEGY, WHICH INCLUDES A SECTOR
4 DEVELOPMENT PLAN FOR THE DOWNTOWN URBAN CENTER, AND REZONING MCCLELLAN
5 PARK SU-3 SPECIAL CENTER ZONE.

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

11 WHEREAS, the Council has adopted the Downtown Core Revitalization
12 Strategy, including a Rank III Sector Development Plan for the Downtown
13 Urban Center, Enactment 24-1989, and has subsequently amended the plan
14 through Enactment 44-1990, Enactment 96-1991, Enactment 142-1991, and
15 Enactment 125-1992; and

16 WHEREAS, the Council has adopted the McClellan Park Sector
17 Development Plan as a Rank III Plan, Enactment 10-1984; and

18 WHEREAS, these plans specify zoning and establish land use and
19 redevelopment policies for the downtown core and the area surrounding
20 McClellan Park; and

21 WHEREAS, the City has offered to donate McClellan Park to the
22 Federal government as part of a site for a new U.S. Courthouse; and

23 WHEREAS, the southern portion of the proposed courthouse site is
24 new zoned SU-3 and is located within the Downtown Urban Center Sector
25 Development Plan, while the northern portion is zoned SU-2/C and is
26 located within the McClellan Park Sector Development Plan; and

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1 WHEREAS, it is desirous to have uniform zoning on the entire
2 courthouse site; and

3 WHEREAS, policies adopted by the City in the Albuquerque/
4 Bernalillo County Comprehensive Plan and the Downtown Core
5 Revitalization Strategy and affirmed by the Environmental Planning
6 Commission in its decision in the matter of Z-93-46 call for uses such
7 as a courthouse to be located within an Urban Center; and

8 WHEREAS, the area north of the existing Downtown Urban Center
9 boundary is seen as the most appropriate area for downtown expansion as
10 noted in the McClellan Park Sector Development Plan and affirmed by the
11 Environmental Planning Commission in its decision in the matter of
12 Z-83-12; and

13 WHEREAS, the proposed courthouse site, which is large enough to
14 accomodate the court facility as well as landscaped public open space,
15 can provide the same impetus for redevelopment that was envisioned
16 earlier for the area based on McClellan Park as a focal point; and

17 WHEREAS, the Environmental Planning Commission, in its advisory
18 role on all matters related to planning, zoning and environmental
19 protection, has approved and recommended adoption of the proposed
20 amendments to the boundaries of the Downtown Core Revitalization
21 Strategy and McClellan Park Sector Development Plan, and has found that
22 rezoning McClellan Park to SU-3 meets the requirments of Resolution
23 270-1980.

24 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
25 ALBUQUERQUE THAT:

26 Section 1. The block bounded by Slate Avenue, Marble Avenue,
27 Third Street and Fourth Street, as indicated in Exhibit A which is
28 attached hereto and made a part hereof, is hereby rezoned SU-3 and
29 included in the Downtown Core Revitalization Strategy and the Sector
30 Development Plan for the Downtown Urban Center.

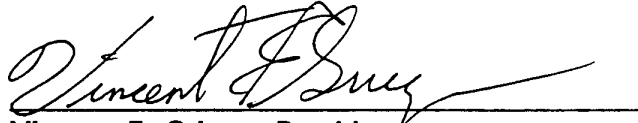
31 Section 2. The block bounded by Slate Avenue, Marble Avenue,
32 Third Street and Fourth Street is hereby deleted from the McClellan
33 Park Sector Development Plan.

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PASSED AND ADOPTED THIS 1st DAY OF MAY, 1995.


BY A VOTE OF 6 FOR AND 2 AGAINST.

Yes: 6
No: Lattimore, Robbins
Excused: Adams



Vincent E. Griego, President
City Council

APPROVED THIS 18th DAY OF May, 1995.



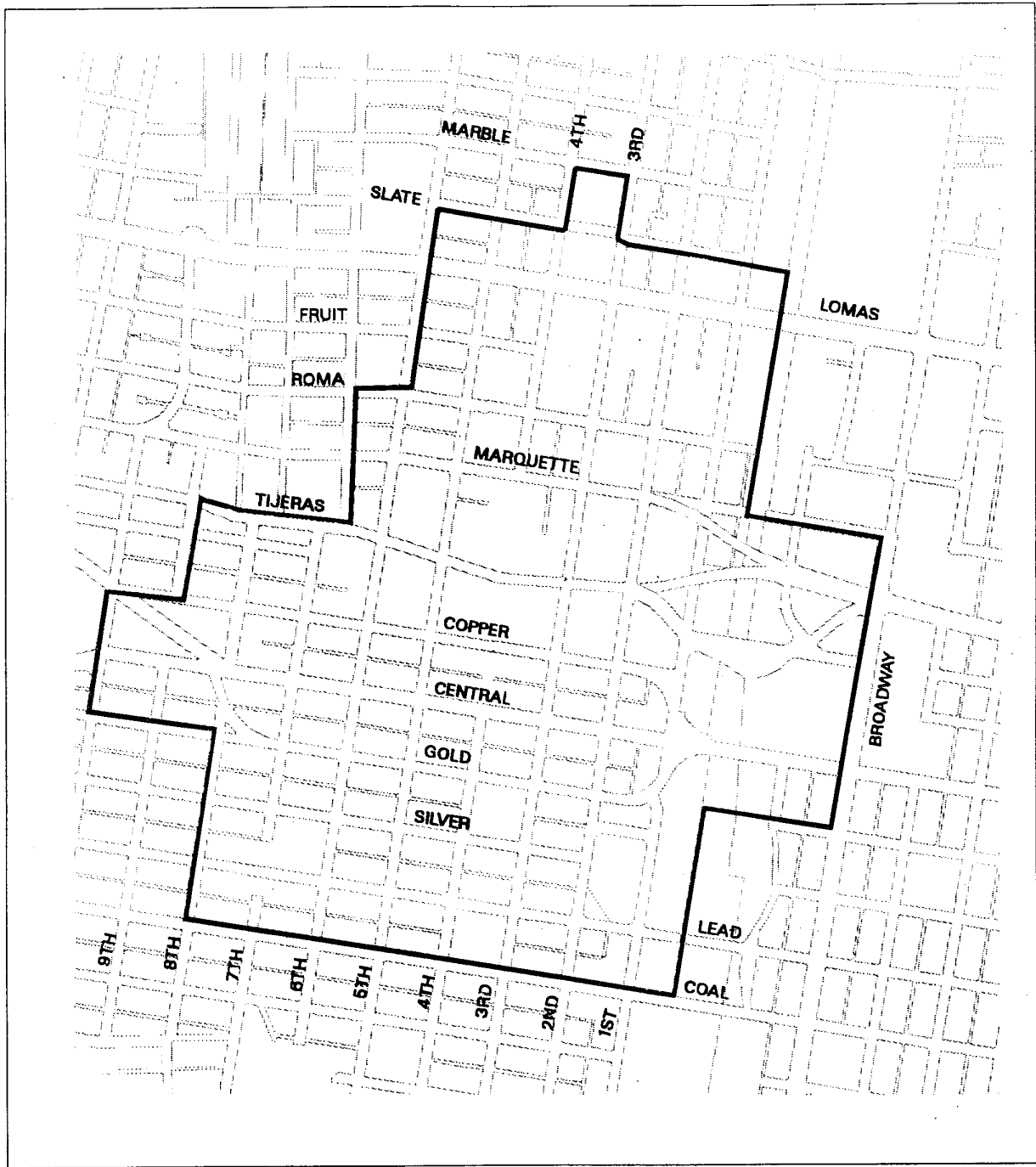
Martin J. Chavez, Mayor
City of Albuquerque

ATTEST:



City Clerk
Deputy

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June, 1995



SU-3 Downtown Urban Center Boundary

Prepared by
 City of Albuquerque, Planning Department

CITY of ALBUQUERQUE FIFTEENTH COUNCIL

COUNCIL BILL NO. F/S R-01-284 ENACTMENT NO. 57.2002

SPONSORED BY: **ERIC GRIEGO**

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RESOLUTION

AMENDING THE MCCLELLAN PARK SECTOR DEVELOPMENT PLAN TO PROHIBIT NEW OFF-STREET COMMERCIAL SURFACE PARKING LOTS AS A PERMISSIVE USE IN THE C-2 COMMUNITY COMMERCIAL ZONE AND TO INCLUDE OFF-STREET COMMERCIAL SURFACE PARKING LOTS AS A CONDITIONAL USE IN THE C-2 COMMUNITY COMMERCIAL ZONE AND THE M-1 LIGHT MANUFACTURING ZONE.

WHEREAS, the City of Albuquerque originally adopted the McClellan Park Sector Development Plan in 1984 through action by the Council on Enactment Number 10-1984; and

WHEREAS, the McClellan Park Sector Development Plan addressed the stabilization and integration of the McClellan Park neighborhood; and

WHEREAS, the City of Albuquerque adopted the Downtown 2010 Sector Development Plan in 2000 through Council Resolution R-21, Enactment Number 50-2000; and

WHEREAS, the Downtown 2010 Sector Development Plan addressed the protection of surrounding neighborhoods from intrusion of commercial surface parking lots and provided policies which seek to eliminate commercial surface parking lots in neighborhoods adjacent to the Downtown Core; and

WHEREAS, the Downtown 2010 Sector Development Plan provided a "park once" plan which will accommodate Downtown parking within the Downtown Core; and

WHEREAS, the planning process for the Downtown 2010 Sector Development Plan provided several public meetings and hearings for

1 neighborhood representatives to discuss the impacts of spillover parking from
2 the Downtown Core; and

3 WHEREAS, this sector development plan amendment is not a zone map
4 amendment, however, if the sector plan amendment is at any time deemed to
5 be a zone map amendment, the Council finds that there are changed
6 neighborhood and community conditions that would justify a zone map
7 amendment including, but not limited to, the construction of new Federal and
8 County Courthouses along Lomas Boulevard, and the construction of the Steve
9 Schiff Office building, all of which have caused increased pressure in the
10 Sector Plan Area for commercial surface parking lots; and

11 WHEREAS, the Environmental Planning Commission recommended denial of
12 a sector development plan amendment to prohibit the development of new
13 commercial surface parking lots as permissive and conditional uses; and

14 WHEREAS, allowing new commercial surface parking lots as a conditional
15 use in the C-2 Zone will protect the residential areas in the sector plan area,
16 but will allow the use if after a public hearing, the applicant meets the criteria
17 for approving a conditional use; and

18 WHEREAS, the City Council has the authority to amend such a sector
19 development plan.

20 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
21 ALBUQUERQUE:

22 Section 1. That Section IV (SU-2 ZONING REGULATIONS) of the McClellan
23 Park Sector Development Plan be amended as follows:

24 A. On page 79, SU-2 MCCLELLAN PARK DISTRICT C
25 COMMERCIAL, the following subparagraph c should be inserted in section A.1
26 following subparagraph b:

27 "c. No commercial surface parking lot is allowed."

28 B. On page 79, SU-2 MCCLELLAN PARK DISTRICT C
29 COMMERCIAL, section 2 is amended to read:

30 "2. Conditional uses: Uses conditional in the C-2 Community Commercial
31 zone, including commercial surface parking lots."

1 C. On page 81, subsection B.1 of the SU-2 MCCLELLAN PARK
2 DISTRICT M MANUFACTURING zone is amended to read:

3 "1. All provisions of the M-1 Light Manufacturing Zone, including
4 subsequent amendments apply with the following exception: a commercial
5 surface parking lot is allowed only as a conditional use."

6 Section 2. Off-street parking, defined in Section 14-16-1-5 of the City of
7 Albuquerque Comprehensive Zoning Code as an area used for required
8 temporary parking regulated by Section 14-16-3-1, is not disallowed by this
9 resolution. Provisions for landscaping for off-street parking are provided in
10 Section 14-16-3-10 ROA 1994 of the Zoning Code.

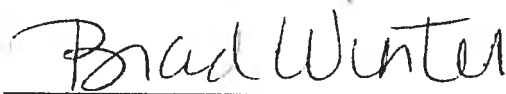
11 Section 3. Commercial surface parking lots established prior to the
12 effective date of this amendment are allowed to remain as regulated for parking
13 lots in the O-1 zone, based on a site plan submitted for approval by the Zoning
14 Enforcement Officer. All site plans shall include landscaping installed and
15 maintained according to the approved site plan. Time frames for landscaping of
16 existing commercial surface parking lots shall conform to the nonconformance
17 regulations in Section 14-16-3-4 (E) ROA 1994 of the Zoning Code.

18 Section 4. EFFECTIVE DATE. This resolution shall take effect five days
19 after publication by title and general summary.
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1 PASSED AND ADOPTED THIS 17TH DAY OF JUNE, 2002
2 BY A VOTE OF: 7 FOR 0 AGAINST.

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4 Yes: 7

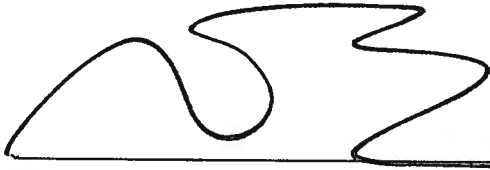
5 Excused: V. Griego, Cummins

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10 _____
11 Brad Winter, President
12 City Council

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15 APPROVED THIS 26 DAY OF June, 2002

16 F/S Bill No. R-01-284

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19 _____
20 Martin Chávez, Mayor
21 City of Albuquerque

22
23 ATTEST:

24 
25 _____
26

27 Asst City Clerk

**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

1 RESOLUTION
2 REPEALING RESOLUTIONS AND PLANS WHOSE REGULATORY PURPOSE
3 AND CONTENT HAS BEEN REPLACED BY THE INTEGRATED DEVELOPMENT
4 ORDINANCE (§14-16, ET SEQ.), INCLUDING PART §1-1-2, PART §1-1-4, PART
5 §1-1-5, PART §1-1-6, PART §1-1-10, PART §1-1-11, PART §1-1-12, PART §1-1-
6 14, PART §1-1-16, PART §1-2-1, ARTICLE 3: METROPOLITAN AREAS AND
7 URBAN CENTERS PLAN, ARTICLE 4: REVITALIZATION STRATEGIES,
8 ARTICLE 6: REDEVELOPMENT PLANS, ARTICLE 7: SECTOR DEVELOPMENT
9 AND COMMUNITY DEVELOPMENT PLANS, ARTICLE 10: OVERLAY ZONES,
10 ARTICLE 11: AREA PLANS, ARTICLE 13: CORRIDOR PLANS, PART §1-13-1,
11 AND PART §2-5-1; CREATING A NEW ARTICLE 14: RANK 2 FACILITY PLANS,
12 ARTICLE 15: RANK 3 MASTER PLANS AND RESOURCE MANAGEMENT
13 PLANS, ARTICLE 16: FRAMEWORK PLANS THAT ARE CONSISTENT WITH
14 THE TERMINOLOGY IN THE IDO; REPLACING REFERENCES TO REPEALED
15 ORDINANCES AND RESOLUTIONS IN VARIOUS LOCATIONS OF THE CODE
16 OF RESOLUTIONS OF ALBUQUERQUE, NEW MEXICO, WITH REFERENCES
17 TO THE INTEGRATED DEVELOPMENT ORDINANCE TO MAINTAIN
18 CONSISTENCY, INCLUDING PART §1-6-7, PART §1-6-8, PART §1-6-9, PART §1-
19 6-16, PART §1-7-16, PART §1-7-43, PART §1-11-9, PART §1-11-12, PART §1-12-
20 12, PART §1-13-2, PART §1-13-3, PART §1-13-4, PART §5-1-1; AND REVISING
21 THE LOCATION IN THE CODE OF RESOLUTIONS FOR SELECT PLANS TO
22 COMPILE RELEVANT SECTIONS OF THE CODE OF RESOLUTIONS AND TO
23 MAINTAIN CONSISTENCY WITH THE IDO, INCLUDING PART §1-4-2, PART §1-
24 4-3, PART §1-6-8, PART §1-6-10, PART §1-6-11, PART §1-6-12, PART §1-6-13,
25 PART §1-6-14, PART §1-6-15, PART §1-11-5, PART §1-11-6, PART §1-11-7,
26 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

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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**

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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**

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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

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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-**

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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

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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**

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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**

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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

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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**

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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

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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**

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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

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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

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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

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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

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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**

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1 owners desiring to downzone their existing zoning to a less intense, less
2 dense zone district in Areas of Consistency; and
3 WHEREAS, the Planning Department intends to initiate the Community
4 Planning Areas assessments within two years after the effective date of the
5 IDO to assess current and anticipated trends and conditions, to understand
6 planning issues and develop solutions to address them, and to track progress
7 on performance measures identified in the ABC Comp Plan over time; and
8 WHEREAS, the IDO requires the City to create an update process and
9 annual schedule for updates to the IDO; and
10 WHEREAS, the Office of Neighborhood Coordination sent e-mail
11 notification to neighborhood representatives on December 29, 2016, as
12 required, as part of the Environmental Planning Commission (EPC) application
13 process, and Planning Staff sent a re-notification reminder and Notice of
14 Decision for each hearing to neighborhood representatives on March 21, April
15 11, April 25, and May 5, 2017; and
16 WHEREAS, the proposed IDO was announced in the *Albuquerque Journal*,
17 the *Neighborhood News*, and on the Planning Department's webpage in
18 January 2017; and
19 WHEREAS, staff prepared summary handouts for each adopted Sector
20 Development Plan to explain how Sector Development Plan policies were
21 incorporated into the 2017 ABC Comp Plan, how regulations from Sector
22 Development Plan regulations were incorporated into the Integrated
23 Development Ordinance as either a best practice approach to land-use
24 regulation and zoning that was extended citywide or as a regulation that was
25 mapped to apply to the same area as specified in the Sector Development
26 Plan, either as a zone district (§14-16-2-3), a Character Protection Overlay zone
27 (§14-16-3-2), a Historic Protection Overlay zone (§14-16-3-3), a View Protection
28 Overlay zone (§14-16-3-4), a use-specific standard (§14-16-4-3), a development
29 standard (§14-16-5), or an administrative procedure (§14-16-6); and
30 WHEREAS, the public and staff from City departments and outside
31 agencies had opportunities to make written and verbal comments prior to and
32 during the EPC's review of the IDO, and the IDO was revised to reflect
33 Conditions of Approval recommended by the EPC; and

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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**

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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**

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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

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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**

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- 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 Barelmas 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 Reynolds 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

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- 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 4th Street Corridor Plan
- 17 • §1-7-48 Volcano Cliffs Sector Development Plan
- 18 • §1-7-49 Volcano Trails Sector Development Plan
- 19 (C) Article 11 is amended to repeal the following Parts in their entirety:
- 20 • §1-11-11 Northwest Mesa Escarpment Plan
- 21 (D) Article 13 is amended to repeal the following Parts in their entirety:
- 22 • §1-13-1 Rio Grande Boulevard Corridor Plan
- 23 Section 4. The City hereby severs and invalidates the regulatory content of
- 24 the jointly adopted Rank 3 Sector Development Plans and Metropolitan
- 25 Redevelopment Plans, which will no longer serve as Sector Development
- 26 Plans but will continue to serve as Metropolitan Redevelopment Plans to guide
- 27 the Metropolitan Redevelopment Agency on redevelopment efforts, catalytic
- 28 projects, and public/private partnerships, subject to amendment pursuant to
- 29 the Metropolitan Redevelopment Agency Ordinance (§14-8-4-3(B)). Code of
- 30 Resolutions Land Use - Article 6: Redevelopment Plans is hereby repealed,
- 31 and Articles 7 and 12 are amended with the following related actions:

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- 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”

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- 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.

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- 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.

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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.

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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.

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- 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

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

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

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

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

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

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

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

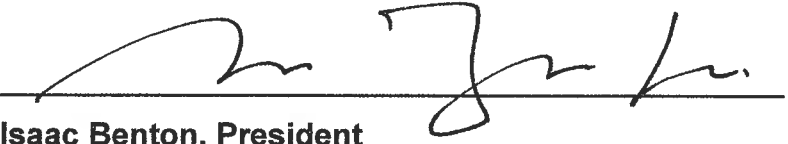
30 Section 24. EFFECTIVE DATE AND PUBLICATION. This legislation shall
31 take effect six months after publication by title and general summary.

32
33

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

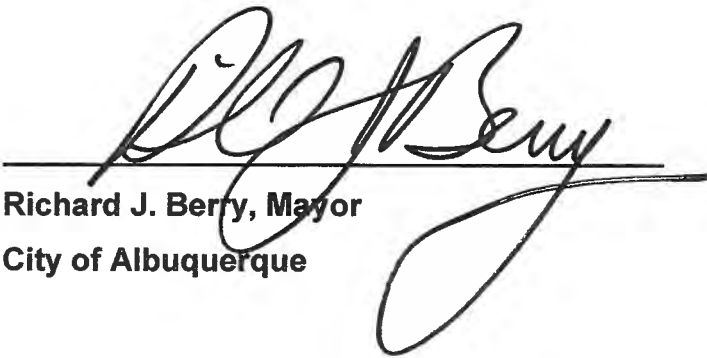
3
4 For: Benton, Davis, Gibson, Harris, Jones, Lewis

5 Against: Peña, Sanchez, Winter
6
7

8
9 
10 Isaac Benton, President
11 City Council
12
13

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

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

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

25 ATTEST:

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

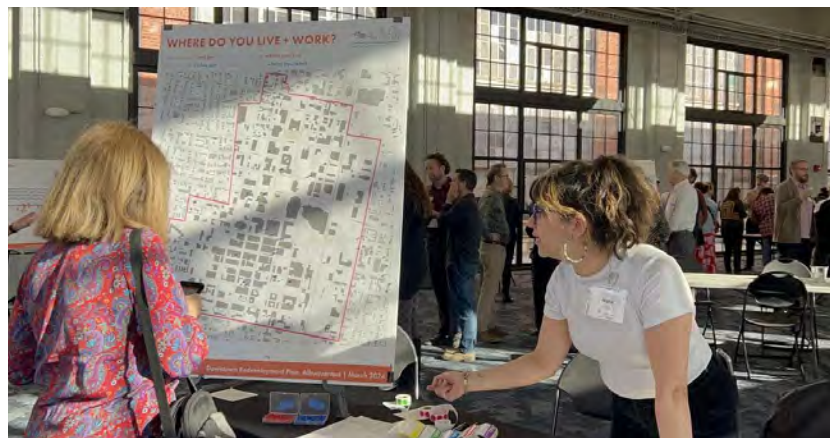
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Summary
Open House #1

DOWNTOWN ALBUQUERQUE REDEVELOPMENT PLAN



PUBLIC OPEN HOUSE #1

The public response to the Open House #1 suggested the community is aware of current challenges, yet positive about Downtown's future outlook across two primary themes:

SAFETY

Overwhelming responses throughout the activity stations showed the community's want for a vibrant and safe Downtown.

- Improved and additional **lighting**
- Clear **visibility**
- Defined routes of travel and **marked crossings**
- Address **vacancies** by limiting ambiguous space
- **Improved appearance** and removal of structural hazards
- **Cooperative communications** and investment in **security** measures
- Events and programming to **bring in critical mass** leading to "eyes-on-the-street" effect

DIVERSITY

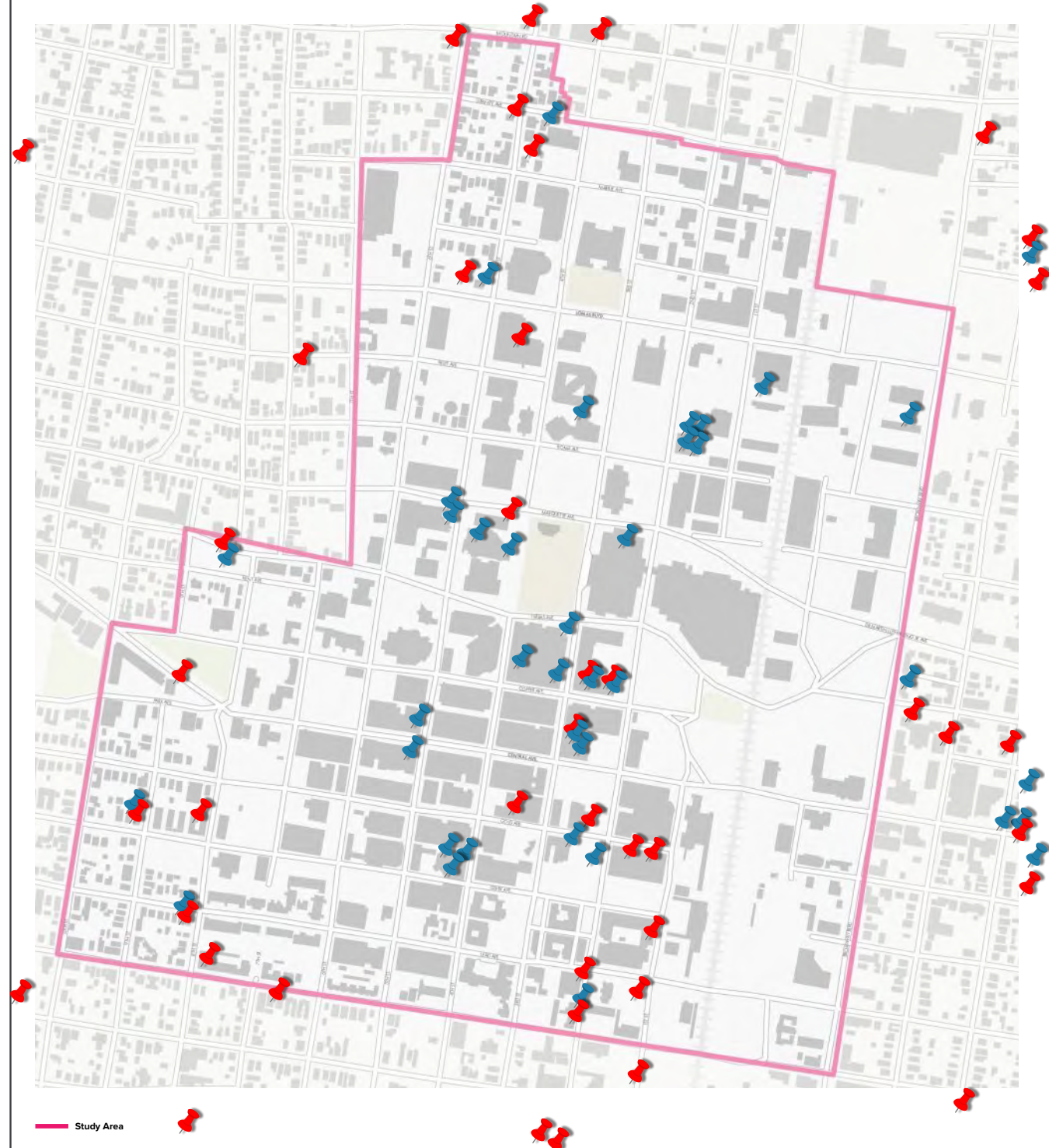
Community responses show they seek diversity of offerings; this theme was reflected with considerable interest across several conditions.

- Range of **Businesses**: shops, restaurants, galleries, theater, bars, services, and office spaces
- **Daytime and night-time** activities and offerings
- Variety of **housing typologies** that build on the current state of residential
- **Multiple modes** of transportation
- **Multi-generational** activities, offerings, and programming
- **Equity** within the public environment
 - **Accessibility** for individuals with disabilities (ADA access)
 - Access to public **restrooms**
 - Access to **nature**
- Seek to attract local, regional, and out-of-state **visitors**

WHERE DO YOU LIVE + WORK?

Please place a **red pin** on the map to indicate **where you live**.

Please place a **blue pin** on the map to indicate **where you work**.



COMMUNITY INVOLVEMENT

Participants were asked to indicate on the map where they live and work.

- **Less-than-half** of the participants placed **pins in the map**.
- The majority indicated **they work within** the Redevelopment Area boundary.
- Pins indicating where participants work appear to be **evenly distributed** between the government and business core (north) and smaller-scale retail and local businesses (south).
- **Additional insights** will be received from **MRA's survey** that further analyzes where people live and work.
- Residents outside Downtown **may participate in the survey** and would provide additional valuable perspective.
- Post-Open House: additional measures to attract a wider audience of input and offer unique insights for open house activities might include:
 - Students of Siembre / Biehl High schools participate in the activities
 - Neighborhood residents and associations
 - Project Stakeholders

DOWNTOWN ALBUQUERQUE IN 10 YEARS

Participants were asked to use one word to describe the redevelopment area
IN TEN YEARS...

- Nearly all responses depicted an **vibrant, safe, bustling, and thriving** downtown for Albuquerque.
- When describing the study area in ten years, just under half of the responses highlighted a **clean and refreshed** appearance.
- Several responses focused on **equitable** opportunities.
- All words chosen demonstrate the level of **optimism and hope** directed at reviving the heart of this city.
- Responses reflect a desire to improve the conditions **without dramatically changing the character** of Downtown.

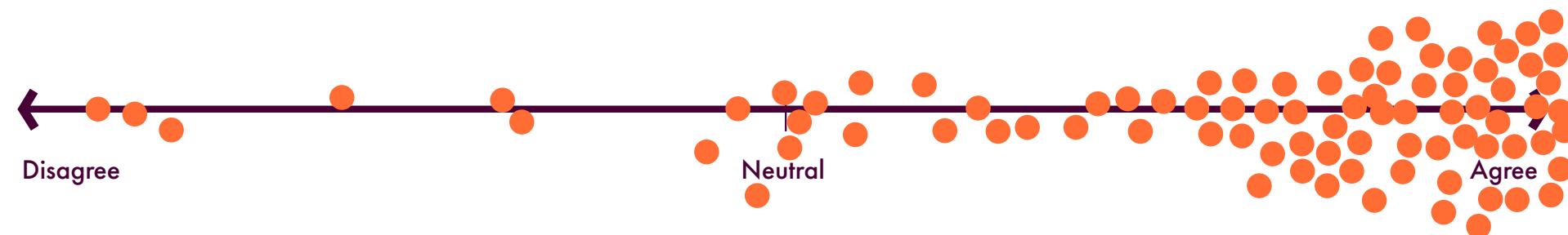


REDEVELOPMENT VISION STATEMENT

Please place your dot to indicate whether you agree - disagree.
Add your suggestions or modifications on sticky-notes provided.



Downtown Albuquerque is a culturally rich community, which will attract diverse residents, visitors, and businesses because it offers safe, walkable destinations and fun experiences that offer an authentic sense of belonging.



VISION STATEMENT

Participants were asked to indicate their level of agreement with the draft redevelopment vision statement established with the Advisory Committee. Sticky notes were provided so participants could add additional detail that supported their dot placement.

- The **overwhelming majority leans toward agreement** with the Vision Statement.
- 10% of participants expressed disagreement or fell below a neutral position
- Among the sticky note modifications, nearly half referenced the need for an **increased variety** of spaces and programs offered, spanning different types of retail, family-friendly spaces, and public areas. This aligns with the vision statement, which **highlights the aspiration for a diverse mix of residents, visitors, and businesses.**
- Multiple sticky notes addressed **mobility concerns**, primarily emphasizing pedestrian and cycling safety to allow/promote these mobility options. This also resonates with the vision statement, which emphasizes safe, walkable destinations.
- Additional notes mention need to address **equity** concerns and **retain** long-term families.
- Post-Open House: It may be worth considering adjustments to the first line of the statement to both attract and retain existing residents and families.

DOT • MOCRACY : VOTE FOR THE CARDS YOU VALUE MOST

Please **vote for your top three** (3) values for downtown.

<p>01 Downtown living I value our community having a variety of residential options in the core of downtown.</p>  <p>37 Total Votes</p>	<p>02 Vibrant public offerings I value vibrant, convenient, and safe community gathering spaces.</p>  <p>23 Total Votes</p>	<p>03 Safe routes I value a safe and comfortable journey walking and biking between destinations.</p>  <p>28 Total Votes</p>	<p>04 Transit access I value public transit connecting key destinations in my community.</p>  <p>15 Total Votes</p>	<p>05 Urban Ecology I value the introduction of trees and other restorative spaces in Downtown.</p>  <p>7 Total Votes</p>
<p>06 Sustainability I value reducing building and vehicle emissions in the area.</p>  <p>10 Total Votes</p>	<p>07 Local character I value opportunities for community integration and recognition of local heritage.</p>  <p>25 Total Votes</p>	<p>08 Community resources I value community resources that expand recreation, culture, and education for all ages.</p>  <p>21 Total Votes</p>	<p>09 Public art I value integrating public art to enrich downtown's distinctive character.</p>  <p>11 Total Votes</p>	<p>10 Community safety I value living in a community that prioritizes public safety.</p>  <p>44 Total Votes</p>
<p>11 Business Diversity I value a diverse business landscape in Downtown.</p>  <p>19 Total Votes</p>	<p>12 Sense of community I value meaningful community encounters.</p>  <p>18 Total Votes</p>	<p>13 Civic pride I value Downtown as a place to be proud of.</p>  <p>18 Total Votes</p>		

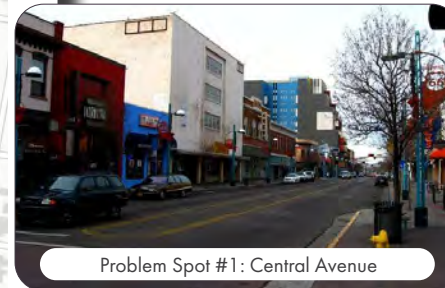
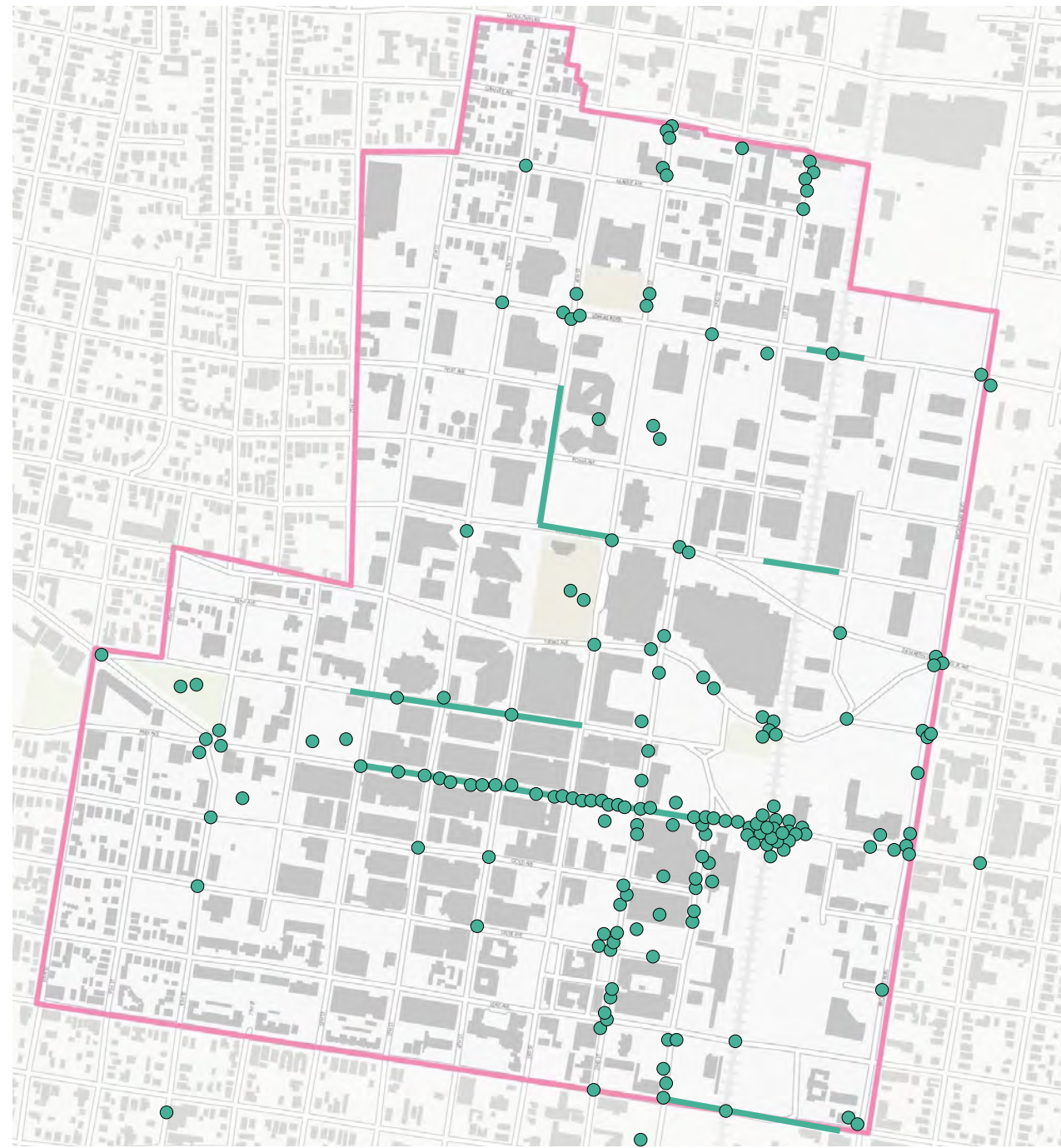
DOWNTOWN VALUES

Participants were asked to identify their top three values for Downtown.

- Overall, the top three values **all interconnect with the concept of safety**, community safety, safe routes for walking and biking, and downtown living which suggests prioritizing existing, and adding new residents to increase the round-the-clock people in Downtown.
- **Community safety**, encompassing both personal security and the well-being of the community at large, stands as a the primary value.
- **Safe routes** highlights the importance that individuals can walk or bike between destinations without risk. This value was explored further in the "Walking Around" station and aligns with the feedback received there.
- **Downtown living** is closely intertwined with safety, as the perceived safety of an area significantly impacts its livability and attractiveness as a residential destination.
- The value of community safety garnered more Primary Votes than downtown living and safe routes combined.
- Next-in-line top vote getters were **local character, vibrant public offerings**, and **community resources**.

WALKING AROUND: IDENTIFY THE PROBLEM LOCATIONS

Please place a teal sticker on the map to indicate problem spots for pedestrians.



Problem Spot #1: Central Avenue



Problem Spot #2: Railroad Tunnel



Problem Spot #3: Alvarado Transit Center

Additional Comments Provided:

Participants were asked to identify specific spots or routes, and **describe the challenges as a pedestrian** in Downtown Albuquerque. The responses fell under a larger umbrella of safety concerns for pedestrians Downtown.

Infrastructure and Accessibility:

- Challenges with **pedestrian crossings**, especially at wide intersections or where streets suddenly narrow, were noted.
- Several noted an immediate need for improved accessibility for individuals with disabilities (**ADA access**).
- There were calls for greater community ownership and **investment in amenities** like public restrooms, street cleaning, and trash cans.
- Parking areas disconnected from desired destinations causes **navigational challenges**.

Suggestions for **traffic calming** measures to reduce speeding, better signal timing, and clearer street markings to improve pedestrian safety.

Look and Feel:

- Participants expressed concerns about the abundance of **vacant spaces** and boarded-up storefronts in Downtown areas.
- Looking for a **greater variety of Downtown establishments** to add more positive energy and activity. The current concentration is viewed as detracting from Downtown's vibrancy and a deterrent to walking around the area.

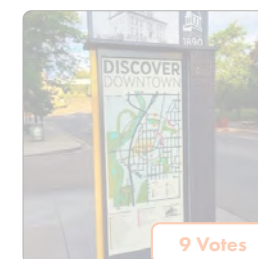
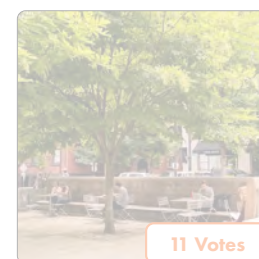
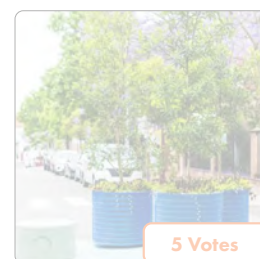
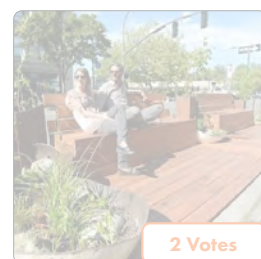
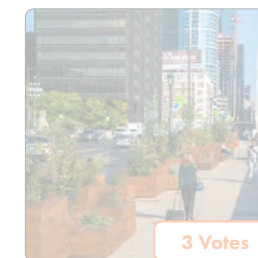
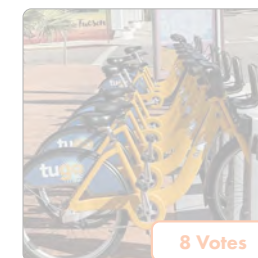
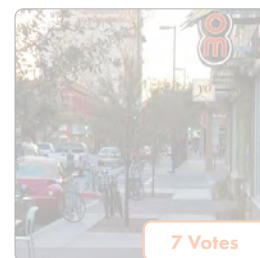
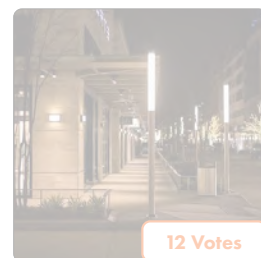
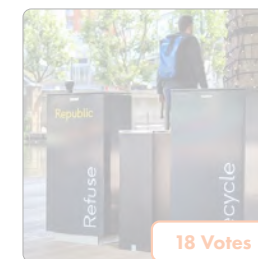
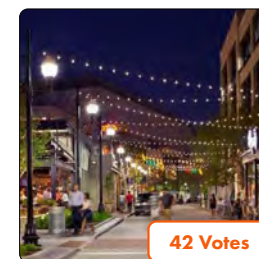
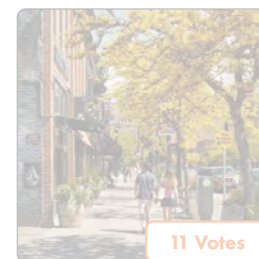
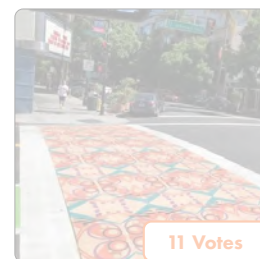
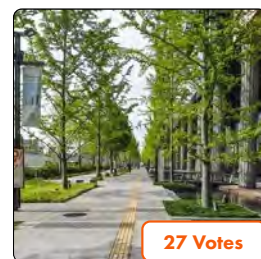
Suggestions included creating **vibrant streetscapes**, active alleys, pedestrian-only areas, and revitalizing vacant parking lots to foster a **more active urban environment**.

Personal Security:

- Raised concern for perceived decline in Downtown's appeal and the need for proactive measures to address issues like **homelessness, panhandling, and drug use**.
- Raised concern for safety while walking or biking due to fast-moving traffic, exhibition driving creating hazards at night, and **dark or under-lit areas**.
- Participants indicated they need better lighting in various areas in addition to streets like **underpasses, and alleys**.

WALKING AROUND: VOTE FOR NEEDED ENHANCEMENTS & IMPROVEMENTS

Please place a star on the top three [3] missing - but needed - elements to improve your pedestrian experience downtown.



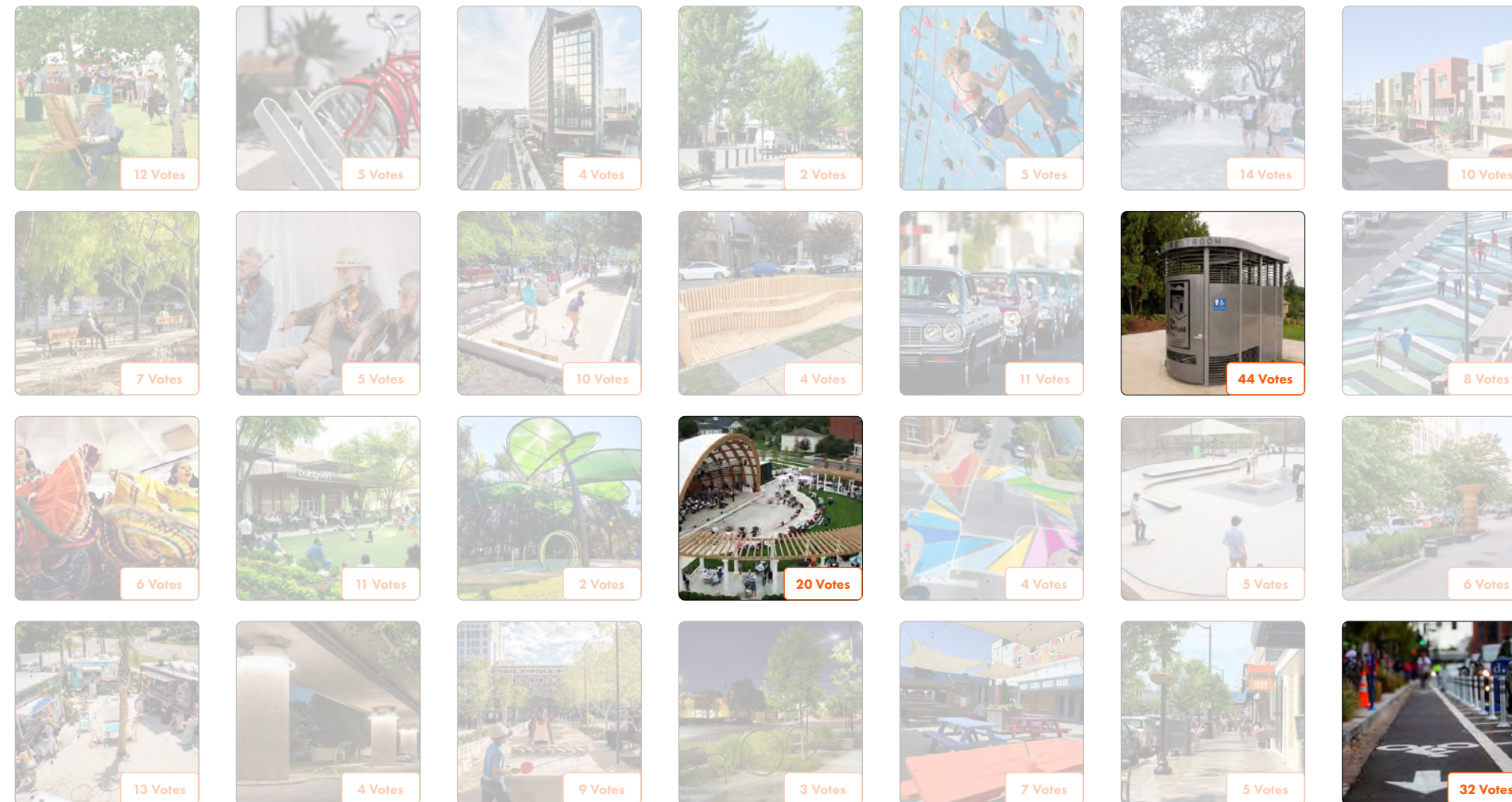
THE PEDESTRIAN EXPERIENCE

Participants were asked to consider what streetscape elements may be missing but are needed to **improve the pedestrian experience** in Downtown Albuquerque. As a result, the responses conveyed the following information:

- More and **better lighting**, and additional street trees and structures that would **cool and shade** the sidewalks are the expressed preferences.
- In various forms, these provisions would make the sidewalks more comfortable, enabling one to **linger and experience** more of Downtown.
- Clear preference for **layers of lighting** infrastructure. Enhanced visibility and artfully-lit environments enhance the overall sense-of-safety for pedestrians and residents navigating downtown after dark.
- Clear preference for street trees, reiterating the need for **cool, shaded spaces** to promote livability outside during the heat of summer. Awnings or shade structures can offer similar benefits.
- Clear preference for covered, **outdoor dining** options, with some noting a direct link between **vibrant street activity** and enhanced perceptions of safety.

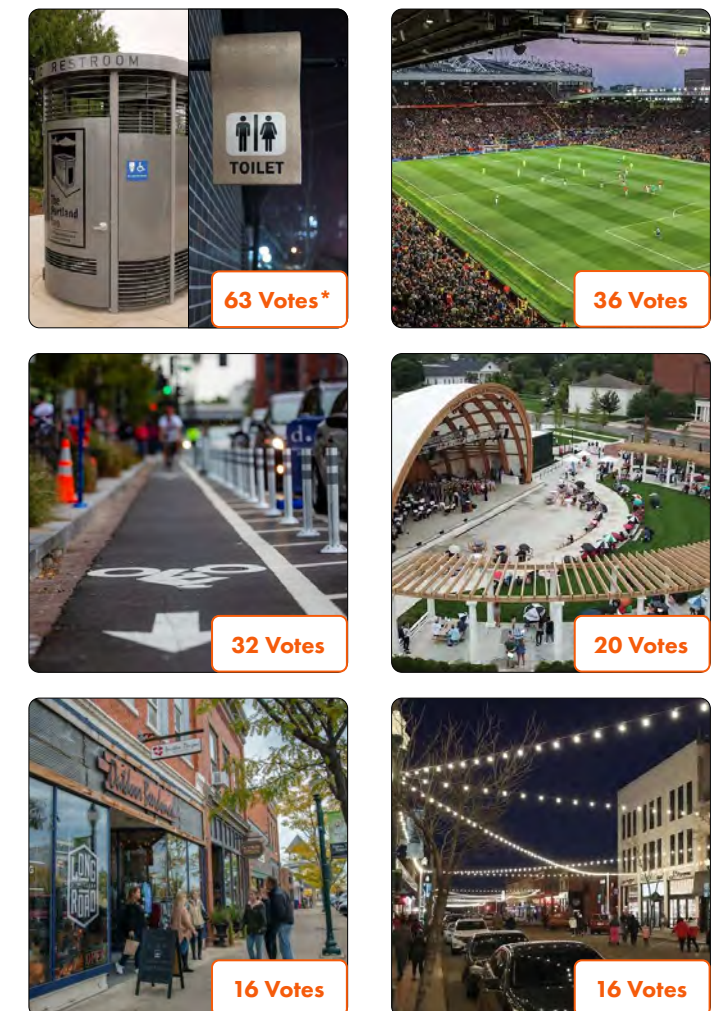
AMENITIES & IMPROVEMENTS: WHAT WOULD YOU LIKE TO SEE DOWNTOWN?

Please place a star on the top six [6 total] ways to elevate the downtown experience.



ELEVATING THE DOWNTOWN EXPERIENCE

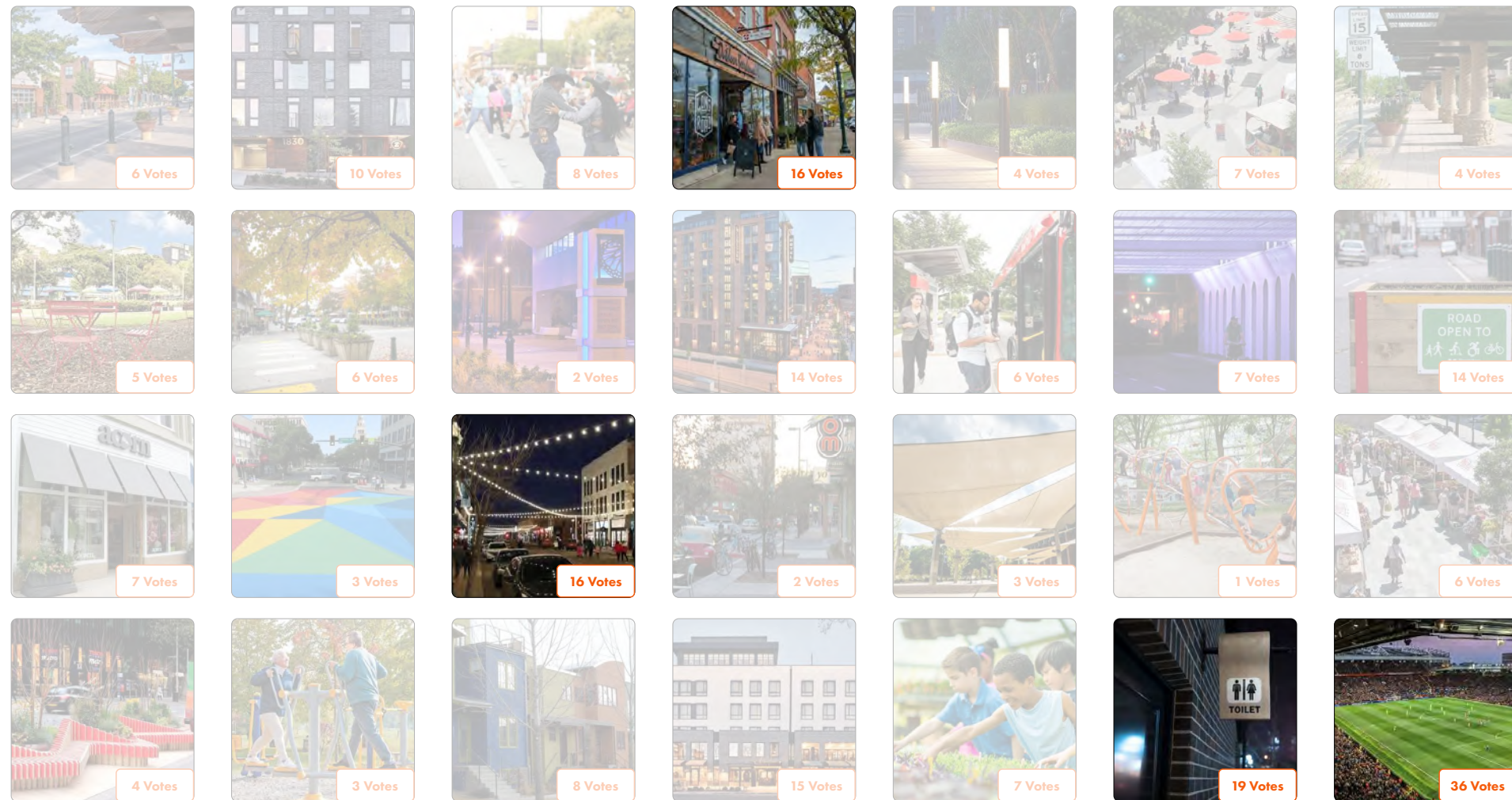
Participants were asked to select the top 6 images of possible amenities and improvements that would **improve their experience** in Downtown Albuquerque. The following represent images that received the most votes:



* Number represents the combined total of the two public restroom images offered - though the individual restroom pod was the top overall vote getter with 44 votes.

AMENITIES & IMPROVEMENTS: WHAT WOULD YOU LIKE TO SEE DOWNTOWN?

Please place a star on the top six [6 total] ways to elevate the downtown experience.



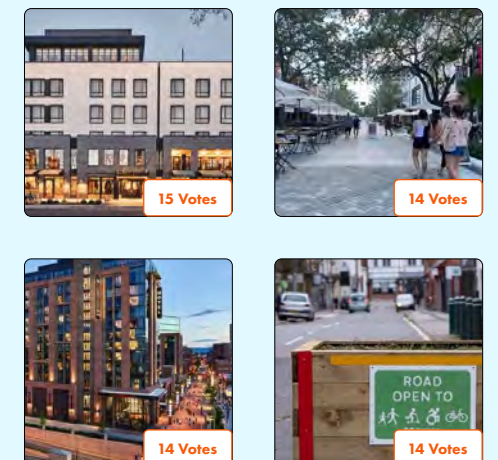
ELEVATING THE DOWNTOWN EXPERIENCE (CONT.)

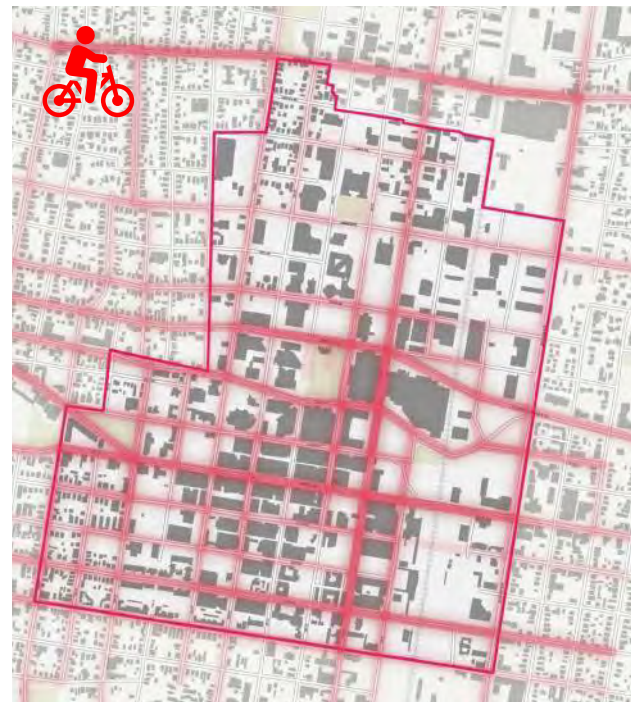
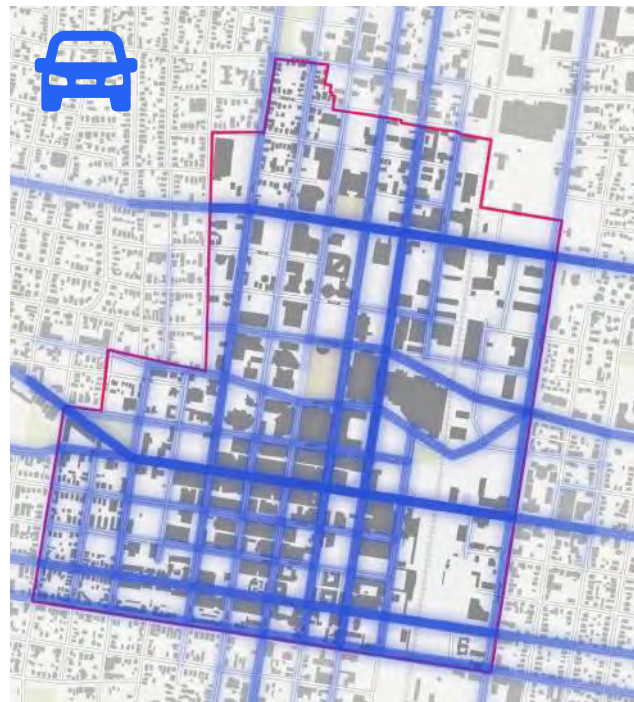
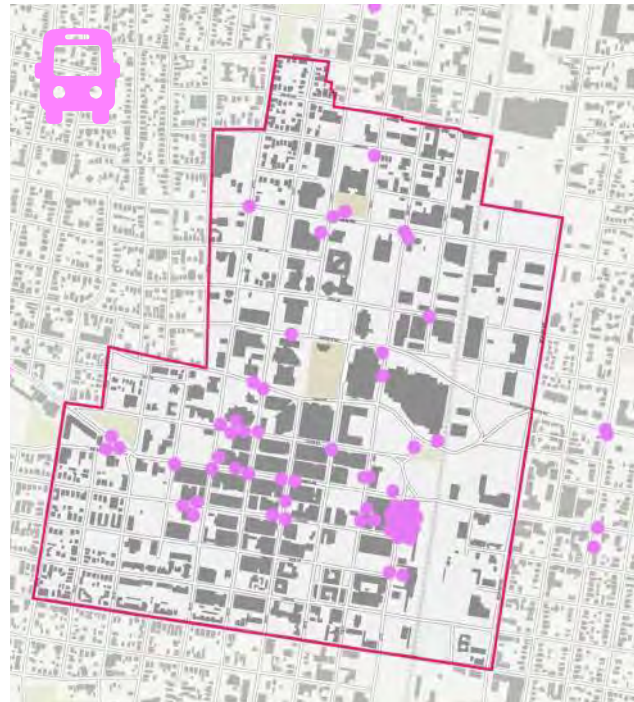
Participants were asked to consider what amenities and improvements would **improve their experience** in Downtown Albuquerque. As a result, the responses conveyed the following information:

- Regional or community-scaled outdoor **gathering places** and **public restrooms** were the top vote-getters to improve Downtown.
- Anecdotally, the provision of public restrooms were **requested across demographics**, suggesting the challenge and inconvenience is experienced by various groups within Downtown, including seniors, families, and advocates for the unhoused.
- **Community gathering spaces** in various forms garnered significant attention, both for recreational purposes and for artistic, theatrical, and cultural activities. While a full-size sports stadium may not be feasible on the current site, elements of it could be incorporated to fulfill this function.
- Participants desire inviting and **active streetscapes** with destination options reflecting Albuquerque's **unique culture** and personality.
- While some bike lanes do exist within and around the site, there is a desire for their **expansion and protection** from automobile traffic. Participants expressed this at other stations as well.
- Despite multiple concerns voiced in previous stations and discussions, **family-friendly amenities** were not highly-ranked across the available choices.

Honorable Mentions

The following images also received a high amount of votes but just fell short of the Top 6 Images.





Please indicate on the maps where you **drive**, **bike**, **walk**, and take **transit stops**.

MAPPING YOUR MOVEMENT

Participants were asked to draw out their common routes Downtown in multiple forms of mobility, including driving, walking, cycling, and any transit stops they take. As a result, the responses conveyed the following information:

- **Central Avenue** holds the highest volume of all modes of movement, with driving and walking the two most common.
- **2nd Street** also carries significant numbers across walking, cycling, and driving.
- Participants indicated significant use of **Alvarado Transit Center**.
- **Lomas Boulevard** is busy for car trips, but overall there is less walking and biking activity is happening north of Tijeras.
- Respondents show there there is **consistent walking and cycling** traffic through **the tunnel on Central Avenue**, despite concerns.
- The green walking map **demonstrates the walkability level** across Downtown.



BRINGING VISITORS DOWNTOWN

WHAT ARE YOU MOST EXCITED TO SHOW THEM?

Participants were asked to consider when bringing visitors downtown, **what they would be most excited to show them?** As a result, the responses conveyed the following information:

- Responses enthusiastically named **the local markets** for their festive offerings and atmosphere (farmers/Grower's Market and Rail Yards)
- Over half the comments included **more than one thing** they would be excited to show their guests.
- Nearly half mentioned **specific shops, food, coffee, or craft beer**, many located along Central Avenue and 2nd Street.
- Specifically, Warehouse 505, 505 Food Hall, were stand-out mentions along with Zendo Coffee, and Sidetrack.
- A large number of responses called out the **public art, murals, arts walk, and arts experiences** downtown including the local architecture and cultural iconography - like the KiMo Theater, low rider scene, and Flamenco.
- Despite previously mixed feedback, a couple responses indicated **Civic Plaza** as their choice.
- And outside the development area, the Bosque Trail was mentioned multiple times - which serves as an example of **natural open space that is missing** from the existing MRA redevelopment area.

PHOTO BOOTH WHAT'S YOUR BIG IDEA FOR DOWNTOWN?



WHAT'S YOUR BIG IDEA FOR DOWNTOWN?

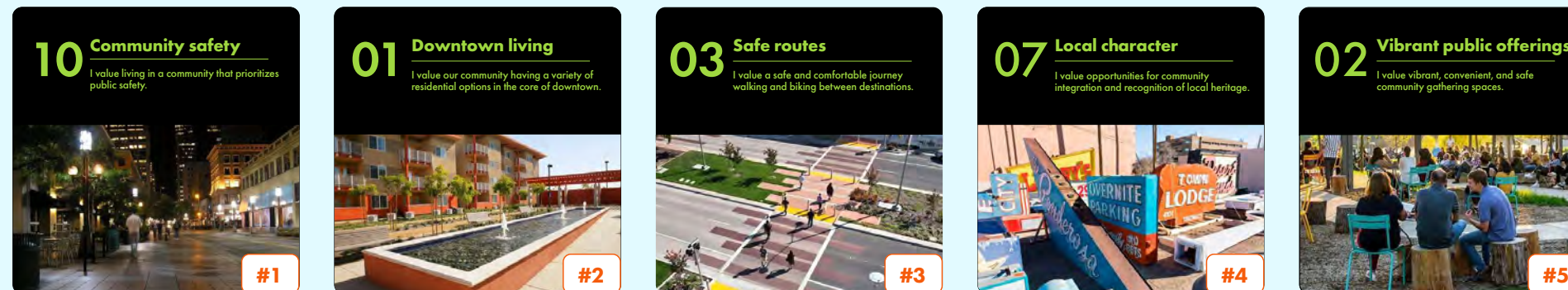
Participants were asked to write on a white board what their **big idea** for Downtown Albuquerque is.

- The station was beneficial in that it inspired people to **embrace ambitious concepts**: a sports stadium, a gondola across town, and a completely car-free environment.
- The topic of **vacancy** was notably prominent at this station compared to others. **The Gizmo** serves as a prime example of an opportunity for redevelopment to enhance Central Avenue and Downtown as a whole.
- Consistent themes across stations included **safety as a top priority** and the importance of cleanliness in Downtown areas, as emphasized by multiple participants.
- Additionally, there was a cluster of ideas aimed at **attracting visitors to Downtown**, such as further developing existing offerings like the Rail Yards Market and introducing new possibilities like rail tourism, a flagship hotel, and bike rentals along the upcoming Rail Trail.

OPEN HOUSE VOTING



ADVISORY COMMITTEE VOTING



AdComm's Primary Downtown Values vs the Open House's Primary Downtown Values

ADVISORY COMMITTEE COMPARISON

The Advisory Committee was asked to provide feedback through the same Dot-Mocracy exercise used in the Open House. This provided the following comparison points:

Contrasts emerged within the Advisory Committee's preferences, favoring **Community Resources** over **Safe Routes**. However, the popularity of **Vibrant Public Offerings** remained consistent across both groups.

- **Community Safety** is in the top two of both groups.
- **Downtown Living and Vibrant Public Offerings** in top 5 remaining consistent across both groups.
- Strong indications of both groups **balancing their appreciation** of their local character and the need to improve Downtown.
- Open House participants prioritized **Safety and then Local Character**, which may express their frustration with the reduced activity Downtown, made worse in the time since the pandemic.
- The Advisory Committee prioritized **Community Resources and Business Diversity**, which might indicate an understanding of their roles as leaders and caretakers of the area.
- We could interpret both community groups' values as first celebrating **what Downtown HAS and what is GOOD** - before adding and changing. This group takes tremendous pride in the heart of their home.

DOWNTOWN

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THANK YOU!

DOWNTOWN

ALBU

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Summary
Open House #2

DOWNTOWN ALBUQUERQUE REDEVELOPMENT PLAN



PUBLIC PROJECT PRIORITIES OPEN HOUSE #2

On May 21st, 2024 the Downtown Albuquerque Redevelopment Plan project held the second and final project Public Open House in the lobby of the historic KiMo Theater on 5th and Central. ~~The format was another~~ Open House, allowing community engagement among community stakeholders, as well and interactions with MRA and City staff, the Arcadis team, and the project Advisory Committee members.

The ~~last~~ Open House offered 10 facilitated activity stations focused on setting project priorities. Participants in small groups were asked to weigh in on the presented options. The KiMo lobby was filled with a diverse group of community members who provided their input across various opportunities for Downtown Albuquerque.

Engagement centered around gathering feedback that would inform the vision for the Downtown Redevelopment Plan. ~~Together with the Vision for the plan, the Priorities Open House outcome will inform the Draft Master Plan.~~ The Draft Downtown Albuquerque Redevelopment Master Plan will propose strategies for Downtown's growth over the next 25 years.

77 Attendee Sign-ins

72 Active Participants*

10 Facilitated Activity Stations, including a Parklet and Safety Stop Outside on Central Avenue

2+ Hours of Engagement

* Activity stations received responses from 67-76 active participants. Not every attendant completed each station.

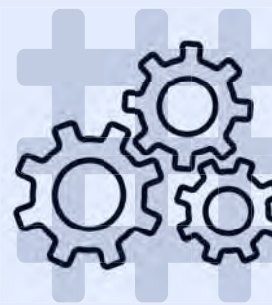
DOWNTOWN ALBUQUERQUE REDEVELOPMENT PLAN

Our analysis from this Open House showed **participants are optimistic about Downtown's future, and are uniquely positioned to offer perspective on how that happens.**

~~Participant perceptions varied, but~~ two unifying strategies appeared within the community responses:

BEDROCK ATTRIBUTES

Throughout the activity stations, the participants showed overwhelming support for structural investments over cosmetic improvements:



- **Increase available housing** options Downtown
- **Provide stabilizing training to increase viability** of Downtown businesses
- **Infuse public space with activity and light**
- **Make space for shade trees**
- Integrate and support **multi-modal mobility** to keep us connected
- **Support co-operative management** Downtown - such as a Business Improvement District (BID)
- Encourage **activity and purpose on vacant lots**

ATTRACT + ENCOURAGE

Community responses demonstrate their investment toward a more inviting vibe - to encourage an upswing in the daytime and nighttime populations Downtown:

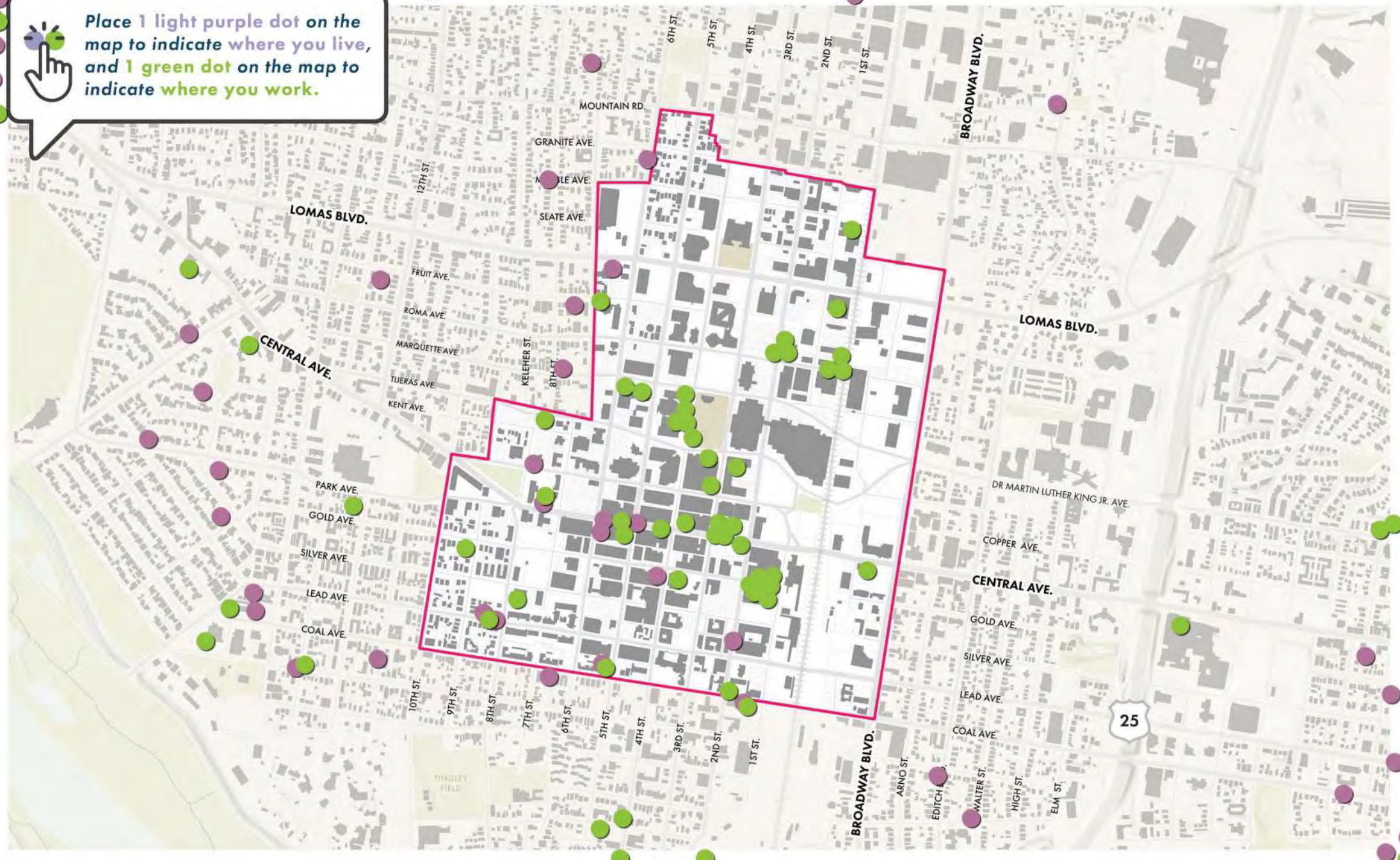


- **Facilitate an increase in the amount of housing** Downtown; small and large scale
- Further **activate public venues** with wide variety of cultural events
- **Advertise events widely** Downtown and city-wide
- Invest in **brand identity and place marketing to promote Downtown**
- **Safeguard the success/value of multiple modes** of transportation
- **Encourage multi-generational** activities, offerings, and programming
- **Activate ground floor** spaces to reduce perceptions of inactivity
- Public space should **offer comfort and enjoyment** to all who visit
- **Seek to attract** local, regional, and out-of-state visitors

WHERE DO YOU LIVE + WORK?



Place 1 light purple dot on the map to indicate where you live, and 1 green dot on the map to indicate where you work.



COMMUNITY INVOLVEMENT

Participants were asked to indicate on the map where they live and work.

- 85% of participants marked the map
- Most indicated **they work Downtown within the study area.**
- They represent an **even distribution of employees in the government core as well as the retail core.**
- Most participants live Downtown in eastern and north eastern neighborhoods in and out of the study area.
- **A handful of participants live within the core** of the Downtown Study Area.



WHAT IS A FESTIVAL STREET?

A **FESTIVAL STREET** is a portion of public right-of-way that has been designated for recurring temporary closure to vehicle traffic use for the purpose of pedestrian-oriented special activities.

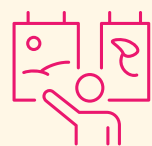
Activities may include:



MUSIC/
PERFORMANCE



MARKETS



ART SHOWS



GAMES



COMMUNITY
EVENTS



CELEBRATIONS



INFORMATIONAL BOARD:

FESTIVAL STREET

Considering the future of Central Avenue through the Downtown core is a critical mission of any Downtown Plan. Central is often closed for events. The closing of the road and the hub of activity does ask the question - Should Central Avenue be considered a "Festival Street?"

This board was created to provide basic background on festival streets for consideration.

Central Avenue Re-Fresh

Central Avenue is the main activity hub Downtown. The corridor boasts the most activity, most commerce, most visitors; it is the most recognizable part of Downtown.

Central is the most walked, biked and driven route within the study area. While all responses to the following activities are taken as they are, it is equally important to emphasize the critical role the corridor plays across multiple enterprises.

Given the concentration of use and the neighborhood involvement in the Open House, we must point out that specific needs of the corridor may be underrepresented. Our team has offered the public response, and where warranted, we have added notes to reflect (and expand on) Downtown Redevelopment best practices.

CENTRAL AVENUE: PRIORITIZE FUNCTIONAL ELEMENTS OF THE STREET

- F** 1. ACTIVATED STOREFRONTS
- A** 2. OCCUPIABLE SIDEWALKS
- G** 3. LIGHTING
- E** 4. SHADE ELEMENTS
- H** 5. TRASH/RECYCLING
- B** 6. DIRECTIONAL SIGNAGE
- D** 7. DELIVERY ZONES
- C** 8. ON-STREET PARKING



OPERATIONAL PRIORITIES

Participants were asked to order the functional elements of Central Avenue in order of importance. The participants placed labeled blocks in their preferred order on trays and a photo was taken of each submission.

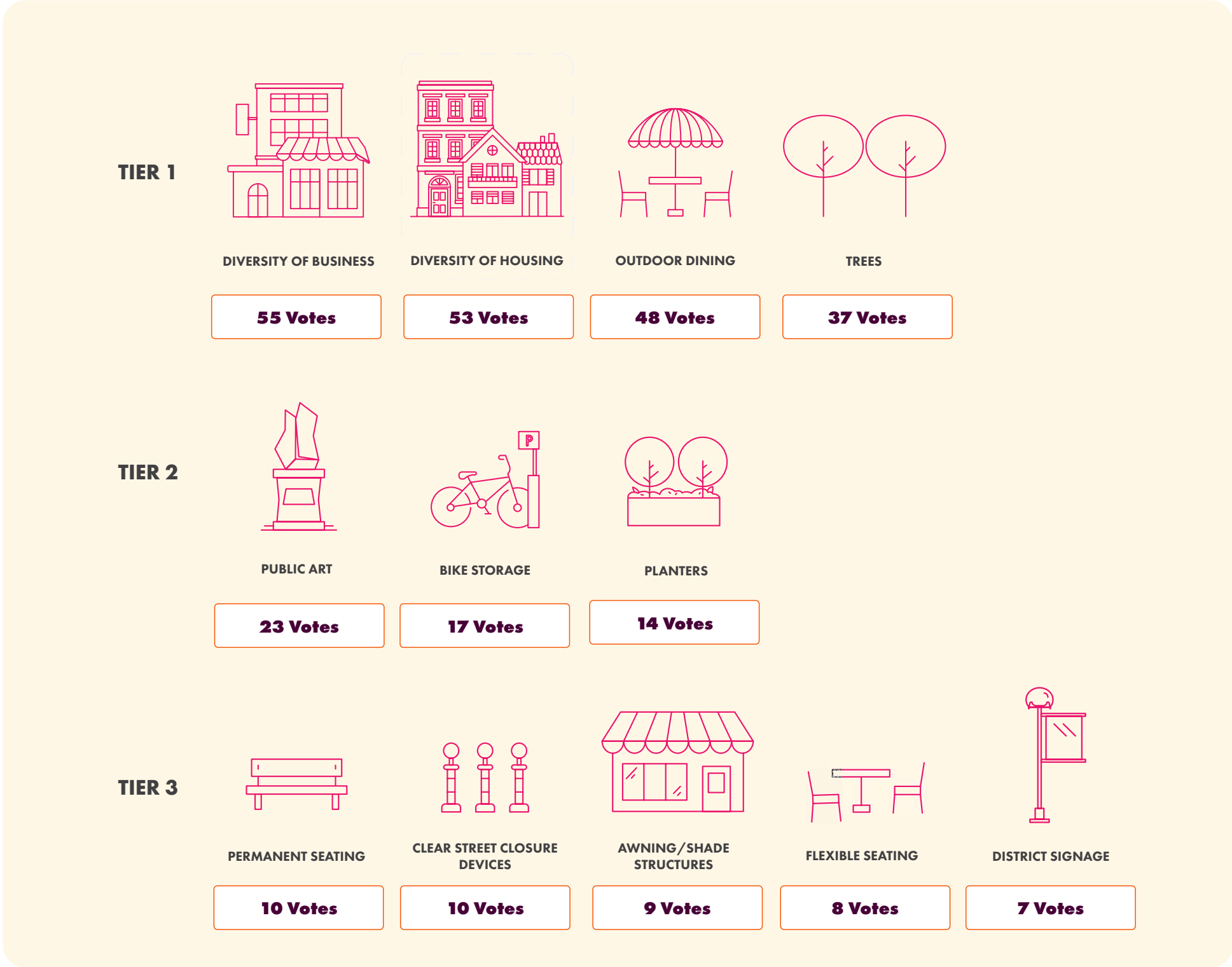
Of the 52 participants that completed the activity:

- The majority indicated **Activated Storefronts** were most important, ranked 1st by 32 participants.
- The majority indicated **Directional Signage, Delivery Zones and On-Street Parking** were least important, together ranked 8th by 36 participants.
- Despite numerous on-going conversations around parking availability, **only six (6) participants ranked On-Street Parking in the top half** of their list.

Best practice knowledge, for additional consideration:

- **Delivery Zones and On-Street Parking** are critical operational elements for successful retail shops and restaurant access and inventory management.
- It's expected that **tourists and visitors new to Albuquerque** would rank **Directional Signage (wayfinding)** higher.

CENTRAL AVENUE: PRIORITIZE ADDITIONAL STREETScape ELEMENTS



ADDITIONAL STREETScape PRIORITIES

Participants were asked to vote on additional streetscape elements they felt would contribute to a re-freshed experience along Central Avenue.

The Open House participants rated structural/foundational elements as the highest priorities, while street “furniture” and smaller, additive elements ranked lower with the community responses.

- Increasing and seeking additional **Diversity of Businesses and Housing typologies** are the top rated goals for refreshing Central Avenue.
- Outdoor dining along Central Avenue** is currently limited and solutions for re-freshing Central should increase this potential.
- Allocating space and care for consistent **shade trees along Central Avenue** is a goal.
- Public Art, Bike Storage and Planters** with additional level greening of Central were **second-tier priorities**.
- Third-tier elements should be considered for inclusion** when refreshing Central Avenue, but the community ranked these needs as lower priorities.

REQUESTED MOBILITY INTERVENTIONS BY LOCATION

PEDESTRIAN SAFETY	TRANSIT IMPROVEMENTS	CYCLING INFRASTRUCTURE	CURB TREATMENTS	DIRECTIONAL ASSISTANCE
 CROSSWALK VISIBILITY	 BUS SHELTER	 BUFFERED BIKE LANE	 DELIVERY SPACE	 TOURISM MAPPING
 MID-BLOCK CROSSING	 INCREASED FREQUENCY	 SECURE BIKE PARKING	 RIDESHARE ZONE	 PARKING INFORMATION
 SIDEWALK EXTENSIONS	 TRANSIT SIGNAGE	 MAINTENANCE STATIONS	 FLEXIBLE PARKING SPACE	 BIKE/TRAIL DIRECTIONS
 LIGHTING	 DOWNTOWN CIRCULATOR	 PROTECTION AT INTERSECTIONS	 ACCESSIBLE CURB RAMP	 DOWNTOWN AMBASSADORS

MOBILITY INTERVENTIONS

Participants placed stickers on streets and intersections throughout the study area, but some of the largest concentrations—and key takeaways—are listed below

- ~~Participants identified upgrades and interventions needed along the length of Central Avenue. All feedback and requests have reinforced the important role of Central Avenue to Downtown.~~
- The critical locations for **multiple improvements along Central Avenue** were between 3rd Street and 7th Street, and at the intersections of Central and 8th/Park Rotary, Broadway Boulevard, and the Rail Crossing.
- Requested interventions along Lomas Boulevard identify the equal and opposite role that Lomas has played Downtown. Participant responses suggest that **a focus on pedestrian safety, crossing and along Lomas should be central** to any road or streetscape improvement plans.
- 2nd Street is a main north-south through-way connector Downtown, linking Lomas Boulevard with Rail Yards Market to the south. The future **mobility conditions along 2nd should work in concert with the Rail Trail** to provide the appropriate routes.
- A **directional assistance strategy would help make Downtown more welcoming** to residents and visitors, this is especially true around Civic Plaza and Convention Center.
- Many responses indicated **needed cycling improvements at the intersection of Broadway, MLK Jr. , and Marquette/Las Tijeras.**

REQUESTED MOBILITY INTERVENTIONS BY LOCATION

	PEDESTRIAN SAFETY	TRANSIT IMPROVEMENTS	CYCLING INFRASTRUCTURE	CURB TREATMENTS	DIRECTIONAL ASSISTANCE
Lomas Boulevard	Entire Corridor, with focus: - between 2nd and Rail Crossing, - 11th, near the Lowe's Grocer (west of study area)	Consider Entire Corridor	Consider Entire Corridor	North of Lomas, along 1st	Entire Corridor, with focus: - at Rail Crossing,
Tijeras Avenue	Between 2nd and 5th At Rail Crossing	At 6th, 4th, 2nd and Rail Crossing	At 5th Around Civic Plaza	Along Central, particularly between 3rd and 7th West Rotary	Along Tijeras Around Civic Plaza
Central Avenue	Entire Corridor, with focus: - between Broadway and 2nd - The west rotary, at 8th	At 10th, 7th, 1st, Rail Crossing, and Broadway	Entire Corridor, particularly at Broadway and Rail Crossing	Entire Corridor, particularly at Broadway and Rail Crossing	Entire Corridor, with focus: - at 8th, 4th 1st, Rail Crossing, and Broadway
Copper Avenue		Between 5th and 6th at the Main Public Library	At 5th		At Rail Crossing
Coal Avenue	Entire Corridor, with focus: - 10th, 8th, 7th, 2nd, and Broadway				
2nd Street	Between Central and Coal	At Stover (south of study area)		Coal to Central	At Marquette and adjacent to the Convention Center
4th Street			At Central, Lead, and Coal	Along Lead from 4th to 6th	
Broadway Boulevard		At Slate, MLK, Central	MLK and Central, Silver and Lead		
Rail Corridor	At Central, Tijeras, MLK, and Lomas	At Alvarez Transit Center	At Coal, Lead, Central, Marquette, Tijeras, and Lomas.		At Copper, Tijeras And Lomas
	<ul style="list-style-type: none"> CROSSWALK VISIBILITY MID-BLOCK CROSSINGS SIDEWALK EXTENSIONS ADDITIONAL LIGHTING 	<ul style="list-style-type: none"> BUS SHELTERS INCREASED FREQUENCY TRANSIT SIGNAGE DOWNTOWN CIRCULATOR 	<ul style="list-style-type: none"> BUFFERED BIKE LANE SECURE BIKE PARKING MAINTENANCE STATIONS INTERSECTION PROTECTIONS 	<ul style="list-style-type: none"> DELIVERY SPACE RIDE SHARE ZONE FLEXIBLE PARKING SPACE ACCESSIBLE CURB RAMP 	<ul style="list-style-type: none"> TOURISM MAPPING PARKING INFORMATION BIKE/TRAIL DIRECTIONS DOWNTOWN AMBASSADORS

CONVERSATIONS ON RETAIL

About **50 people who live in at least 18 different neighborhoods gave feedback** (Uptown, Victory Hills, Glenwood Hills, Eastside, West Old Town, Wells Park, The Heights, Old Town, West Side, Downtown, Near North, Rio Rancho, South Valley, East Mountains, Nob Hill, Ridgecrest, Alameda, East Loomas, Stadium Area).

Two general patterns were quite evident:

- Nearly everyone shops online to some extent, but generally not for groceries
- People who are shopping in Downtown generally have some other nexus with Downtown such as their residence or place of work.



Grocery

People generally shop near home or “on my route.” **Frequently cited Downtown grocery stores included Smith’s on 4th/Yale** (“Ghetto Smiths;” Old Town goes there but it’s “the drive”). Other grocers not located Downtown that came up repeatedly included Sprouts on Coors (“over the river”), Whole Foods on Carlisle, Trader Joe’s Uptown, and Valley Co-op.



Clothing

A supermajority of people interviewed say that **they do at least some of their clothes shopping online**. Uptown was a frequently cited destination for clothes shopping (“unfortunately Uptown,” Coronado Center), and several thrift shops came up over and over including Savers on Carlisle, and especially Thrift Town). Uptown was generally considered to be far, but Thrift Town which is close to Old Town was repeatedly cited as a clothing shopping destination.



Food & Beverage/Entertainment

There were a greater variety of replies about food/beverage and entertainment destinations than for either grocery or clothing shopping. Sawmill Market was frequently cited (“for variety”), although some said it is hard to park. Nob Hill was also mentioned as were some specific destinations such as Los Poblanos (farm to table) and Artichoke. There was little interest in Uptown eateries. **Central Avenue Downtown was mentioned several times and specifically as a place to meet for drinks.**



CONVERSATIONS ON RETAIL, CONTD.

It is important to call out some themes that were heard from Downtown residents in particular (the largest group from a single geography that we interviewed).

These include:

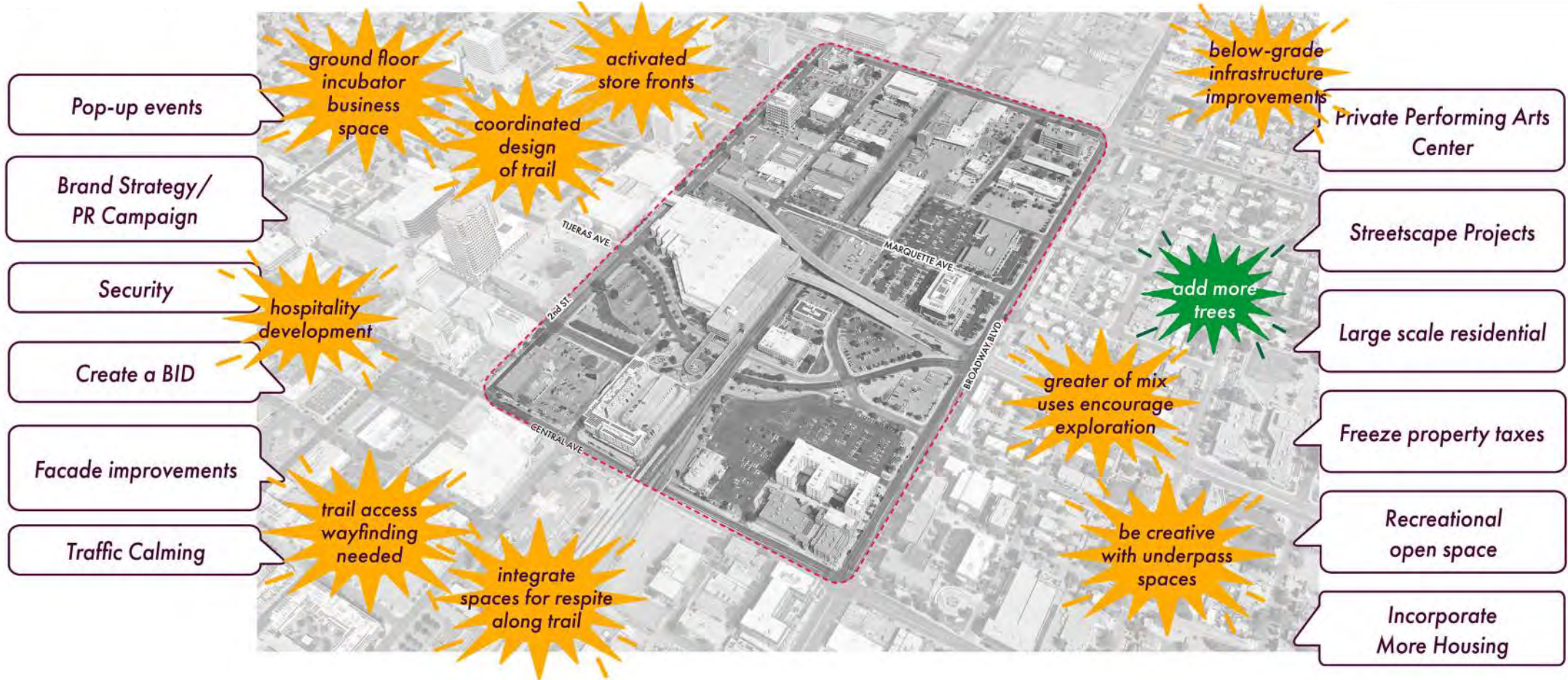
- **Downtown is a destination for drinking establishments.**
- **Grocery shopping generally followed the expected pattern** of being done close to home (ie. Silver Street multiple times/week, Lowe's, Co-op). Smith's on Yale came up a few times as did destination trips to Whole Foods or Walmart on Cutter.
- **Eating out also followed a similar expected pattern** with Sawmill Market, the University District, Nob Hill all being mentioned specifically. Several people said they do eat in Downtown including on Central, but only one person mentioned 505.
- Many **participants referenced Sawmill Market as a frequent destination.** One person made a point of saying they, "Eat out anywhere but Downtown."
- **Most participants reported their clothes shopping is online.** Clothes shopping was cited as "one of the hardest parts of living Downtown." Downtown residents cited the same clothes shopping destinations as people living in other areas (eg. thrift shops, Buffalo Exchange, and online retail options).

Best practice knowledge, for additional consideration:

- **Participants at both Open Houses almost universally had a nexus with Downtown** (ie. work, resident, owning property, etc)
- We have established through our analysis that the Downtown catchment needs to increase to see real improvement in retail numbers. **We need to broaden the Downtown patronage pool.**
- Understanding the **attitudes and behaviors of greater City and regional residents** who call Albuquerque "home" -- but don't live and or work in Downtown -- will help to define the future.
- **We need more feedback** from people who do not live or work Downtown about their views of patronizing Downtown businesses.
- **Additional survey questions (on the project website) are directed to a wider audience** in the hopes of obtaining additional insights.



DOWNTOWN SPARK SITES PUBLIC ASSESSMENT

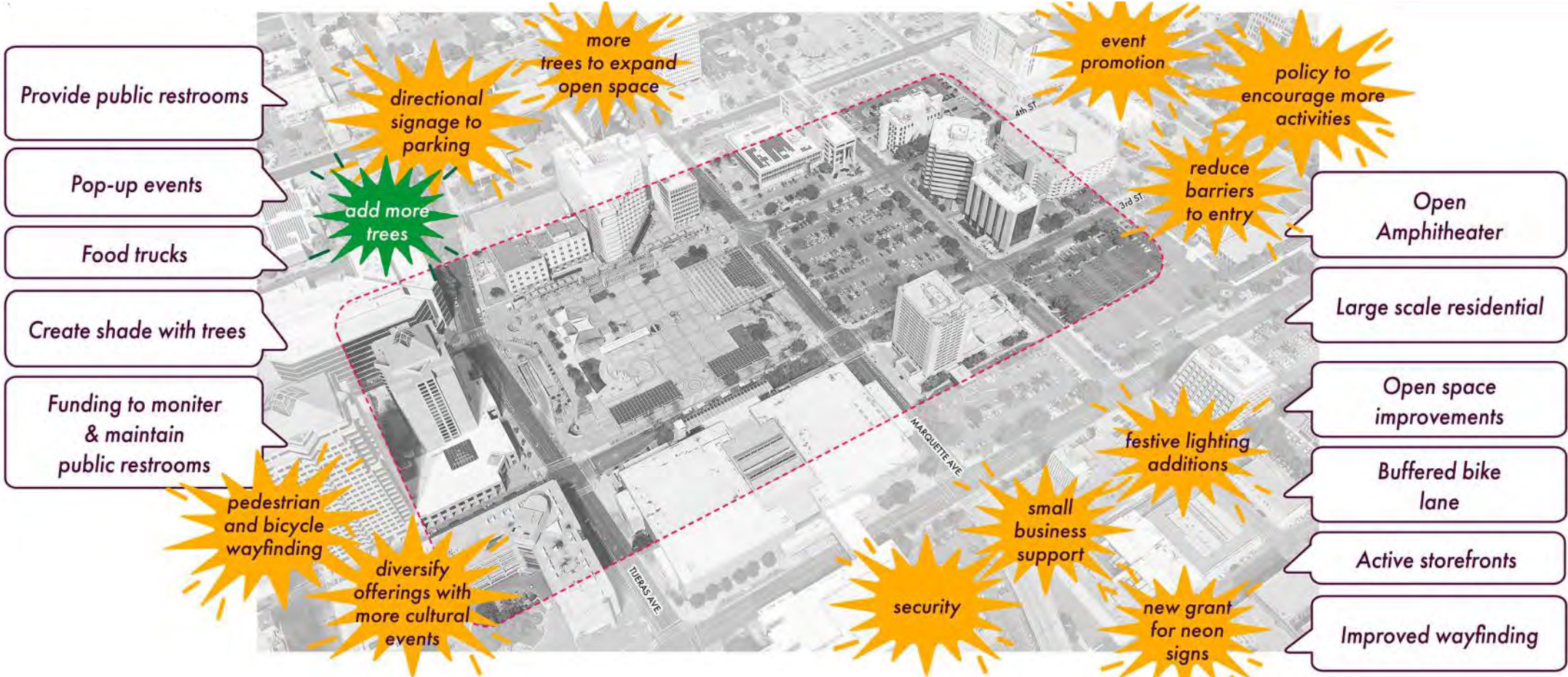


SPARK ASSESSMENT : RAIL TRAIL ADJACENT

Participants were asked to review ideas developed by the Advisory Committee on three hypothetical spark sites within Downtown and indicate whether they agree or disagree with the recommendations. For this site:

- **Most respondents agree with the ideas shown**, blending toward a solidly neutral response for this spark site.
- Participants would like to see surface parking lots redeveloped into more active uses.
- Addition of **a Performing Arts Center received mixed feedback**. Many agreed with this idea, but some feedback indicated funds would be better spent supporting existing arts venues in the Downtown core.
- Many respondents added notes **supporting increased business activity and more residents in this area**.
- Respondents expressed that **concentrated uses will activate vacant areas along the rail trail** and increase safety.

DOWNTOWN SPARK SITES PUBLIC ASSESSMENT

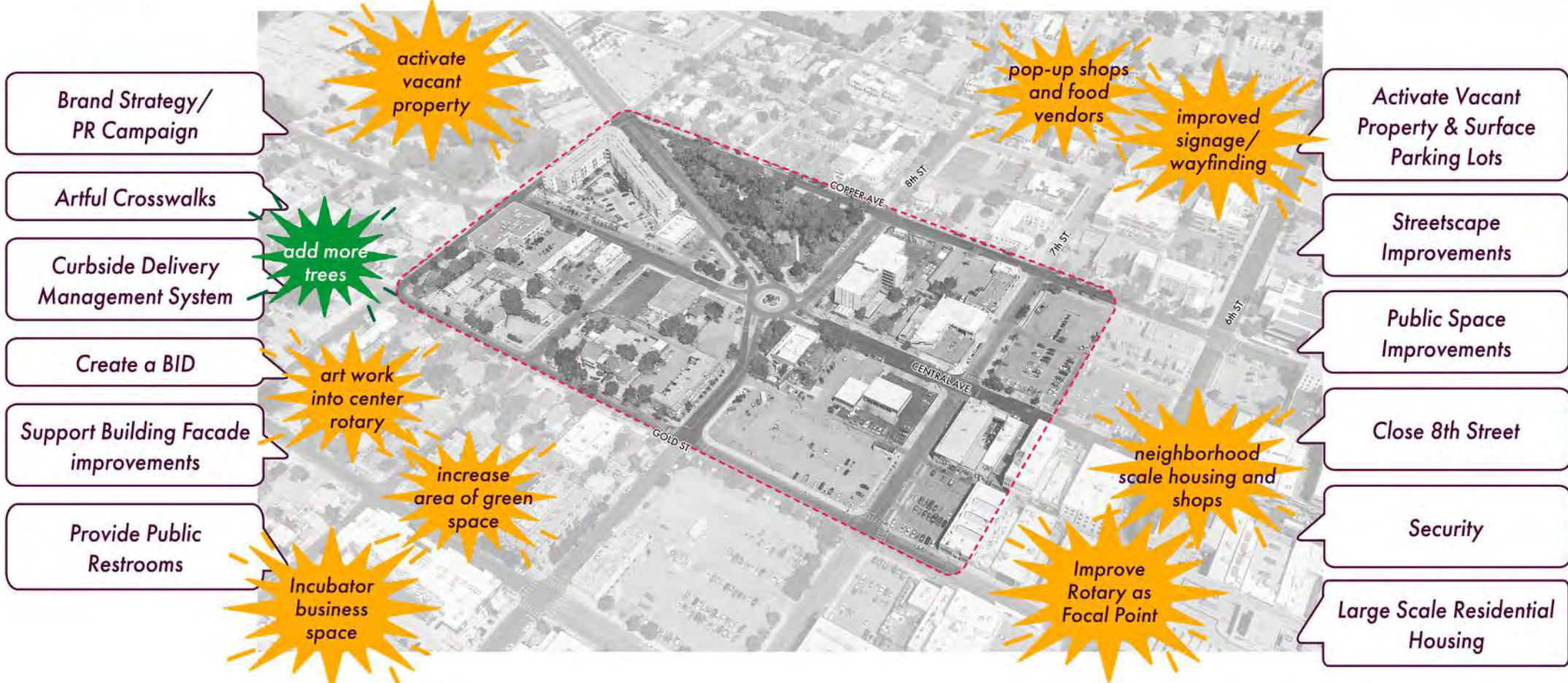


SPARK ASSESSMENT : CIVIC PLAZA AREA

Participants were asked to review ideas developed by the Advisory Committee on three hypothetical spark sites within Downtown and indicate whether they agree or disagree with the recommendations. For this site:

- A **significant majority agree with the recommendations** presented for this spark site. A few responded as near neutral to the recommendations.
- Numerous **responses in strong support of public restrooms.**
- Participants **suggested this area can and should accommodate new larger-scale or taller buildings;** multi-family residential and performing arts center had the most mentions.
- Many still calling to find ways to **incorporate more shade trees and greenery to help cool the space in summer.**
- Calls for additional activation on many more days and a variety of cultural programming events. Recognize **this may be a management and operations adjustment.**
- Participants will **encourage a fully balanced 'ecosystem' of supporting restaurants and retail** to become more vibrant.
- Civic Plaza cannot rely solely on one-off events. There was discussion around **reform needed in venue management to enable more diversity and frequency of events.**

DOWNTOWN SPARK SITES PUBLIC ASSESSMENT



SPARK ASSESSMENT : WEST ROTARY

Participants were asked to review ideas developed by the Advisory Committee on three hypothetical spark sites within Downtown and indicate whether they agree or disagree with the recommendations. For this site:

- A **significant majority agree** with the recommendations presented for this spark site, with some leaning toward neutrality.
- Participants expressed considerable comments to **redevelop surface parking lots into housing**.
- Multiple comments offered ways to **expand the Robinson Park’s green space**.
- Comments offered **strongly against the permanent closure of 8th Street**, were countered with a few comments in support of the idea, but additional understanding of the goals of this closure were requested.
- Numerous responses **support the idea of creating a BID**.
- Many responses noted the “start” of Downtown **would benefit from highlighting the gateway** aspect of this location.



WHAT IS "TIF"? TAX INCREMENT FINANCING

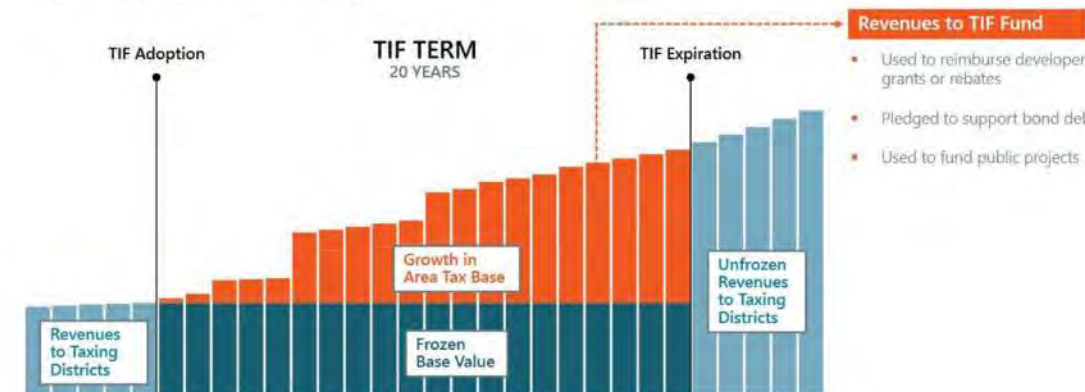


How it works, where it comes from, and what it might mean for Downtown Albuquerque:

TAX INCREMENT FINANCING (TIF) is an economic development tool available to local governments and developers in 49 states and the District of Columbia. TIF captures the incremental growth in taxes generated within a defined area. Its use has expanded and there are now thousands of TIFs across the country.

Thanks to recent legislation, New Mexico soon will be able to capture up to 75% of the increment over baseline of state, city, and county Gross Receipts Tax (GRT) and property tax revenues within designated MR TIF districts.

HOW DOES A TIF WORK?



- A district, the MR TIF District, is defined for (re)development.
- A baseline property and gross receipts tax is established within the district, known as the TIF's base GRT and base property tax.
- The MR TIF district negotiates with taxing agencies to receive up to 75% of the increased tax revenue from district improvements for a maximum of 25 years.

Source: Tax Increment Financing (TIF) In New Mexico: Lincoln Institute of Land Policy and City of Albuquerque and Metropolitan Redevelopment Agency

GUIDELINES AND OPPORTUNITIES FOR TIF FUNDS ALLOCATION

- TIF funds collected in a designated district must be spent in that designated district. TIF projects must advance the goals of the designated Metropolitan Redevelopment Area (MR Area).
- Funds collected from MRA TIFs can be used to fund private-public partnerships in addition to traditional TIF spending, like public infrastructure.
- Both the State and County have the opportunity to opt-in on a district-by-district basis to dedicate their portions of property and GRT.

POSSIBLE USES OF MRA TIF FUNDS

These revenues can be used to finance infrastructure projects and other improvements within the district in order to spur development.



INFRASTRUCTURE (SIDEWALKS, ROADS, BIKE LANES, LIGHTING, BEAUTIFICATION, ETC.)



HOUSING DEVELOPMENT FINANCING



COMMERCIAL DEVELOPMENT FINANCING



REAL PROPERTY IMPROVEMENTS



PARKS AND TRAIL CONSTRUCTION AND IMPROVEMENTS



LAND AND PROPERTY ACQUISITION

INFORMATIONAL BOARD:

WHAT IS TIF?

This informational board was provided to give Open House participants a basic understanding of what a TIF is, how it works, and its potential role in the redevelopment of Downtown Albuquerque.



WHO IS "MRA"? METROPOLITAN REDEVELOPMENT AGENCY



METROPOLITAN REDEVELOPMENT AGENCY (MRA)

is charged with creating and building opportunities for economic development. We partner with community leaders, private developers, property owners, and business owners to support vibrant communities in designated Metropolitan Redevelopment Areas. MRA has taken the lead on remarkable projects that are cultivating positive growth and economic development across the city.

OUR MISSION

To make Albuquerque competitive in the global market by revitalizing downtown and the Central Avenue corridor, leading collaborative public-private partnerships that result in catalytic change, investing in sustainable infrastructure, and providing opportunities for local residents and businesses to thrive.

OUR VISION

Albuquerque is the Southwest's premier mid-size city attracting economic investment and building a healthy and vibrant community that reflects our diversity, innovation, rich culture, and unique history. It is a city that ensures economic prosperity for all residents and where visitors dream to return.



MRA PROJECTS:



BROADSTONE
HIGHLANDS NORTH



RAIL YARD
STREETSCAPE



VILLA AGAVE



THE IMPERIAL



ALBUQUERQUE RAIL TRAIL

INFORMATIONAL BOARD:

WHO IS MRA?

This informational board was provided to give Open House participants a basic understanding of MRA, and their role in redevelopment within and around Downtown Albuquerque.

MONEY MATTERS WHERE ALBUQUERQUE SHOULD SPEND THEIR BURQUE BUCK\$

Participants were given \$5 in "Burque Bucks" to spend in each project range. The three project range time frames help define the scope of investment strategies.

- The spend totals across all categories represented each of the three time-frames. The top three bucket totals were:



- Activation strategies received priority spending** - most importantly Civic Plaza's utilization.
- Security and Public Restrooms** are spending priorities in the heart of Downtown.
- Participants selected to maximize their allocation of Burque Bucks for **new residential development at multiple scales**.
- Public realm improvements to affect Downtown's curb appeal -- **additional lighting, street trees, and green space** are spending goals.





PARKLET

Participants were asked to experience the Parklet installation on Central Avenue adjacent to the KiMo entrance. One on-street parking space was transformed into a seating area with tables/chairs, a shade structure, and some decorative plants.

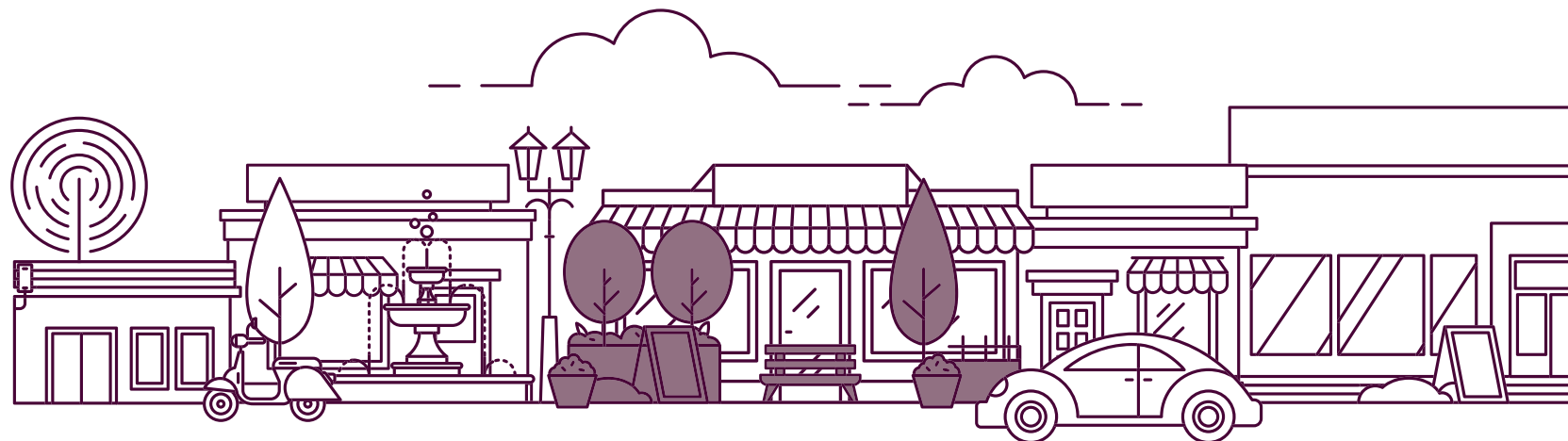
Participants were invited to respond to a quick survey reflecting their observations:

48 Participants who responded to the survey:

3.6 Was the average response on a scale of 1-5, reflecting how much participants enjoyed the Parklet as it was set up during the Open House event.

81% **Would like to explore a strategy** to reduce the size of the roadway on Central Avenue, and increase the sidewalk area.

100% **Responded YES** to the current Central Avenue looking like it needs to be updated.



WHAT POLICE RESPONSE MAKES YOU FEEL SAFER DOWNTOWN?

- 41 Votes** When there are other people walking around downtown nearby.
- 25 Votes** Seeing Albuquerque Community Safety responders on the ground.
- 23 Votes** A mixture of police officers on bikes and horses downtown.
- 20 Votes** A mixture of police dressed in whole uniform walking, police officers on bikes and horses downtown.
- 17 Votes** When I see Downtown ambassadors walking around.
- 15 Votes** Increasing the number of Security Cameras tied to the Real-Time Crime Center.
- 10 Votes** Other
- 8 Votes** With police officers dressed in full uniform walking around downtown.
- 7 Votes** Police officers on horses only.
- 5 Votes** Bike Police Officers only.
- 4 Votes** Increasing the number of police officers patrolling downtown in vehicles and walking around
- 1 Vote** Stationary Police Vehicles with flashing lights.
- 0 Votes** Multiple police officers in police vehicles.



SAFETY STRATEGIES

Participants were asked to vote on a range of possibilities in which they might feel safest in Downtown.

These results of voting indicate a very strong preference for simply more people walking around downtown, acknowledging the benefit of more housing and thus more “eyes on the street”. This continues to reinforce similar feedback heard throughout the public engagement process, as well as feedback from other stations within Open House #2.

DOWNTOWN

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THANK YOU!

DOWNTOWN ALBUQUERQUE REDEVELOPMENT PLAN

Our analysis from this Open House showed participants understand Downtown's current challenges, and remain optimistic about its future.

~~Participant perspectives varied,~~ but two primary themes for Downtown emerged across their collective outlook:



SAFETY

Throughout the activity stations, the participants showed overwhelming support for a vibrant and safe Downtown:

- Improved and additional **lighting**
- Clear **visibility**
- Defined routes of travel and **marked crossings**
- Address **vacancies** by limiting ambiguous space (areas of unclear purpose)
- **Improve the overall appearance** Downtown and remove perceived hazards
- **Cooperative communications** between community stakeholders toward investment in **security** measures
- Events and programming to **bring in critical mass** leading to "eyes-on-the-street" effect



DIVERSITY

Community responses indicated a desire for a range of diverse offerings; this theme was reflected across several categories:

- Range of **Businesses**: shops, restaurants, galleries, theater, bars, services, and office spaces
- **Daytime and night-time** activities and offerings
- Variety of **housing typologies** that build on the current state of residential
- **Multiple modes** of transportation
- **Multi-generational** activities, offerings, and programming
- **Equity** within the public environment
 - **Accessibility** for individuals with disabilities (ADA access)
 - Access to public **restrooms**
 - Access to **nature**
- Seek to attract local, regional, and out-of-state **visitors**

Affidavit of Publication

STATE OF NEW MEXICO } SS
COUNTY OF BERNALILLO }

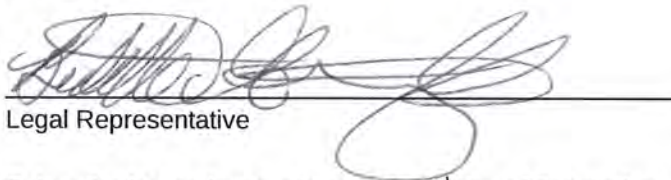
Ad Cost: \$167.36
Ad Number: 97000
Account Number: 1102655
Classification: GOVERNMENT LEGALS

I, Bernadette Gonzales, the undersigned, Legal Representative of the Albuquerque Journal, on oath, state that this newspaper is duly qualified to publish legal notices or advertisements within the meaning of Section 3, chapter 167, Session Laws of 1937, and payment of fees has been made of assessed and a copy of which is hereto attached, was published in said publication in the daily edition, 2 times(s) on the following date(s):

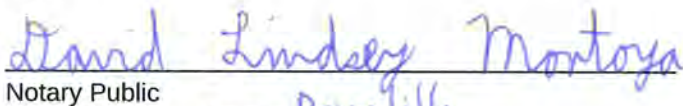
August 29, 2024
August 31, 2024

That said newspaper was regularly issued and circulated on those dates.

SIGNED:


Legal Representative

Subscribed to and sworn to me this 3rd day of September 2024.


Notary Public

County Bernalillo
ID#: 1140229
My commission expires: 04-26-2027

CITY OF ALB METROPOLITAN
P O BOX 1985
Albuquerque, NM 87103



Notice of Public Hearing

In accordance with Section § 3-60A-8, NMSA 1978, notice is hereby given that the Metropolitan Redevelopment Agency ("MRA"), on behalf of the City of Albuquerque, will hold a public hearing to recommend Designation of Blighted Parcels to City Council.

I. PROJECT DESCRIPTION & LOCATION:

The proposal is the designation of two parcels as blighted, which meet the criteria of State Statute § 3-60A-4(F), to subsequently incorporate those parcels into the Downtown Metropolitan Redevelopment Area and Plan.

PARCEL 1: 229 Broadway Blvd NE, Tract A-1 PLAT of Tract A-1, B-1 & B-2 Slade-Olson Subdivision (Comprising of Lots 1, 2, 3 Blk A, K. W. Phillips Addition Tract A & Tract B Slade-Olson Tract 195a2, Tract 202a & Tract 203a Mrgcd Map 37), of approximately 2.77 acres. Owner: City of Albuquerque & AMAFCA

PARCEL 2: 101 Lomas Blvd NE, Map 37 Tract 196, of approximately .93 acres. Owner: Thomas & Jeffrey McCollum

II. LOCATION AND TIME OF PUBLIC HEARING:

Albuquerque Development Commission
Thursday, September 19, 2024
2:00 PM
Join Zoom Meeting
<https://cabq.zoom.us/j/83417450494>
Attend by Phone (301) 715 8592
Meeting ID: 834 1745 0494

FOR MORE INFORMATION VISIT: <https://www.cabq.gov/mra/albuquerque-development-commission/adc-agendas-archives>

REDEVELOPMENT PROJECT MANAGER: China Osborn (505) 810-7499 / cosborn@cabq.gov

METROPOLITAN REDEVELOPMENT AGENCY
CITY OF ALBUQUERQUE,
NEW MEXICO

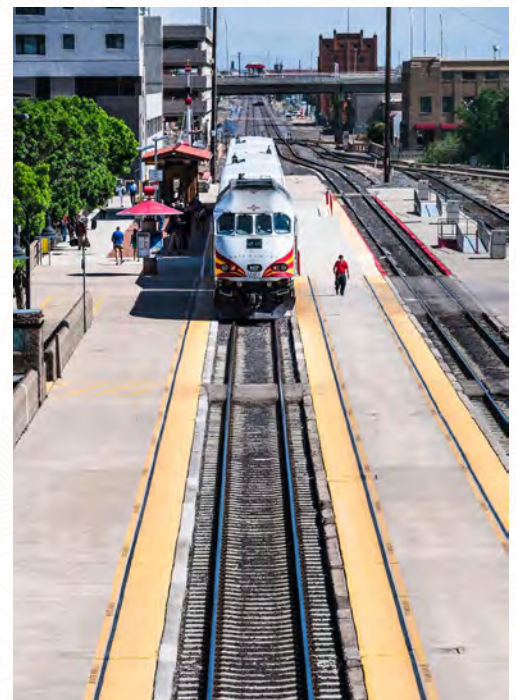
Journal: August 29, 2024

DOWNTOWN ALBUQUERQUE REDEVELOPMENT PLAN

OPEN HOUSE



WHAT DO **YOU** WANT TO SEE IN
YOUR COMMUNITY?



Rail Yards @ Flue Shop
Wednesday March 20, 2024

4:30pm - 6:30pm

777 1st St SW, Albuquerque NM 87102

open house style - come when you can!

DOWNTOWN ALBUQUERQUE REDEVELOPMENT PLAN



WHAT DO YOU WANT TO SEE
IN YOUR COMMUNITY?



OPEN HOUSE

KiMo Theatre

Tuesday, May 21, 2024

4:00 p.m. - 6:00 p.m.

423 Central Ave NW, Albuquerque NM 87102

www.dtabqplan.com





September 9, 2024

NOTICE OF PUBLIC HEARING

This letter is to advise you that the Albuquerque Development Commission will hold a Public Hearing on **Thursday, September 19th, 2024 at 2:00pm** to consider the following request. Any interested party may appear and provide public comment regarding the request.

The hearing is virtual only, available to attend via zoom.

Zoom Login: <https://cabq.zoom.us/j/83417450494>

Meeting ID: 834 1745 0494

REQUEST

The proposal is the expansion of the existing Downtown 2025 Metropolitan Redevelopment Area (MR Area), incorporating two new parcels, which meet the criteria of blighted. The two parcels intended for designation and incorporation into the existing Downtown MR Area are located at 229 Broadway Blvd NE (owned by City of Albuquerque) and 101 Lomas Blvd. NE. The parcels are adjacent to each other and comprise an area of approximately 4.7 acres. The parcels are north of Lomas Blvd between Broadway Blvd to the east and the Railroad right-of-way to the west. The existing conditions of these parcels meet the definition for designation as a “blighted area” in accordance with the State of New Mexico Redevelopment Code (MR Code), as one of the parcels is completely vacant and the other is underutilized. The MR Code **does not** grant local government the power of eminent domain for the acquisition of private property.

The staff report, full application, supplemental materials, and Zoom login is posted at the following website 72 hours before the hearing date:

<https://www.cabq.gov/mra/albuquerque-development-commission/adc-agendas-archives>

Notice to Persons with Disabilities: If you have a disability and require special assistance to participate in this meeting, please contact TTY at 1-800-659-8331 at least three (3) days prior to the meeting/hearing date.

You may sign up for public comment, submit written public comment, or direct questions for additional information regarding this request to the Metropolitan Redevelopment Agency at mrainfo@cabq.gov.

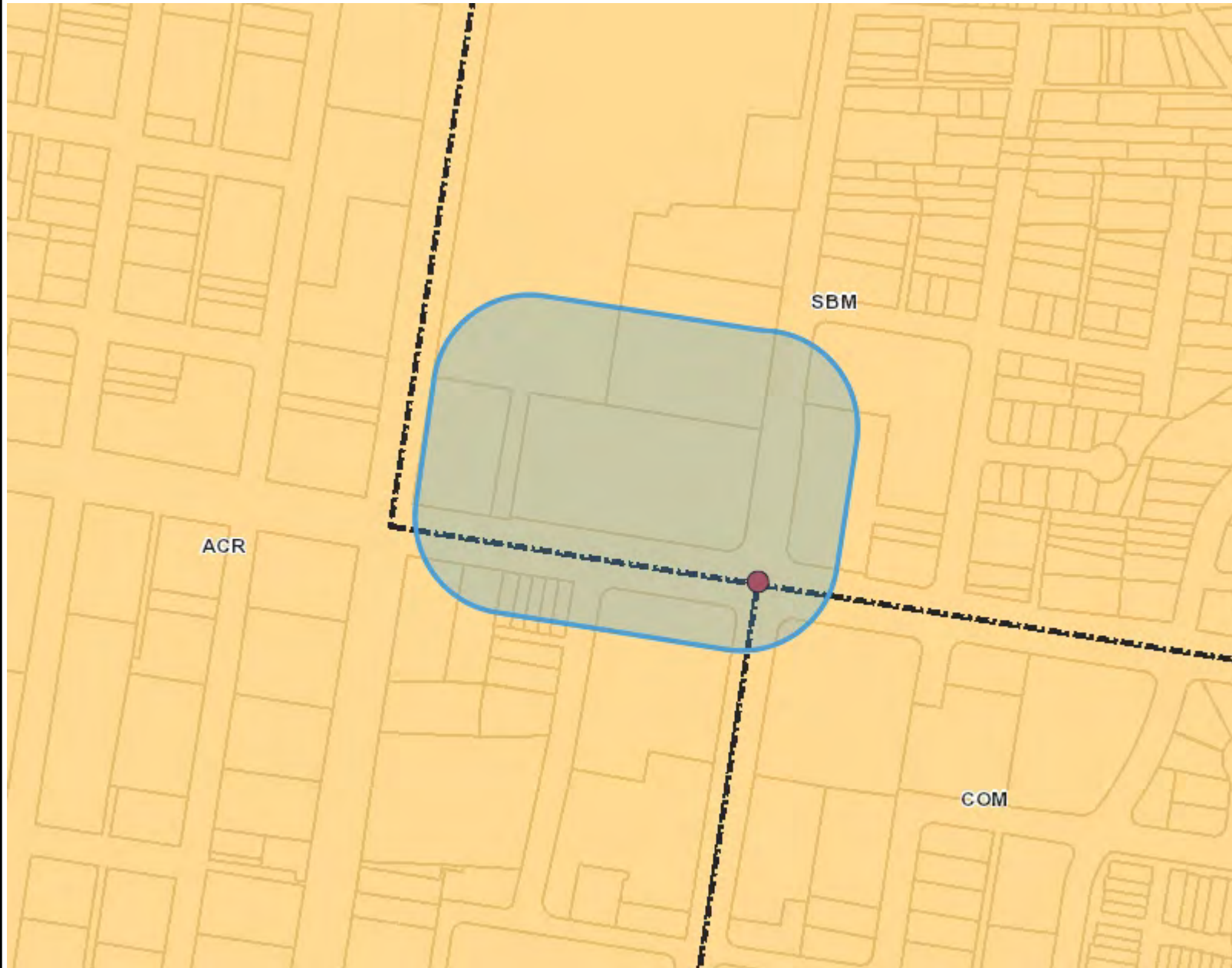


LOCATION MAP





226 Broadway NE



Legend

- Recognized Neighborhood Overlap Areas
- Recognized Neighborhood Associations
- Neighborhood Coalitions**
 - District 4 Coalition of Neighborhood Associations
 - District 6 Coalition of Neighborhood Associations
 - District 7 Coalition of Neighborhood Associations
 - District 8 Coalition of Neighborhood Associations
 - East Gateway Coalition
 - North Valley Coalition
 - South Valley Coalition of Neighborhood Associations
 - South West Alliance of Neighborhoods (SWAN Coalition)
 - Westside Coalition of Neighborhood Associations
- Bernalillo County Parcels

Notes

Buffer 196 ft.
ROW Broadway 96 ft.

598 0 299 598 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
9/6/2024 © City of Albuquerque

1: 3,587

The City of Albuquerque ("City") provides the data on this website as a service to the public. The City makes no warranty, representation, or guaranty as to the content, accuracy, timeliness, or completeness of any of the data provided at this website. Please visit <http://www.cabq.gov/abq-data/abq-data-disclaimer-1> for more information.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Osborn, China F.

From: Osborn, China F.
Sent: Monday, September 9, 2024 10:15 AM
To: abqcorena@gmail.com
Subject: Notice of Public Hearing - Albuquerque Development Commission
Attachments: ADC_Public Notice Letter_mailed 2024 09 09.pdf

Please find attached the Notice of Public Hearing for the September 19, 2024 ADC meeting. The following project is within or adjacent to your neighborhood association, will be considered during the meeting:

REQUEST

The proposal is the expansion of the existing Downtown 2025 Metropolitan Redevelopment Area (MR Area), incorporating two new parcels, which meet the criteria of blighted. The two parcels intended for designation and incorporation into the existing Downtown MR Area are located at 229 Broadway Blvd NE (owned by City of Albuquerque) and 101 Lomas Blvd. NE. The parcels are adjacent to each other and comprise an area of approximately 4.7 acres. The parcels are north of Lomas Blvd between Broadway Blvd to the east and the Railroad right-of-way to the west. The existing conditions of these parcels meet the definition for designation as a “blighted area” in accordance with the State of New Mexico Redevelopment Code (MR Code), as one of the parcels is completely vacant and the other is underutilized. The MR Code **does not** grant local government the power of eminent domain for the acquisition of private property.

If you have any questions about this notice, please contact me directly.

Kindly,

CHINA FAIRE OSBORN (she/her/ella)

Redevelopment Project Manager

o 505.810.7499

e cosborn@cabq.gov



Osborn, China F.

From: Osborn, China F.
Sent: Monday, September 9, 2024 10:15 AM
To: cicm-na@comcast.net
Subject: Notice of Public Hearing - Albuquerque Development Commission
Attachments: ADC_Public Notice Letter_mailed 2024 09 09.pdf

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Kindly,

CHINA FAIRE OSBORN (she/her/ella)

Redevelopment Project Manager

o 505.810.7499

e cosborn@cabq.gov



Osborn, China F.

From: Osborn, China F.
Sent: Monday, September 9, 2024 10:15 AM
To: sbmartineztown@gmail.com
Subject: Notice of Public Hearing - Albuquerque Development Commission
Attachments: ADC_Public Notice Letter_mailed 2024 09 09.pdf

Please find attached the Notice of Public Hearing for the September 19, 2024 ADC meeting. The following project is within or adjacent to your neighborhood association, will be considered during the meeting:

REQUEST

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Kindly,

CHINA FAIRE OSBORN (she/her/ella)

Redevelopment Project Manager

o 505.810.7499

e cosborn@cabq.gov



From: [Supple, Sarah](#)
To: [Brunner, Terry](#); [Jackson, Jennifer](#); [Osborn, China F.](#)
Subject: FW: Notice of Public Hearing - Albuquerque Development Commission
Date: Wednesday, September 11, 2024 9:04:29 AM
Attachments: [ADC Public Notice Letter mailed 2024 09 09.pdf](#)
Importance: High

Hi everyone – Please see below. How should I respond to Loretta?

SARAH SUPPLE
m 505.810.7501

From: SBMTNA <sbmartineztown@gmail.com>
Sent: Wednesday, September 11, 2024 8:56 AM
To: Supple, Sarah <ssupple@cabq.gov>; Mayor Keller <mayorkeller@cabq.gov>; jBaca@cabq.gov; nmolina@cabq.gov
Cc: salamdezia@gmail.com; dzNaranjo30@gmail.com; Melissa Murillo-Naranjo <MurilloM16@gmail.com>; Rosalie Martinez <rosalimartinez06@gmail.com>; jeslopez102@gmail.com; NaranjoLopez2010@gmail.com; illgen@theresa.illgen@zoho.com; gilbertspeakman@outlook.com
Subject: Fwd: Notice of Public Hearing - Albuquerque Development Commission

[EXTERNAL] Forward to phishing@cabq.gov and delete if an email causes any concern.

Ms. Supple,

Santa Barbara Martineztown Neighborhood Association (SBMTNA) is surprised to receive the attached Notice of Public Hearing. The Metropolitan Redevelopment Office has never contacted the association to discuss this matter. Under the City Agreement with SBMTNA, the City MRA office is obliged to meet with the neighborhood association.

SBMTNA is requesting a copy of the process the Albuquerque Development Commission requires the applicant to follow before submitting an application. Also, the SBMTNA would like all documents submitted to your office by China Osborn, MRA office. The documents the association request is for the properties at 101 Lomas NE and 229 Broadway NE.

SBMTNA would like to know the deadline to submit a letter of opposition to the Albuquerque Commission and whom to address the letter.

Thank you for your assistance. If you can please provide your phone number so I can call about this matter.

Sincerely,

Loretta Naranjo Lopez, SBMTNA
(505)270-7716

----- Forwarded message -----

From: **Osborn, China F.** <cosborn@cabq.gov>

Date: Mon, Sep 9, 2024 at 10:15 AM

Subject: Notice of Public Hearing - Albuquerque Development Commission

To: sbmartineztown@gmail.com <sbmartineztown@gmail.com>

Please find attached the Notice of Public Hearing for the September 19, 2024 ADC meeting. The following project is within or adjacent to your neighborhood association, will be considered during the meeting:

REQUEST

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If you have any questions about this notice, please contact me directly.

Kindly,

CHINA FAIRE OSBORN (she/her/ella)

Redevelopment Project Manager

o 505.810.7499

e cosborn@cabq.gov



From: [SBMTNA](#)
To: [MRAinfo](#); [Supple. Sarah](#); [Osborn, China F.](#)
Cc: [salamdezia@gmail.com](#); [Jesse Lopez Member](#); [gilbert speakman](#); [Ian Colburn](#); [dznaranjo30@gmail.com](#); [meliszayden10@gmail.com](#); [illgen](#); [Rosalie Martinez](#); [NaranjoLopez2010@gmail.com](#); [Evelyn Bonilla](#); [tinadauber@gmail.com](#); [escobedo.julie@yahoo.com](#); [PHILLIPHERN@yahoo.com](#); [Bradley Brown](#); [lizpolisar@gmail.com](#); [Baca, Joaquin](#); [Mayor Keller](#); [Joaquin Baca](#); [Angela Vigil Member](#); [Andres Ayon](#); [albgmontoya1@aol.com](#)
Subject: REQUEST DENIAL OF THE PROPOSAL TO CHANGE MARTINEZTOWN MRA TO DOWNTOWN MRA FOR 229 BROADWAY NE AND 101 LOMAS BLVD NE
Date: Friday, September 13, 2024 11:44:39 AM
Attachments: [ALBUQUERQUEDEVELOPMENTCOMMISSIONLETTER91324.docx](#)

[EXTERNAL] Forward to phishing@cabq.gov and delete if an email causes any concern.

Dear Interim Chair Mona Ghattas,

Attached is the Santa Barbara Martineztown Neighborhood Association (SBMTNA) request to deny the subject proposal. Please include the letter as part of the record.

Sincerely,

Loretta Naranjo Lopez, President
SBMTNA
1420 Edith NE
Albuquerque, NM 87102
(505)270-7716
sbmartineztown@gmail.com

September 11, 2024

Mona Ghattas, Interim Chair
Albuquerque Development Commission
c/o ssupple@cabq.gov

Dear Albuquerque Development Commission,

Santa Barbara Martineztown Neighborhood Association (SBMTNA) is requesting denial of the request to include 229 Broadway NE and 101 Lomas Blvd in the Downtown 2025 Metropolitan Redevelopment Area (MR Area). The Martineztown Santa Barbara has an MRA and would like the economic benefits from this property to remain in the neighborhood.

SBMTNA is requesting that the City of Albuquerque Metropolitan Redevelopment Office to meet with the neighborhood to discuss why the City has not updated our MRA Plan and why the City is imposing the Downtown area boundaries into our neighborhood? The separation of the railroad has been a deterrent of any expansion of the downtown in our neighborhood and now the City of Albuquerque is planning to expand it without the consent of the neighborhood.

SBMTNA has been working with the Historic Preservation Office to preserve the historical neighborhood. This action will destroy the historical significance of the Martineztown Santa Barbara Neighborhood.

SBMTNA wants to know why the City of Albuquerque continues to perpetuate racial inequities against Martineztown Santa Barbara Neighborhood? The City of Albuquerque refused to meet with our neighborhood and did not include any of our suggestions in the Central ABQ Planned Area and now is trying to remove part of neighborhood boundaries.

The City of Albuquerque City Council Enacted R-20-75. This enactment is for the City to address racial and social inequity. The City states in R-20-75 that they will involve persons and communities of color and social diversity in the decision-making process. SBMTNA was not involved in this process. The resolution further states that equity means eliminating disparities in policy, practice and allocation of resources so that income and zip code do not predict one's success while also improving positive outcome. The proposal is to eliminate Martineztown Santa Barbara Neighborhood from benefitting from their MRA funding and take away the economic improvements that it brings to the neighborhood. Where are the shared resources? The neighborhood has been asking for infrastructure improvements for over fifty years and nothing gets done.

The Housing and Neighborhood Economic Development Fund Report (HNEDF) 2022 Comprehensive Plan on page 16 states that "higher rents, lower vacancies, and increasing demand for new real estate development characterize the office, industrial, retail, and multifamily rental markets since 2002 and suggest that while the real estate market in the Pocket is growing, these conditions have not improved local residents' economic prospects. The report further states that these pressures will only intensify as there are many new development projects

in the pipeline that will impact local real estate market drive demand upward, and potentially place increasing costs pressures on low-income households and local businesses. While these new developments are exciting for Albuquerque Residents and small businesses and overall gentrification. These projects include but are not limited to: Rail Trail and Greater Downtown Urban Trail Projects, Rail Yards Redevelopment and Proposed stadium for the New Mexico United Professional Soccer Team.” The proposal to include downtown in the Martineztown Santa Barbara Neighborhood is to support the gentrification and the eradication of the neighborhood by imposing the downtown boundaries in the neighborhood.

The association has not been given any documents to analyze and critique on how and why decisions were made to change the neighborhood boundaries without the input from the neighborhood.

SBMTNA request the Albuquerque Development Commission to deny this unreasonable request and put an end to the destruction of Martineztown Santa Barbara Neighborhood. This request if allowed will set precedence to destroy a significant and one of the oldest historic neighborhoods in the city of Albuquerque.

Sincerely,
Loretta Naranjo Lopez, President
Ronald Vallejos, Vice President
Andrew Tafoya Leverett, Secretary
Jesse Lopez, Secretary
David Naranjo, Board Member
Gilbert Speakman, Board Member
Rosalie Martinez, Board Member
Olivia Ayon, Board Member
Melissa Naranjo
Theresa Illgen

Exhibits: <https://www.cabq.gov/health-housing-homelessness/documents/2022-hnedf-plan-final.pdf>
R-20-75 - <https://www.cabq.gov/office-of-equity-inclusion/news/city-council-votes-unanimously-to-strengthen-and-re-affirm-the-city2019s-commitment-to-racial-equity-and-social-justice>