
8.0 Combining the Level of Service Standards and Financial Implementation

Goals for Planned Growth Strategy

- **Community.** Identity, pride, mutual responsibility, interaction.
- **Stewardship.** Of public capital, private wealth, older neighborhoods of Albuquerque.
- **Individual Growth and Achievement.** Foster the community in which individual growth and achievement occur.
- **Planning.** Encourage public participation in achieving a better community. Celebrate the plans that result. Respect the plans by implementing them.

Principles Guiding Implementation of the PGS

- The location of population and employment growth is phased and timed to achieve community goals. Represented by the Planned Growth Strategy Preferred Alternative.
- Critical infrastructure capacity (streets, parks, schools, water, sewer, and storm drainage) is available to support urban growth.
- The needs for growth, rehabilitation, and to correct deficiencies are fully funded.

Principles Guiding Implementation of the PGS

- Implementation is guided by adopted plans, e.g., corridor plans, neighborhood plans, redevelopment plans, area plans.
- Charges for infrastructure to support growth reflect costs to the community.
- Land use problems are corrected such as environmental contamination in South I-25 industrial area and mixed quality development on west Central.
- Flexibility.

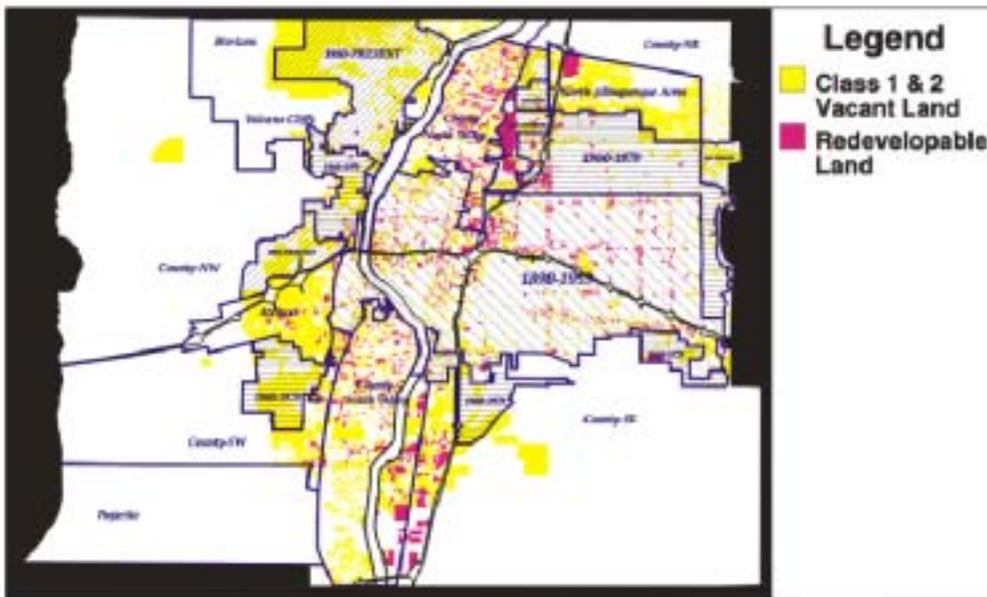
Implementation Tools

1. Capital Plan
2. Service Standards and Concurrency
3. Development Impact Fees
4. Development Agreements
5. Development Incentives and Inducements
6. Community Plans

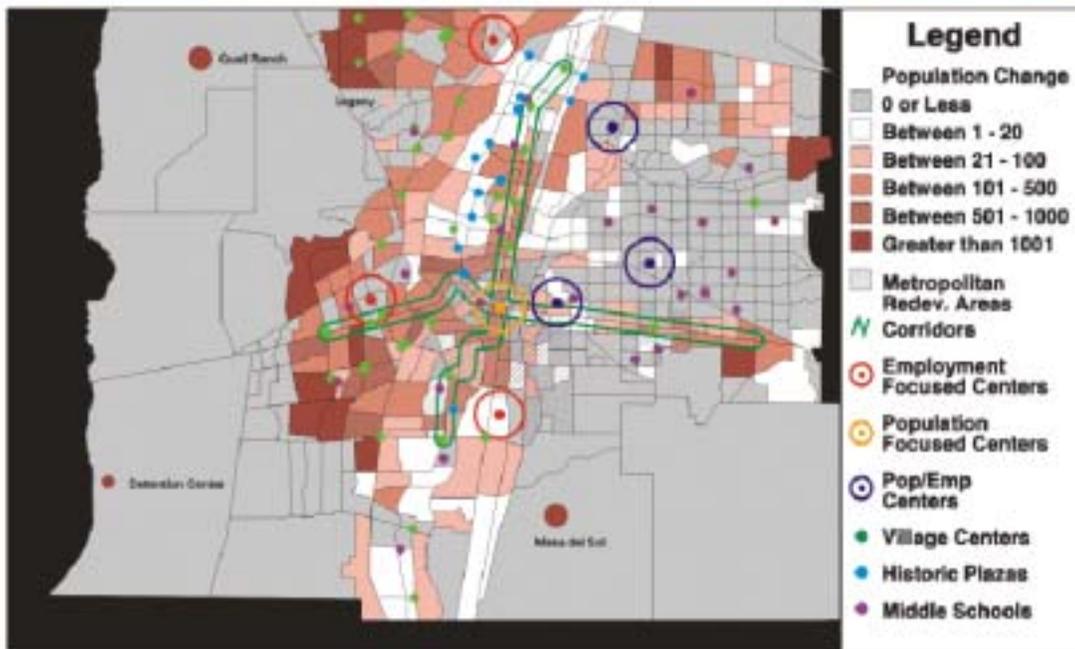
Capital Plan

- Population and employment increases are allocated to Planned Growth Strategy Subareas and to Centers and Corridors in the Preferred Alternative.
- The Capital Plan identifies and funds specific projects to support population and employment growth.
- Infrastructure is timed and phased using two periods: 2000-2010, and 2010 to 2025.
- Population and employment growth in the Planned Growth Strategy Subareas under the Preferred Alternative become the Development Impact Fee "Land Use Assumptions."

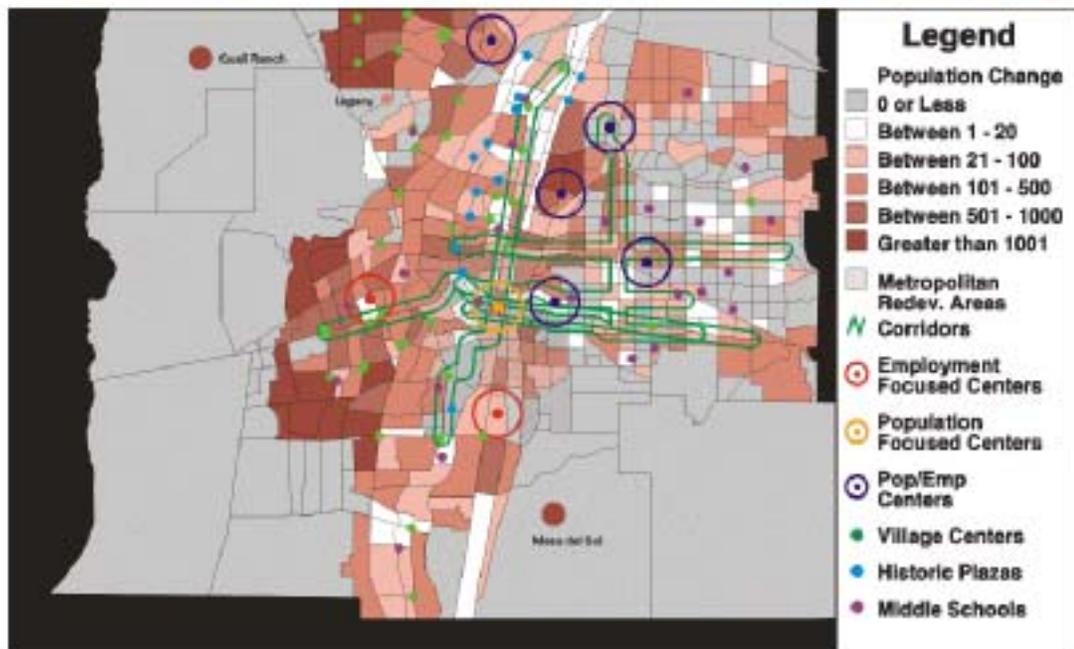
PGS Subareas



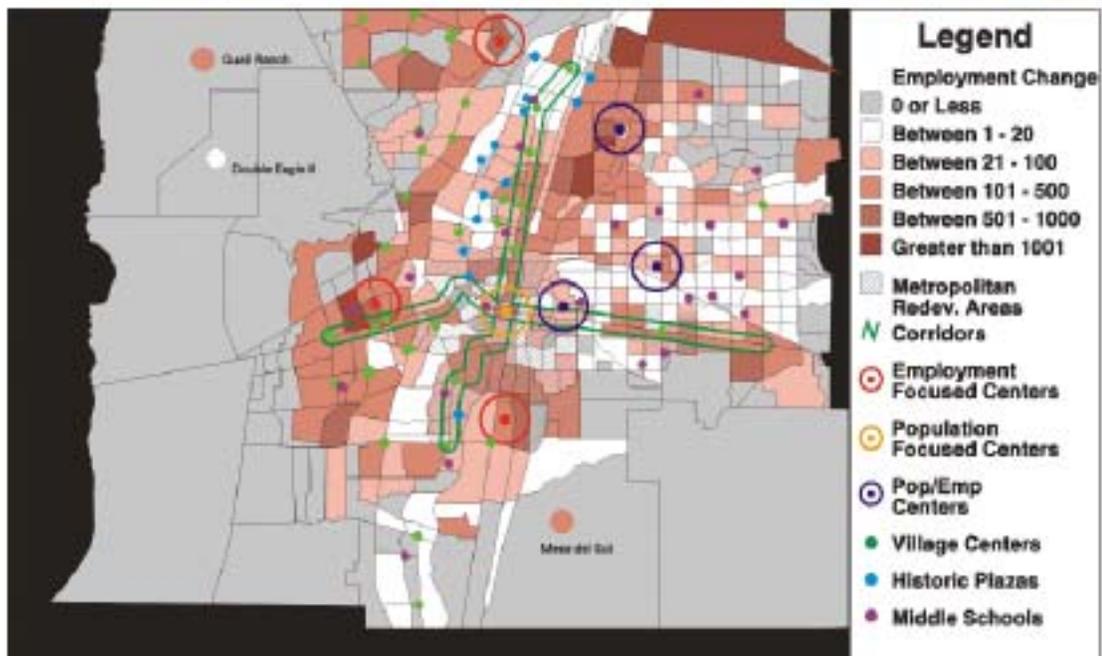
PGS Preferred Alternative Population Projections 2000-2010



PGS Preferred Alternative Population Projections 2010-2025



Employment Projections 2000-2010



PGS Preferred Alternative Employment Projections 2010-2025



Level of Service Standards & Concurrency

What are Level of Service Standards & Concurrency?

- Level of Service (LOS) Standards / Concurrency is a review of infrastructure either built or in the Capital Improvements Program (CIP) to determine whether adequate capacity exists to support proposed development projects.

Level of Service Standards & Concurrency

How is it different from current practice?

	Infrastructure	Link to CIP	Developer Reimbursement
Current Practice	Water, Sewer	Yes	Pro-Rata (Line Extension Policy)
Proposed	Streets, Parks, Schools, and Hydrology	CIP Based on Growth Strategy	<ul style="list-style-type: none"> ■ No LOS review in Fully Served areas ■ Pro-Rata in Fully & Partially Served Areas ■ Master Development Agreement in Areas Unserved with Urban Infrastructure

Level of Service Standards & Concurrency

What are the benefits of Service Standards and Concurrency?

- Important facilities are available for new residents and new employees
- Unreasonable deterioration of street service is avoided
- Schools have adequate facilities for new families
- Parks are developed in time with growth
- Infrastructure is planned and coordinated
- Transit and street capacities are merged
- Flexibility is provided for unplanned development
- Street congestion declines

Development Impact Fees

What are Development Impact Fees?

- Development Impact Fees are legally allowable charges to developers to build the capital improvements needed to support new growth.

Development Impact Fees

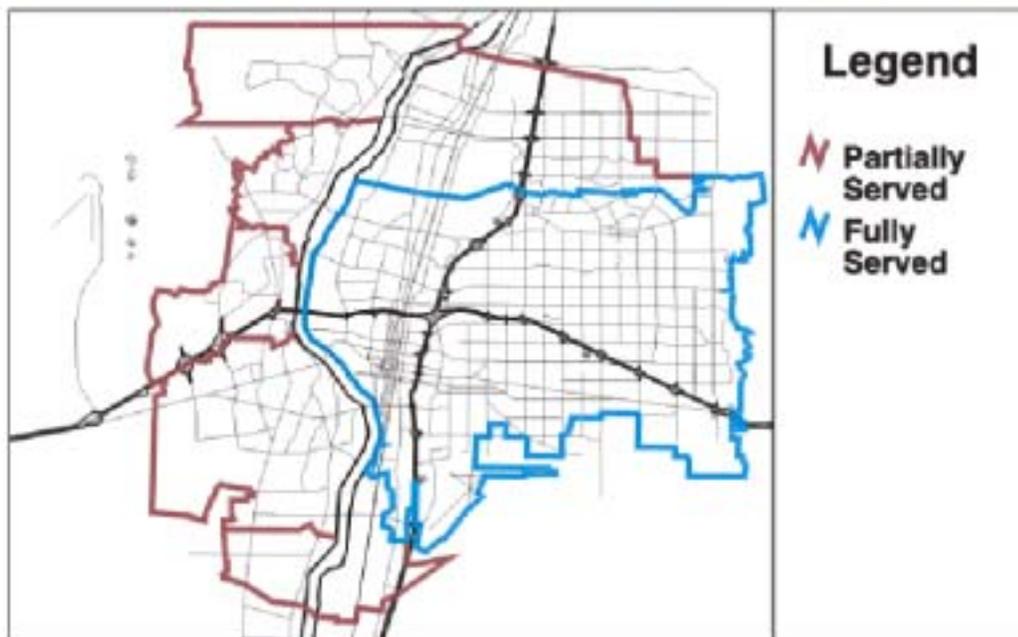
For which improvements can we charge development impact fees?

Impact Fees Allowed	Streets, Water, Sewer, Storm Drainage, Parks, Police, Fire/Emergency Medical Services, Open Space, Zoo, Botanical Gardens, Explora, Aquarium
Impact Fees Not Allowed	Schools, Transit, Libraries, Community Centers, Senior Centers, Multi-Service Centers

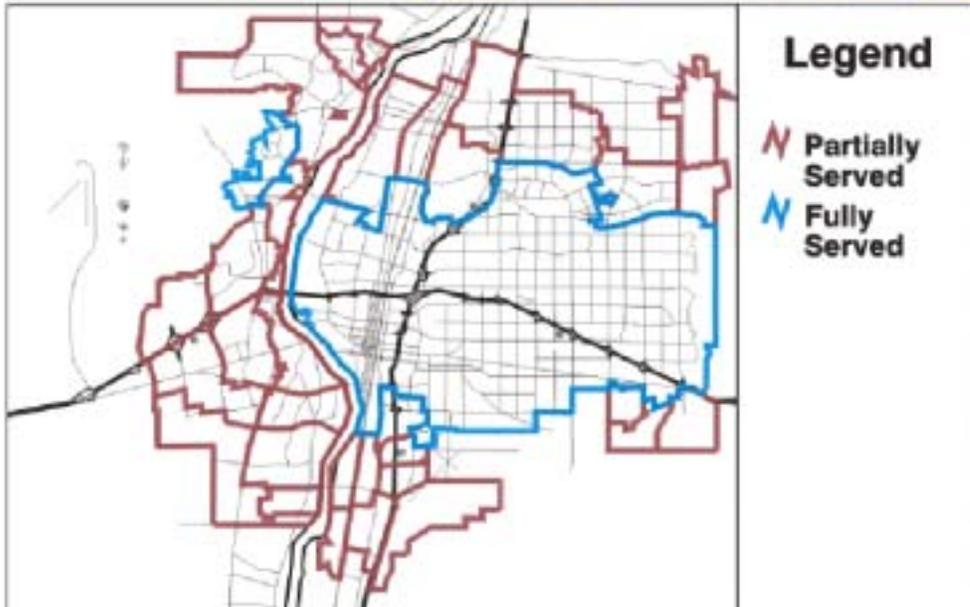
Impact Fees Charges Based on Service Tiers

- Fully Served Areas
- Partially Served Areas

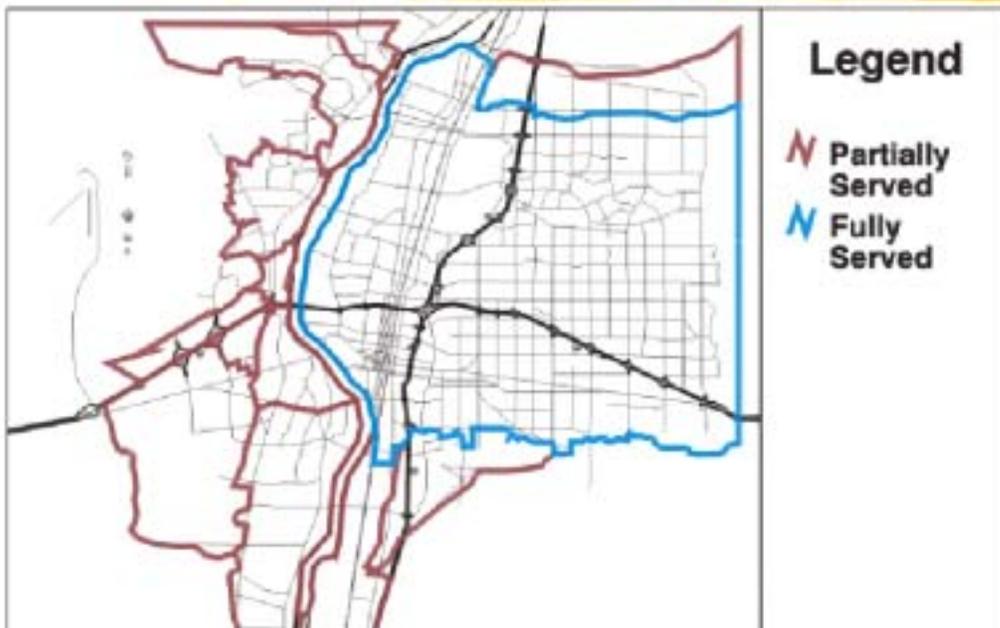
Water Service



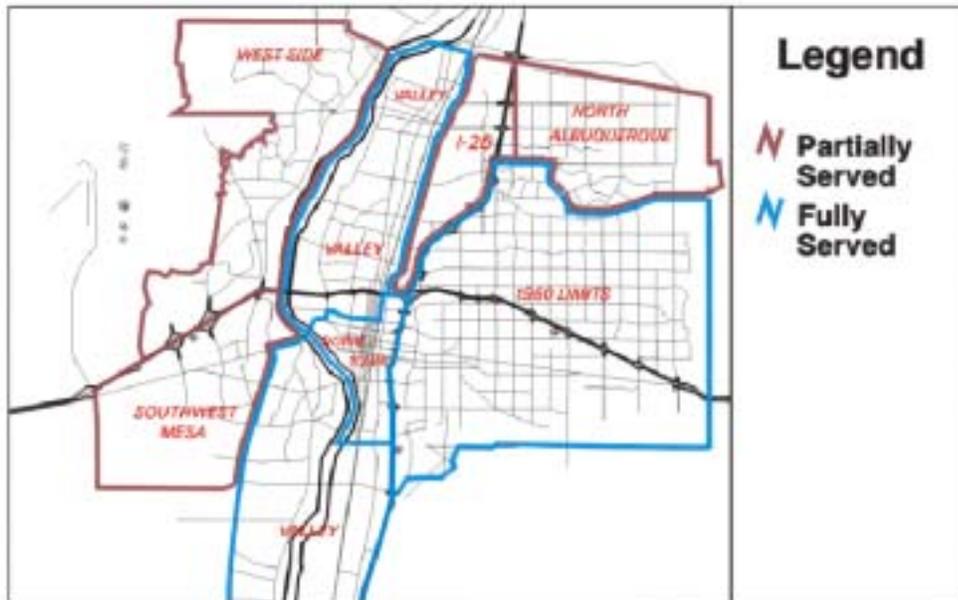
Wastewater Service



Hydrology Service



Street Traffic Sheds



Total Single Family House Water Cost by PGS Tiers

	Fully Served Areas w/ Excess Water*	Fully Served Areas with No Excess Water	Partially Served Areas	Unserviced Areas
Wells		X	X	X
Water Rights		X	X	X
SCADA	X	X	X	X
Reservoirs				X
Pump Stations				X
Transmission Pipelines				X
Master Plan Distribution Lines (10"-16")			X	X
Distribution Lines in Street (6"-8")			X	X
Service Connections	X **	X **	X **	X

* Montgomery, Freeway, and Ridgecrest Trunks in which there is excess water capacity

** Many parcels have existing service connections

Total Single Family House Wastewater Cost by PGS Tiers

	Fully Served Areas	Partially Served Areas	Unserved Areas
Master Plan Sewer Lines			X
Small Collection Lines		X	X
Lift Station & Odor Control			X
Treatment Plant	X	X	X
Service Lines	X*	X*	X

* Many parcels have existing service connections

Under level of service/Concurrency it is possible to allocate excess treatment plant capacity to targeted areas

Classes of Impact Fee Facilities

- **Local Serving**, e.g., Police Station
- **Area Serving**, e.g., APD Central Office, Communications, etc.
- **Infrastructure Specific**, e.g., Collector Street, Water Distribution Line, etc.

Impact Fees Charges Based on Service Tiers

- Most all capital facilities have Local Service areas:
 - Water – pressure zones
 - Wastewater – basins
 - Streets – neighborhood streets
 - Parks – neighborhood parks and community parks
 - Hydrology – basins
 - Fire/EMS – stations
 - Police – area commands and minisubstations
 - Libraries – branch libraries
 - Community Centers – service areas

Development Impact Fees

- Development impact fees are linked with the Preferred Alternative via the Capital Improvements Program. The CIP program identifies which projects will be built, where, when, and at what cost.
- CIP program establishes Local Serving Infrastructure Costs.
- Population and employment allocations in the Preferred Alternative become the Development Impact Fee Statute’s “Land Use Assumptions.”

Development Agreements

What Are Development Agreements?

- Development Agreements are regulatory agreements freely entered into between governments and developers.
- The contracts are used to establish what infrastructure and other capital facilities will be built, when they will be built, the cost, and payment and repayment provisions.

Development Agreements

Are Development Agreements New in Albuquerque?

- No. Development Agreements are used to carry out the terms of the Line Extension Policy for water and sewer service.

Development Agreements

How Will Development Agreements Be Used in the Growth Strategy?

- *In the Fully Served Areas*, no Level of Service standards / Concurrency review.
- *In the Partially Served Areas*, a Level of Service Standards / Concurrency review is made for water, sewer, streets, hydrology, parks, and schools.
 - If review indicates that the capacity for a particular service is not available or will not be available through the Capital Plan, the developer pays the cost of the improvements needed to create the infrastructure capacity to serve the development. Developer is reimbursed on a net cost basis.
- *In the Unserved Areas*, a Development Agreement is needed for all developments.

Development Incentives & Inducements

Adjustment to Impact Fees Based on Infrastructure Use & Desired Outcomes. For example:

- Reduce hydrology impact fees for functional landscaping, open drainage swales, reduced imperviousness, microstorage, etc.
- Reduced transportation impact fees for business parks with integrated bike and walking trails and transit facilities.
- Reduced transportation charges for employment centers located within three miles of areas with a jobs-housing imbalance.

Development Incentives & Inducements

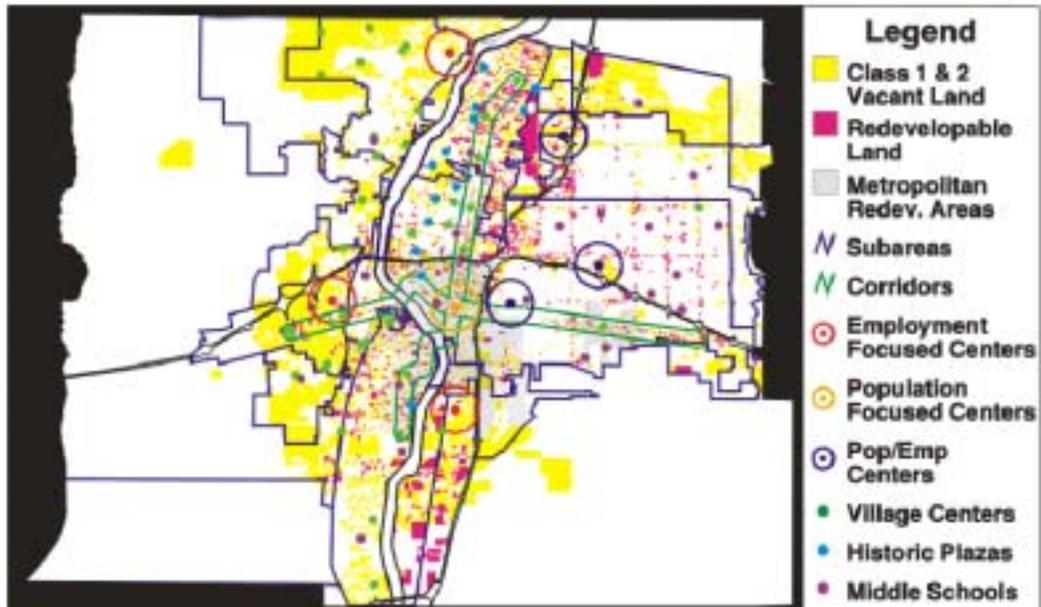
Adjustment to Impact Fees Based on Infrastructure Use & Desired Outcomes. For example:

- Reduced transportation charges for suburban communities with mixed use centers including retail, services, higher density housing, and public spaces and services
- Reduced transportation charges for higher Floor Area Ratio in plan approved locations.
- Reduced transportation charges with Transportation Management Organization and employee transit allowance linked to paid parking.
- Reduce water and wastewater impact fee for affordable housing with on smaller lots and fewer fixtures.

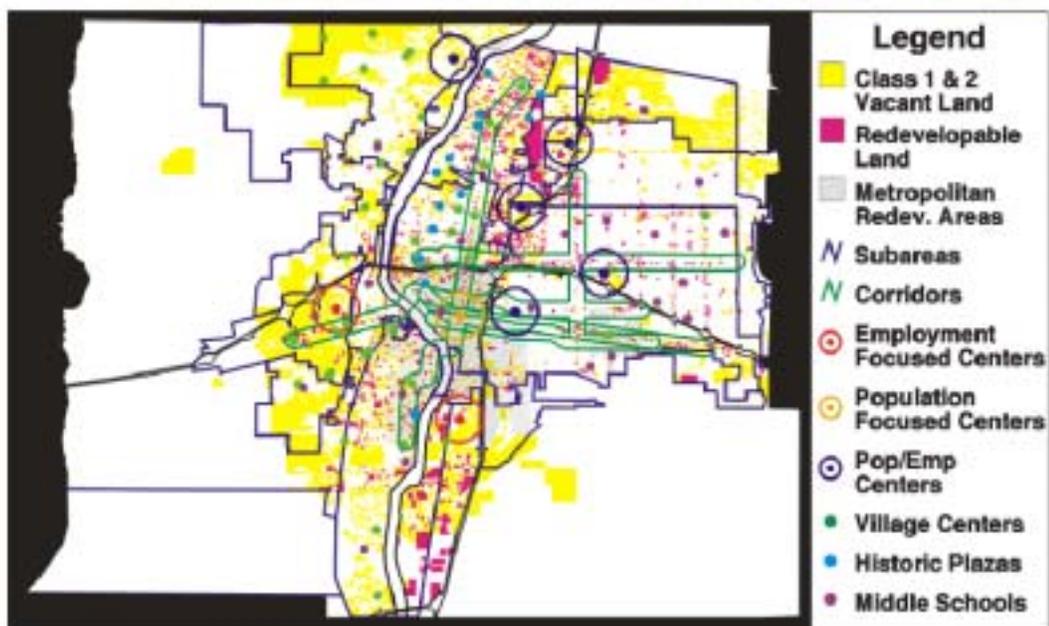
Development Incentives & Inducements

- Impact Fee Waivers for Capital Improvements – Paid by Government in Targeted Growth Areas (\$10 million per year paid from general fund)
 - Selected Centers
 - Selected Corridors
 - Employment Areas
 - Redevelopment Areas

Preferred Alternative 2000-2010



Preferred Alternative 2010-2025



Development Incentives & Inducements

- **Impact Fees Lower in Fully Developed Areas Based on Actual Cost to Provide Service.**
- **Deficiency Correction Projects Fully Funded & Programmed for Targeted Areas Based on Adopted Plans.**

Development Incentives & Inducements

- Level of Service Standards / Concurrency Infrastructure Capacity Allocated to Targeted Areas Based on Adopted Plans**
- Separate Allocations of Capacity for Residential Development and for Employment Development.
 - Vary Service Standard by Location Consistent with Plans

Development Incentives & Inducements

- **Alternative, Simplified Development Approval Process in Targeted Areas Based on Adopted Plans.**
 - **Based on model of Master Plan for the Alvarado Transportation Center Project Area.**
- **Rehabilitation Projects Fully Funded & Programmed for Targeted Areas Based on Adopted Plans.**

Community Plans

All development incentives and inducements must be consistent with recommendations of current, approved Plans. Plans insure that community residents and other stakeholders participate and establish appropriate goals for each area of the community. For example:

- North Valley Area Plan
- West Side Strategic Plan
- Downtown 2010 Sector Development Plan
- Sandia Foothills Area Plan
- Master Plan for the Alvarado Transportation Center Project Area
- Near Heights Metropolitan Redevelopment Area Plan
- Bridge/Isleta Revitalization Plan
- Barelás Metropolitan Redevelopment Plan
- Martineztown/Santa Barbara Sector Development Plan
- Sawmill/Wells Park Sector Development Plan
- Los Duranes Sector Plan
- University Neighborhoods Sector Development Plan
- South Broadway Sector Development Plan
- Uptown Sector Development Plan
- Southwest Area Plan
- Future Plans in Community Planning Areas

Key Elements of the Development Approval Process Under PGS

- Fully Served Areas
- Partially Served Areas
- Unserved Areas

Summary of Key Elements of the Development Approvals Under Growth Strategy

	Fully Served Areas	Partially Served Areas	Unserved Areas
Locality Specific Capital Items	None	X	
Area-Wide Capital Items	X	X	X
Off-CIP Capital Items		X Pro-Rata	X Self-Sufficiency
Implementation Approach	Impact Fees	Impact Fees & Development Agreement, if needed	Development Agreement

Assumes that present infrastructure dedication requirements apply.