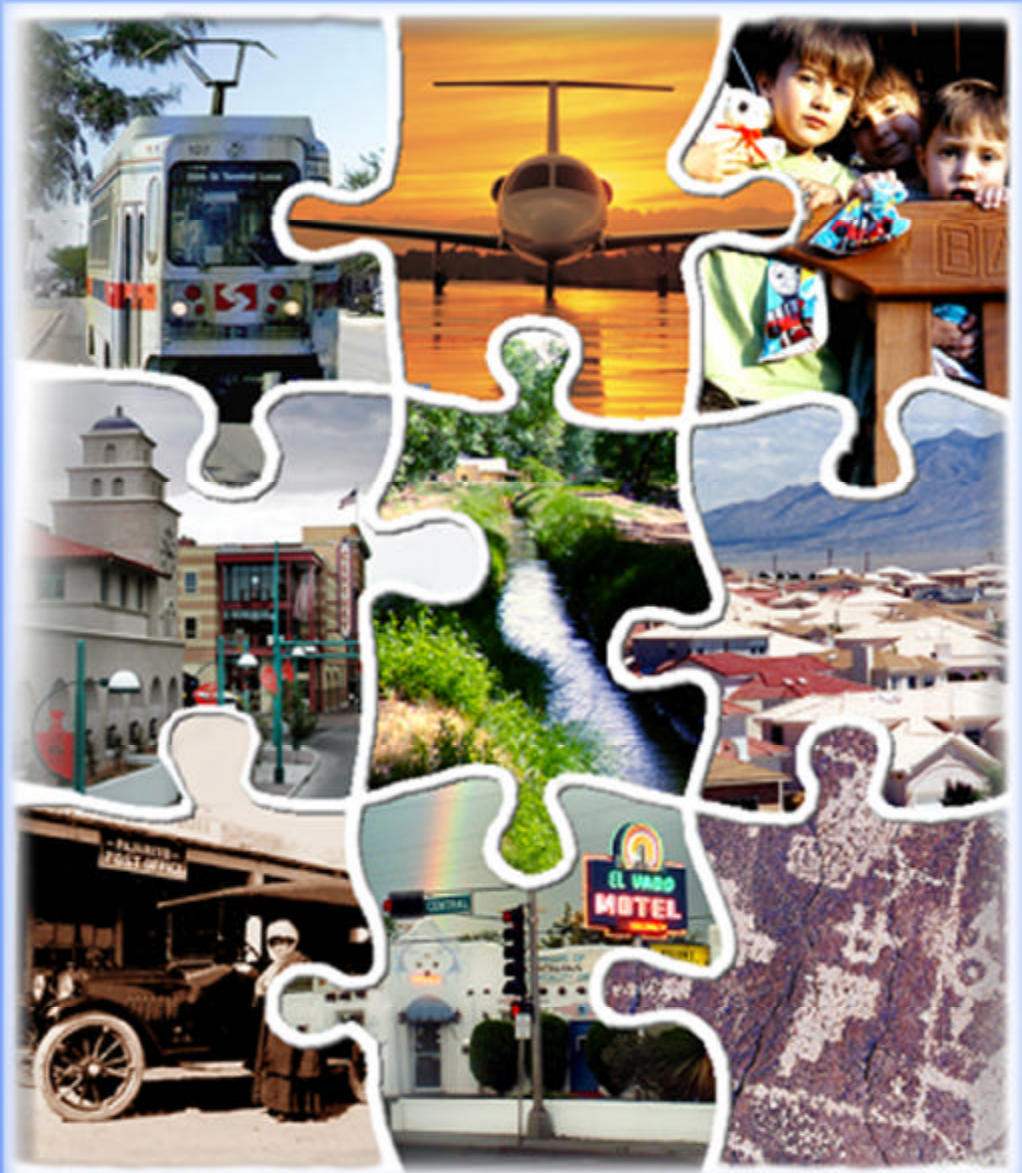


Albuquerque/ As Amended Bernalillo 2002 County

COMPREHENSIVE



P L A N

ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN

**As Adopted by the Mayor and by City Council
City Enactment No. 138-1988, August 30, 1988**

**As Adopted by the Board of County Commissioners
Bernalillo County Resolution No. 103-88, August 23, 1988**

Amended through:

**Bernalillo County Resolution No. 2-2002, January 22, 2002
Bernalillo County Resolution No. 3-2002, January 22, 2002
Bernalillo County Resolution No. 6-2002, January 22, 2002
Bernalillo County Resolution No. 7-2002, January 22, 2002
City Enactment No: 171-2001, November 30, 2001
City Enactment No: 172-2001, November 30, 2001
City Enactment No: 145-2001, October 24, 2001
City Enactment No. 160-1991, October 25, 1991
City Enactment No. 56-1993, June 2, 1993
Bernalillo County Resolution No. AR 37-93, April 27, 1993
Bernalillo County Resolution No. AR 84-91, February 27, 1991
Bernalillo County Resolution No. AR 32-91, January 29, 1991**

**City of Albuquerque Planning Department
P.O. Box 1293
Albuquerque, New Mexico 87103-1293
(505) 924-3860 Fax: (505) 924-3339
Website Address: cabq.gov/planning**



**CITY OF
ALBUQUERQUE**

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Honorable Martin J. Chavez

Jay Czar, Chief Administrative Officer

City Council

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Susan Johnson, Vice Chair

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Jeffrey Jesionowski

Mick McMahan

Elizabeth Begay

Camilla Serrano

Bevin Owens

**Planning
Department Staff**

Victor Chavez, P.E., Director,
Planning Department

Richard Sertich, AICP, Associate
Director, Planning Department

Joel C. Wooldridge, FAICP,
Manager, Advance Planning &
Urban Design

Jon P. Messier, Senior Planner
Advance Planning & Urban Design

Selim Demusaj, Municipal
Information Specialist

Joe Lujan, Layout Design/
Graphics

Jesse Garves, Cover Design

Ramona Gabaldon, Typing/
Layout

Barbara Findley, Typing/
Proofing

Alfredo Salas, Proofing/
Copy Technician

Neil Weinberg, Division
Manager, AGIS

Colleen Grier, GIS
Coordinator

**Former Mayor
1997-2001**

Honorable Jim Baca

Robert McCabe, AIA, Planning
Director, 1998-2001

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ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN

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I. INTRODUCTION & CONTEXT

A. BACKGROUND

1. PLANNING PROCESS

The Comprehensive Plan in 2002

The Comprehensive Plan (as amended through 2002) incorporates all eight amendments since its 1988 adoption. A few paragraphs are slightly modified from the original to achieve internal consistency and for clarity.

Evolution of Comprehensive Planning in Albuquerque

Albuquerque's Master Plan, 1962-1974, was a compilation of several sequentially prepared and adopted elements. It was a Plan for a 1985 population of 500,000 persons.

The 1975 Albuquerque/Bernalillo County Comprehensive Plan (hereafter the 1975 Plan), was prepared with citizen assistance in response to the city's post 1960 growth. The 1975 Plan addressed area-wide resource, environmental, developmental and planning concerns. The Plan included both policies and maps which designated open space areas, "metropolitan" area with boundaries (with prescribed density ranges), and urban centers. The 1975 Plan was adopted in three parts: Policies, Metropolitan Areas and Urban Centers, and Major Open Space. In 1978, Senior Citizen Centers was added.

The 1975 Plan's development strategy was based upon the following objectives:

- 1) Accommodate a larger share of new growth through infill development.
- 2) Design public improvements, including utilities and transportation facilities to balance existing service area needs with proposed development.
- 3) Preserve major natural features and essential resources in an open space network.
- 4) Create and maintain distinctive smaller communities and diverse neighborhoods in the greater metropolitan area that offer residents a variety of neighborhoods and lifestyles that accommodate the citizenry's needs, preferences, and incomes.

The City and the County Planning Commissions began reviewing the Plan in 1981. The following year, the Mayor and the City Council established a Goals Committee to review adopted policies. It is the committee's recommendations that provided the foundation for this third (1988) Plan.

The Goals Commission, appointed by the Mayor, served as an advocate and monitoring group for the 1983-1984 Goals Committee Report. Additional concerns and issues addressed by the Plan include those expressed at public meetings held in April, 1986, and those raised by technical studies, in-house memoranda, and issue papers. Assisting the Planning staff were two special committees (Appendix A).

1975 Plan Update Issues

The two committees identified many issues which required attention. Primary among these are:

- Provide factual background material for policies and development strategies.
- Address new issues and policies (e.g. housing, archaeological resources, economic development) and re-examine or expand others (e.g. urban centers, sub-area planning).
- Refine boundaries between the development (“metropolitan”) and open space areas.
- Map categories which correspond to written policies.
- Combine the 1975 Plan’s three documents into one for clearer policy interpretation.
- Establish procedures to incorporate new input and technical information into the Plan.

These issues are the major changes incorporated in this 1988 Plan as subsequently amended. Section I is the Introduction and Context that includes explanatory text. Section II is the Goals and Policies and Section III discusses the Plan’s implementation and monitoring procedures. Maps identify development areas, the Open Space network, and other spatial concepts.

The Planning Framework

Successful Plan implementation requires many supporting plans. Broad development policy established in the Plan can be carried out systematically through subsequent planning efforts.

The City’s Planning Ordinance, adopted in 1982, established a hierarchy of plans. The Comprehensive Plan is the rank one plan; area and facility plans are rank two plans; and sector development, neighborhood, and corridor plans are rank three plans. All plans must be compatible with higher ranking plans for the same area. Metropolitan Redevelopment Area plans are also prepared as lower ranking plans which must conform to all higher ranking plans. (Appendix B)

Plan amendments may be recommended by these other plans to further refine the Plan’s policies, techniques, and development area boundaries. Changing conditions may also necessitate Plan alterations as do detailed issue analysis that may either uncover flaws or make valuable discoveries which would be added to the Plan. Amendments should precede or immediately follow adoption of lower ranking plans when changes are necessary.

Most planning and development decisions (except Federal, Tribal, or State) within Albuquerque’s municipal limits are considered by the Environmental Planning Commission, which advises the Mayor and the City Council. The City’s Development Commission and the Landmarks and Urban Conservation Commission also have related responsibilities.

The Bernalillo County Planning Commission similarly advises the Board of County Commissioners on planning matters in the unincorporated County. The City has planning and subdivision approval authority within a five mile extraterritorial jurisdiction where such authority is shared with the County. The City-County Air Quality Control Board also has statutory responsibilities related to both local governments.

Planning related functions are also exercised by special agencies: the Albuquerque Public School District, the Metropolitan Arroyo and Flood Control Authority, and the multi-county Middle Rio Grande Conservancy District.

Scope

The Plan scope addresses the City of Albuquerque and unincorporated Bernalillo County. The Plan continues the 1975 Plan's commitment to development areas (the "metropolitan" areas in the 1975 Plan) that differentiate development intensities and characteristics according to environmental and cultural features. The Plan (1988) proposes lower housing densities than proposed in the 1975 Plan. This Plan (unlike the 1975 Plan) originally proposed a Biennial Report (coordinated by the Planning Department) to evaluate implementation progress. It has been deleted, supplanted by the Albuquerque Progress Report, a different process.

The new Plan (1988, as subsequently amended) is intended to provide the foundation for subsequent rank two and three planning efforts. In addition, it will be used to provide background and perspective for decision-making by the City and the County planning commissions and elected officials. The public can use the Plan as a policy guide addressing development and growth.

The Plan has drawn upon several studies during its preparation. All pertinent studies which contributed to the Plan are referenced in the bibliography (Appendix C). Similarly, terms which may be unfamiliar to the general reader are defined in the glossary (Appendix D).

Regional and Metropolitan Contexts

Although neighboring jurisdictions are not within the Plan's scope, it encourages coordination with neighboring governments. Planning coordination will benefit the region's citizens, especially in resource management. Coordination with other jurisdictions is of particular importance because of their potential growth and effects upon the Plan area.

The larger region is generally defined as State Planning and Development District Three, which includes Bernalillo, Sandoval, Valencia, and Torrance Counties.

The metropolitan area (Metropolitan Statistical Area) is defined by the Census Bureau, and for the 2000 Census includes Bernalillo, Sandoval and Valencia Counties.

2. SETTING

Bernalillo County lies in north central New Mexico, east of the Continental Divide within the Middle Rio Grande Basin. Strong topographic features outline the city's setting, providing the foundation around which planning efforts should revolve. (Figure 1 on page 7)

Topography

Albuquerque is flanked by gentle mesa uplands which culminate in three mountain ranges on its eastern edge: The Sandia, Manzanitas, and the Manzanos, rise to 10,678 feet above Mean Sea Level. The City's elevation ranges from 4,920 to over 6,000 feet above sea level.

The high, wide Rio Grande Valley in which Albuquerque is situated is illustrated in cross section by Figure 2. The valley's outer edges are about twenty miles apart, about the same width as the Grand Canyon. The valley is about 700 feet deep between its lowest point (4,990, Downtown) and the 5,740 foot elevations at Nine Mile Hill (Central Avenue/I-40) and at Four Hills (Tramway Boulevard/I-40). The valley's width and the elevations at its edges result in one of the broadest panoramas in North America.

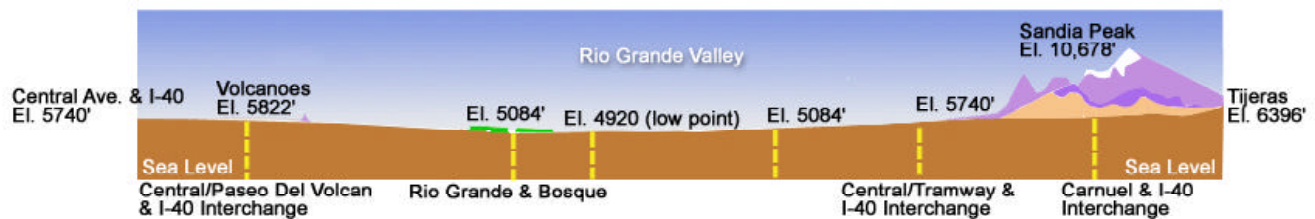


Figure 2: Cross Section of the Rio Grande Valley at Albuquerque.

The strong, defining features are distinct environmental regions. The mountainous eastern region is open forest (part of the Cibola National Forest), sparsely settled with a few pockets of denser habitation. Tijeras Canyon is the only major break in the mountain range. The mesa areas on either side of the valley are semi-arid, flat uplands. The east mesa stands as a shelf above the Rio Grande Valley. It is an alluvial fan, characterized by smooth, steep, slopes at the mountain's base, and tapers as it nears the valley; its slopes range from three to ten percent.

The Rio Grande passes through the city in the form of an "S". The areas locally known as the North and South Valley nestle in the hollows of the "S" formation, one east and the other west of the river. The valley contains a long, narrow flood plain that has been extensively modified by agriculture and development. The bosque (or narrow woodland along the river) provides a riparian wildlife habitat and a natural greenbelt area.

The west mesa's lower surface is a narrow bench between the Rio Grande and a 100 foot high cliff (escarpment). Beyond the escarpment the higher surface extends to the Rio Puerco which drains the county's western edge in a steeply sloping valley. It is characterized by volcanic cinder cones, basaltic lava flows, sandy soils, closed basins (playas) and sand dunes. The lava flow edges form a steep escarpment.

The Rio Grande Rift is a major geological feature in North America. Earthquakes are rare, but not unknown. Ten episodes of ground shaking have occurred in the area between 1893 and 1971.

Climate

Climatologically, Albuquerque is classified as a high altitude, arid, continental climate. The region's climate is one of its most attractive assets and is strongly affected by topography. The mountains shelter the city from all but the most severe continental air movements, affecting the distribution of precipitation and temperatures. The mountains receive sufficient moisture to support a dense forest; most vegetation in the adjacent lowlands and valley requires irrigation.

The dry, sunny weather produces an average annual temperature of 57 degrees and an average annual precipitation of 8.1 inches. There is a noticeable temperature difference between the valley and the mesa areas. This results in occasional air inversions trapping dust and other air pollutants above the city. Cool winters with occasional snow are followed by blustery springs. Summer daytime temperatures may be warm, but are moderated by short, frequent thunderstorms from July to September, and nights are invariably comfortably cool. The autumns are characterized by moderate temperatures.

Winds are normally light. Velocity occasionally increases in gusts to more than 25 MPH, but the mean hourly speed is only 9 MPH. The prevailing direction from April through October is from the southeast with the exception of July (the wettest and hottest month) when it is from the south. From November through January, winds prevail from the north, veering to the northwest during March. After periods of little or no precipitation, gusty winds may pick up dust. Spring wind velocities, the highest of the year, cause dust storms, the main climatic problem.

Humidity is relatively low, averaging about 43 percent. June, the driest month, averages 20 percent. The remainder of the year the warmer part of the day averages 30 percent humidity.

Sunshine is Albuquerque's outstanding year-round climatic characteristics. Over a year the sun shines from dawn to dusk about 75 percent of the time.

The city's climate has a direct impact on living conditions. Dress and daily life is more casual than in other parts of the country and the population spends more time outdoors. Our recreation and other leisure time activities reflect the beneficial conditions of climate, offered in abundance.

The city's climate has a direct impact on its economy. Climate is responsible for the city's role as a health resort. It still attracts people for health reasons or retirement, either because people want to live here or others who find the climate well suited to their needs. Tourism and convention activities benefit from the city's climate, attracting many people to the area to visit; many have returned to make it their home.

ALBUQUERQUE'S SETTING

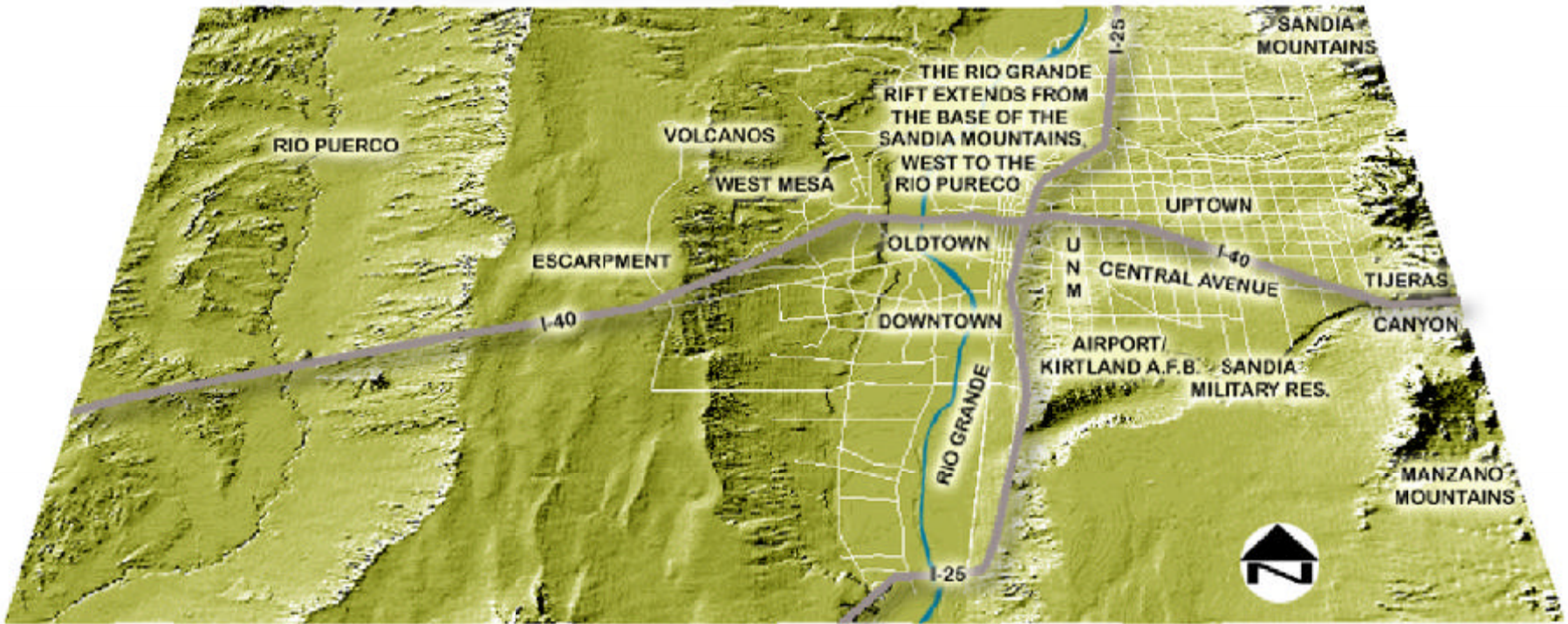


Figure 1: Albuquerque Setting

3. GROWTH AND DEVELOPMENT

Development

The Albuquerque area has one of the longest histories of human presence and habitation in North America.

Man has inhabited central New Mexico’s Middle Rio Grande region for about 12,000 years. Archaeological evidence suggests the first people in the Albuquerque area were here as early as 7500 BC. Nomadic hunters found the lush valley, the grassy mesas, and heavily vegetated mountain slopes very hospitable. Ancestors of today’s Pueblo people eventually developed a corn-based civilization, reaching maturity around 100 AD. Pit houses (underground dwellings) evolved to become today’s Pueblo villages. These Pre-Pueblo people are thought to have migrated from the Four Corners area to the Jemez and Rio Grande Valley around 1200 AD. Today the ancient Pueblo villages of Sandia, Isleta, and Laguna surround the city, and their respective reservations extend into Bernalillo County.

Nomadic Athabascan people, from whom the Navajos and Apaches are descended, settled in the region around 1300 AD. Portions of the Navajo Nation also extend into Bernalillo County.

European exploration and settlement of New Mexico began with Francisco Coronado’s 1540 exploratory expedition of the Southwest. Alameda and Atrisco were the area’s first settlements. In 1706 New Mexico Governor Don Francisco Cuervo y Valdes established a second Villa in New Mexico (Santa Fe being the first), San Felipe de Neri de Albuquerque. The Villa, a community founded by Royal Charter in accordance with the “Laws of the Indies”, incorporated European principals of city planning. The 1789 Spanish Royal Census recorded 1347 inhabitants, including its fourteen nearby “plazas” (outlying farming communities). The Mexican Republic’s 1822 Census recorded 2302 inhabitants in the area.

New Mexico became a United States Territory after the Mexican War. Albuquerque was later identified as an important point on one of several Federal surveys conducted before the Civil War for a Pacific Railroad connecting the Missouri River and California.

Railroad expansion and western settlement in the late Nineteenth Century initiated the city’s development in the early Twentieth Century. Table 1 describes Albuquerque’s population in the last decade before the presence of the railroad and the founding of the new town.

<u>Year</u>	<u>Population</u>			
	Albuquerque	Barelas	Los Griegos	Los Ranchos de Albuquerque
1870	1,307	N/A	N/A	N/A
1880	2,315	350	300	740

Table 1: Albuquerque Area Population at the Beginning of the Railroad Era

The railroad’s final survey established an alignment on the east side of the valley, by-passing Albuquerque’s riverside site. Local merchants, assured of the railroad’s construction, sold land two miles southeast of the town’s square to the New Mexico Town Company in 1879. The Town Company, a subsidiary of the Atchison, Topeka and Santa Fe Railroad, surveyed, marked, and laid out streets, blocks, and lots for a new town. It’s fifty blocks each contained twenty-four lots, each

twenty-five feet wide Copper Avenue, the railroad right-of-way, Barelas Road, and the adjacent Atlantic and Pacific Addition were the boundaries. The railroad’s extension to the new town was completed on April 5, 1880.

The new Albuquerque initially functioned as a base camp for contractors continuing to build the railroad south and west. Its first inhabitants were railroad employees and transient construction crews. The railroad established major servicing facilities here which remained the city’s largest single employer to about 1950.

The new town attracted a permanent population in its first ten years that surpassed the older (1706) community and its outlying villages.

It incorporated as a Town on June 4, 1885 and reincorporated as a City on April 1, 1891. It annexed the older settlement and several other valley neighborhoods in 1949. Table 2 describes Albuquerque’s growth in the late Nineteenth Century.

Census Year	Albuquerque			Old Albuquerque
	Population	Area	Pop./Sq. Mi.	Population
1890	3,785	3.12	1213.14	2,274
1900	6,238	3.12	1999.36	1,191

Table 2: Population Growth and Density 1890-1900

Steady growth characterized Albuquerque in the first half of the Twentieth Century. It was designated a Metropolitan Area in 1950. Between 1900-1930, the town evolved to a small city. Its dry climate attracts many persons convalescing from respiratory diseases. A major expansion of railroad facilities occurs (1922-1926). Jobs grow in agricultural processing: lumber and flour milling, meat packing, wool scouring, and brewing. Multi-floor steel frame buildings rise Downtown, including the County Court House (1926), replacing an Old Town building. The electric street railway system (1903-1927) closes.

Census Year	Total County	City Pop.	City Sq. Mi.	City Pop. Sq. Mi.
1910	23,606	11,020	3.12	3,532
1920	29,855	15,157	3.12	4,858
1930	45,430	26,570	3.12	8,516
1940	69,631	35,449	11.10	3,193
1950	145,673	96,815	48.27	2,005

Table 3: Population Growth and Density, 1900-1950

The Conservancy District is established (1928) and begins to drain the valley. The cross roads role is strengthened in the 1930’s by the convergence of two National Highways (66, 85) and as a servicing point for early transcontinental air service. Kirtland Air Force Base (1940) and Sandia National Laboratory (1949) established.

Rapid growth and extensive physical development characterized Albuquerque in the second half of the Twentieth Century. The expansion of governmental activities (especially in national defense) and an attractive climate were responsible for more recent development. The City’s rapid growth is more impressive knowing that most of it occurred in the aftermath of World War Two. Employment opportunities created a dynamic prosperous metropolitan area.

Census Year	Total County	City Pop.	City Sq. Mi.	City Pop. Sq. Mi.
1960	262,199	201,189	61.0	3293.3
1970	314,774	244,501	80.6	3033.1
1980	420,262	332,920	97.6	3409.3
1990	480,577	384,736	132.9	2814.9
2000	556,768	446,607	186.92	2400.

Table 4: Population Growth and Density, 1960-2000

Albuquerque’s development and growth has been influenced by its privileged position. A point to easily cross the Rio Grande, a transcontinental railroad, an important highway junction, early cross country airline service, selection as an atomic research center, a university, and climate gave the city its initial importance and its foundation for the future.

Growth

Population growth is expected to increase over the next decade from 1988’s estimate of 378,500 persons (City) and 493,100 (County). The University of New Mexico’s Bureau of Business and Economic Research projects a City population of 460,000 and a County population of 581,800 persons in 2000. A trend distribution suggests over 50 percent of the County’s future population growth (1988-2000) will occur west of the Rio Grande.

Employment is also projected to increase at a pace that exceeds projected (1988) population growth. Almost 190,000 new jobs are projected for the area over the next two decades (1988-2010). These projections suggest Albuquerque will continue to attract employers while building an employment base that can sustain the projected population increase.

Land absorption for urban development is expected to continue at a high rate. Developable land in Bernalillo County is limited due to extensive public ownership. Barely half of the County’s land area of 1169 square miles land area is privately owned.

Total Area	Forest Service	Bureau of Land Mgmt.	Indian Res. & Trust Lands	State Parks	Depts. of Energy & Defense	Other Public Land
1,169	150.3	8.4	355.3	10.9	31.3	3.3

Table 5: Public and Tribal Land Ownership

If the population, employment and housing projections are realized what will Albuquerque be like? What effect will growth have upon agricultural land, water availability, air and water quality, transportation systems, and sewer and water facilities? What will be the cost of public service and facilities expansion? These and other issues must be understood to make well informed choices about growth. Discouraging growth is not the answer. Ability to maintain a healthy growth rate effects upon the area's citizens and the local governments which serve them.

B. LAND USE

1. OPEN SPACE NETWORK

Open Space

The Open Space network is composed of Major Public Open Space, trail corridors, parks, and other low intensity uses (e.g. agriculture). The network conserves resources and environmental features, provides educational and recreational opportunities, and it places the built environment in context. The network preserves and protects many of the features of the city's physical setting as stewardship for the appreciation of residents and visitors. Figure 3 identifies the network.

Major Public Open Space areas are usually purchased fee simple by the City or they are jointly managed by the City and some other public agency (e.g. the Middle Rio Grande Conservancy District). These lands, primarily undeveloped, are managed to retain and enhance either their natural values or archaeological resources. They include major landforms and natural resource areas in the Sandia, Manzanita, and Manzano Mountains; the Rio Grande Bosque, and the volcanic cinder cones. In addition, portions of the Rio Puerco Valley, the playa lakes, the petroglyph-rich volcanic escarpment are among sites proposed for preservation as Major Public Open Space.

The 1975 Plan's open space network included over 40,000 acres of land, much of which is already protected either by the Federal government or by the City. The City has purchased land for open space since 1969, but fiscal constraints preclude the City's purchase of all land in the network. Open area protection options outside fee simple purchase include easements, development rights acquisition, and public/private agreements. Conservation can also be achieved through special zoning districts that provide for lower densities or development intensities.

Trail corridors will connect open areas and link the open space network wherever feasible. Mesa arroyo and valley irrigation ditch systems serve drainage, flood control and irrigation needs, and may also provide trail corridor rights-of-way. The arroyos identified in the Facility Plan for Arroyos present opportunities for recreational trail use. Native vegetation and special non-concrete stabilization techniques can provide a natural channel appearance that permits water infiltration. Safety issues such as water safety and animal control can be effectively addressed by subsequent planning efforts with the public and by education.

Parks

The Open Space network is complemented by a system of developed parks that provide convenient recreational opportunities and visual contrast to the built environment. Although many one to three acre parks were built in the post World War II era, the current number and location of neighborhood parks does not adequately serve the area's population.

The County and the City have approximately 30 and 175 developed parks, respectively, totaling over 800 acres. There are approximately 400 more acres contained in 38 undeveloped parks (1985). The ratio of developed parkland to population is about 438 persons per acre while the ratio for all parkland is about 292 persons per acre.

This compares favorably with City standards, but compares poorly with other cities of similar size, especially in the number of large and regional scale parks. The City and County are still below the national average for developed parks in the ten to twenty acre range. There are only fifteen developed parks greater than ten acres, seven greater than twenty acres and none greater than forty-one and one-half acres. The metropolitan area also lacks large, developed regional parks that can be used for major and multiple events which attract large attendance. Park dedication fees and subdivision requirements now provide for the City's growing park needs, and undeveloped park completion will improve the person to park acreage ratio.

Similar to other urban amenities, open space preservation and recreation are important "quality-of-life" factors vital to the area's growth and economic well-being.

OPEN SPACE NETWORK (SEPT, 2002)

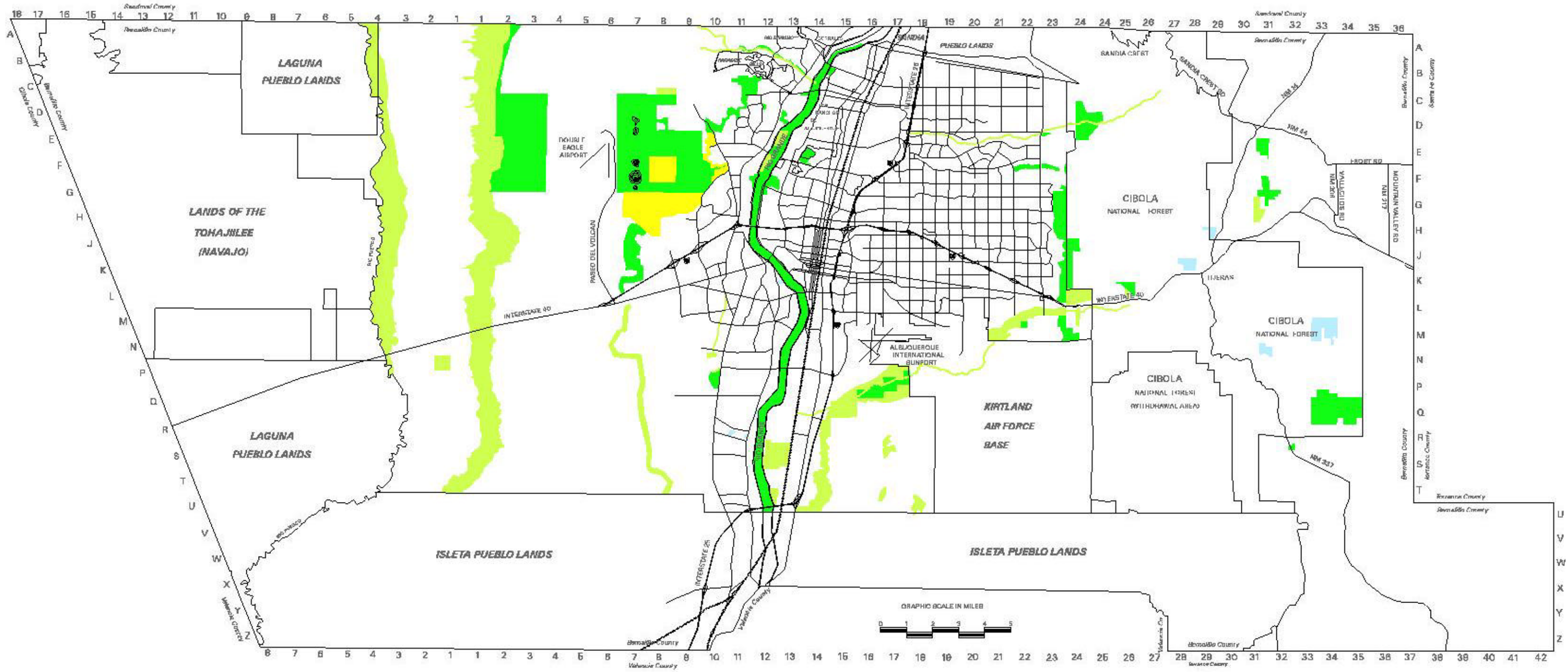


FIGURE 3

- City Owned
- Federally Owned (National Monument)
- County Owned
- Proposed Open Space

2. RESERVE AREA

The Plan designates two areas Reserve, about 156 square miles. One is Mesa del Sol, south of the Tijeras Arroyo. The other is located on the upper west mesa. These vast tracts of land on the southeast and west mesas, formerly designated as Private Grazing Areas by the 1975 Plan, may succumb to development pressures in the future. Portions of these areas have natural environmental importance in their undisturbed form. Environmental factors such as soils, drainage, and vegetation should play a role in determining development's location density.

Reserve Areas are particularly appropriate to be considered for siting planned communities somewhat spatially separate from the contiguous urban area. Local government policy makers will approve such communities if they determine that approval is justified by the balance between (1) desired infill and fringe-area development of the Established and Developing Urban Areas, weighed against (2) needed additional areas to expand a wide variety of urban activities in planned communities. Such planned communities provide residents some degree of self-sufficiency: provision of employment, services and housing in such new communities should minimize "bedroom communities" and unplanned leapfrog development.

Reserve Area planned development could take place on the basis of agreements with the City for provision of public services. To avoid creating incentives for independent utility districts, the City may enter into pre-annexation agreements with developers regarding equitable timing and cost of service extensions.

Planned community standards which follow City development regulations will assure quality development. Incentives for developer participation in planned community arrangements, and for maintaining undeveloped portions of the Reserve Area need to be investigated. Planned communities have no specific minimum size or population but would be large enough to allow for self-sufficiency. That is, they would provide for mixed uses that accommodate living, working, and shopping without commuting to the larger Urban Area. Each Reserve Area community would respect environmental features while facilitating transportation and energy efficiency. Open Space areas would be dedicated through the planning process and would separate each planned community. The Reserve Area may ultimately become a collection of planned communities.

3. RURAL AREA

The Plan designates fifteen areas Rural Areas, about 337.5 square miles. One of the fifteen areas was the subject of a 2001 Plan amendment, expanding the Rural Area designation in North Albuquerque Acres by reducing the Established Urban designation.

Some Rural Areas are suitable for a land use mix while others may preclude this type of development as a consequence of unique biological, soil, or groundwater characteristics. A site's environmental conditions should guide new development's location and character in Rural Areas.

Decisions authorizing development in the Rural Area should be made in conjunction with environmental analyses which highlight site suitability and potential effects. Furthermore, Rural Areas of great environmental or scenic value should be considered for Major Public Open Space designation.

Several Rural Areas are within or adjacent to, developed parts of the city. In the Rio Grande valley the acequias threading through the landscape are a reminder of agriculture's importance to the original settlers and to today's residents. Agriculture and rural lifestyles play an important part in Albuquerque's physical, social, and environmental character, yet development pressures threaten their existence. As land development and growth continue, the potential returns from agricultural production are outweighed by the land's potential developed value. Urbanization is accelerated when public services and facilities become available.

The largest Rural Area is east of the Cibola National Forest. It is addressed in more detail by the County's East Mountain Area Plan. Environmentally compatible development in Rural Areas would be encouraged to maintain the open, rural character. County A-1 and A-2 zoning is mapped for most undeveloped lands in the Rural Areas. The County A-1 zone (one dwelling unit per acre), in particular, provides little control over scattered development which erodes the rural character and lifestyle envisioned by the Plan. A-2 zoning (one dwelling unit on two acres) is preferable in many circumstances, since it is somewhat better than A-1 in providing for lots large enough for agriculture and for irrigation access.

The scattered development generally associated with A-1 (and to a lesser extent A-2) zoning has costly environmental and economic drawbacks. The proliferation of individual liquid waste disposal systems where the water table is shallow has polluted valley groundwater, creating a growing public health problem. The pattern of dispersed housing, characteristic of Rural Areas, dramatically increase public facility extension costs. Decisions to extend public facilities and services to designated Rural Areas should be made with careful consideration on both the public health and safety concerns and the effect that service extension will have upon future development in those areas.

If densities in remote portions of the Rural Area were limited to one dwelling unit for every 5 to 20 acres (depending on local environmental conditions), then the problems associated with development at A-1 and A-2 intensities could either be averted or minimized. Such very-large-lot zones could be considered for appropriate Rural Areas now zoned A-1 and A-2. Along with such required rural development patterns, there could be suitable locations for a limited number of planned communities, as described by the Reserve Area; these would most likely be west of the city. While clustering of development can be appropriate in the Rural Areas in the Rio Grande valley, planned communities would not be.

It is important to Rural Area preservation that the distinct character and value of these portions of the region be recognized. The unique rural attributes and environmental conditions warrant development standards that differ from those applied in Urban Areas.

4. SEMI-URBAN AREA

The Plan designates eight areas Semi Urban, about 18 square miles. Located in the Sandia Foothills, the west mesa, the north valley and the south valley, these areas are characterized by development limitations due to topography, soil conditions, water quality, flood potential, scenic qualities and recreational potential. Semi-Urban areas in the valley contain some of the County's best farming soil, with small scale agricultural potential.

An overall gross housing density of three dwellings per acre is appropriate in Semi-Urban Area. Housing densities above three dwelling units per acre, except where clustered with shared open land, are likely to be especially problematic in Semi-Urban areas. Standard urban residential development patterns eliminate openness, create traffic, alter drainage conditions, limit recreation and agriculture potential, and degrade water quality when either community or City services are not available.

Residents living in the areas the Plan designates Semi-Urban have preferences for the area's use. The residents expressed objectives reinforce important environmental and historical justifications for maintaining the Semi-Urban Areas' special character.

Semi-Urban Area development standards, (as in the Rural Area) should reflect residents' preferences, environmental constraints, and unique characteristics of these development areas.

5. DEVELOPING URBAN AND ESTABLISHED URBAN AREAS

The Plan designates nine areas Developing Urban, about 53.1 square miles (1988). New urban density development in the Developing Urban Area will continue to be subject to sector planning requirements before medium and high density development (whether residential or non-residential) is allowed: this will allow orderly provision of services as well as accomplishing the urban form envisioned in this Plan. This procedure and the boundary of the Established Urban Area may be amended after subsequent biennial analysis.

The Plan designates a large, contiguous area Established Urban about 93.5 square miles (1988). A Plan amendment in 2001 reduced this designation in North Albuquerque Acres; a 1989 amendment expanded it in the Manzano Mesa area.

Housing Density

The 1975 Plan's Metropolitan Areas and Urban Centers element delineated six development areas (metropolitan areas"). Three of the development areas (Private Grazing, now Reserve; Rural and Open, now Rural; and Semi-Urban) were proposed by the 1975 Plan to lie beyond the existing and future "Urban Area". The other development areas comprised the existing and future "Urban Area." The "Established Urban" Area was the existing built, planned, or platted areas. The undeveloped fringe areas were designated and mapped as "Developing Urban", and the older inner city neighborhoods were designated and mapped "Redeveloping Urban."

Developing Urban Area gross densities were to range between three and six dwellings per acre. Dwelling unit densities of three to nine dwellings per acre was adopted as the overall gross density range for the Established Urban Area. "Mixed densities," generally higher than usual in the Established Urban Area, were recommended for the Redeveloping Urban Area.

The Planning Department estimated during the preparation of this Plan (1988, as subsequently amended) a population of at least 900,000 persons could be accommodated in the "Urban Area" assuming present (1988) density trends.

The 1975 Plan's recommended dwelling density ranges were unrealistically high. In 1980, actual overall densities in each area's boundaries were 2.0 dwellings per acre for Established Urban, 0.1 dwellings per acre for Developing Urban, and 2.5 dwellings for Redeveloping Urban. If, for example, the 18 square miles of vacant residentially zoned land in the Established and Redeveloping Urban Areas were to build out in accordance with existing zoning, the additional 60,000 dwellings would only raise the overall gross density to 3 dwelling units per acre. At 5 dwelling units per acre, the 60,000 dwellings would have to be tripled to 180,000 dwellings. Such increased densities would not likely be supported by existing neighborhoods or infrastructure. There is little justification, therefore, for identifying an overall gross density range of up to nine dwellings per acre.

This Plan (1988, as subsequently amended) uses an overall gross density of up to five dwelling units per acre for the entire Urban Area as more realistic. Highest densities are appropriate in Activity Centers, to bring the overall gross density closer to five dwelling units per acre. Neighborhood and district character

enhancement throughout the Urban Area is a more important and attainable objective than achievement of arbitrary, and probably unreachable, densities.

Albuquerque's historic development patterns and current physical form suggest that the city is evolving into several physically distinct entities. These entities provide the basis for determining boundaries of sub-area plans. The preeminent entity is the East Mesa (Northeast and Southeast Heights) and valley area near Downtown; it contains approximately 90 percent of the City's present (1987) population. The area's development began near Downtown Albuquerque's southern edge, then spread to the east and northeast. Downtown remains the area's dominant government/banking/office center even though the population's geographic center has shifted, causing the growth of new centers such as Uptown.

The second entity is the Northwest Mesa which is bounded by I-40 to the south, the Rio Grande on the east, and the volcanic escarpment on the west and Sandoval County to the north. Although the area's population is only around 30,000 persons (1987), development is occurring at a rapid pace. The west side will become a semi-independent entity from the east side due to the physical separation imposed by the Rio Grande and limited river crossing. The amount and location of developable land creates enormous potential for the creation of a large population mass and Activity Center near Cottonwood regional shopping center. Associated growth will also increase urbanization pressure in the North Valley.

The third identifiable entity is the Southwest area which has an abundance of vacant, developable land and little population. From an urban form standpoint, the southwest area is as far-removed from the existing city as is the northwest. The majority of the area's vacant land is west of Coors Boulevard. The South Valley's rural character and socioeconomic composition distinguish it from the Northwest and Northeast sections.

6. CENTRAL URBAN AREA

The Central Urban Area is the Plan's third development area designation which comprises the Urban Area. It corresponds to the 1975 Plan's Redeveloping Urban Area. This Plan (1988, as subsequently amended) designates the area Central Urban, better recognizing the area as the city's heart, its character, and its history. It is now part of the Established Urban Area, but distinctive enough to require two additional policies in addition to those addressing the Established Urban Area.

The Central Urban Area includes Downtown, Old Town, and the University district, places well established in the early Twentieth Century. The area has a very high building density. Area characteristics are the largest concentration of older (pre 1940) housing and a significant concentration of larger public and private buildings, cultural amenities, historic districts, and parks.

Redevelopment

The Plan's Central Urban Area also provides direction to redevelopment activities: the designation of Metropolitan Redevelopment Areas and the subsequent action of preparing a Metropolitan Redevelopment Plan. Eleven Redevelopment Plans had been adopted by 1987.

Redevelopment is distinct from entirely new development because it reuses or reconstructs buildings and neighborhoods. Present redevelopment activities are an outcome of a city-wide survey (1967) of physical conditions, identifying candidate areas for maintenance conservation, rehabilitation, or clearance and renewal. The earliest redevelopment actions addressing disinvestment and blight occurred in the Central Urban Area: the Tijeras Urban Renewal Project (Downtown) and the Model City Neighborhood Development Program in some Downtown adjacent neighborhoods. Housing improvement and infrastructure rehabilitation were of the next focus of subsequent redevelopment actions. Redevelopment further evolved and expanded during the preparation of this Plan (1986-1988) to include the application of broader economic development techniques in the Established Urban Area.

The present, broader community-wide focus redevelopment promotes equitable economic development conditions and does not preclude on-going attention to the Central Urban Area. Commercial revitalization, job creation, historic preservation, and mixed use development are now important redevelopment objectives. This present focus requires Metropolitan Redevelopment Area designations reflect an assessment of opportunities as well as correcting conditions of deterioration and blight (need). The Plan's Activity Centers and the Transportation Corridor policy concepts should integrate this new approach (Appendix E).

Encouraging three-way partnerships among public, business and community organizations will economically strengthen neighborhoods while promoting their diversity and unique character. Declining Federal funds make the partnership idea not only attractive, but necessary. Many cities now rely on creative public/private partnership arrangements to achieve public redevelopment objectives. Successful private/public ventures require local government to lead the initiative, efficiently directing such efforts in tandem with the private sector and the neighborhoods.

The City has an entrepreneurial role in initiating joint venture development concepts under the aforementioned concept. “No more and no less” will be the standard governing public/private ventures, with the former providing only enough public assistance to realize a project. Respective contributions, risks, and rewards that may result can be determined through negotiation. Publicly adopted redevelopment objectives can not only be successfully carried out under public/private cooperation, the ventures can forge important, new among between local government, developers, and citizens.

7. ACTIVITY CENTERS

Trend

As noted elsewhere in the Comprehensive Plan, much of Albuquerque’s development for the last 50 years has been in a form characterized by buildings with large setbacks and parking lots served by a grid of arterial streets designed primarily to move vehicular traffic. Commercial, office and retail land uses typically are not concentrated in well-differentiated activity centers, but rather tend to be strung out along many of the arterial streets. Also typically, these land uses are auto/driver oriented, with substantial amounts of surface parking. This trend has been made more prevalent in the last two or three decades by increasing numbers of big box retail establishments, and by larger formats for medical services.

While it is true that slightly more agglomerated activity nodes occur at arterial street intersections, they seldom function as singular activity centers with easy walking connections among uses. Instead, they work more like four “sub-centers”, one on each corner, separated by multiple lanes of traffic, not at all conducive to pedestrian trips from one side to the other, nor to mass transit usage.

Activity Centers Concept

The Plan’s Activity Centers element describes a concept that can have a major effect on urban form through balanced growth and consumption of land. Activity Centers are intended to concentrate a diversity of community activities at appropriate locations. Designated Activity Centers should be the focus of City and County efforts to build upon existing locations and develop future Activity Centers as vibrant, transit-oriented urban places that encourage walking to destinations throughout each center.

The Activity Centers concept provides a rational framework for the efficient allocation of public and private resources. The concept would concentrate land uses for greater efficiency, stability, image,

diversity and control while safeguarding the city’s single-family residential areas from potential intrusion by more intense land uses. Population concentrations located within Activity Centers and interconnected corridors could help reduce automobile travel, provide better mass transit opportunities, and decrease adverse environmental effects. Other benefits may include housing close to jobs and services, reduced personal transportation costs which can go toward other needs, and increased options for living an urban lifestyle with easy access to a great variety of activities.



Figure 4: Auto-oriented strip commercial development

Activity Centers can become magnets for activity and development which positively affect urban form, environmental quality, and the transportation network. Committing capital implementation funds specifically to public improvement in Activity Centers and taking actions necessary to limit the range and intensity of land uses outside the Activity Centers are key needs if such a new development style is to be realized, and it will likely take two decades or more to accomplish, depending on what proportion of the capital program is committed to Activity Centers implementation, and on land use regulatory success and private sector response.

Types of Activity Centers

The Plan envisions five basic Activity Center types: Major Activity Centers, Community, and Neighborhood Centers, as well as Specialty Centers and Rural Village Centers. The Plan contains policies which address the function and composition of each.

- **Major Activity Centers:** These are areas whose major focus is concentration of commercial and/or major employment uses.

A Major Activity Center is an area between 300 and 1,000 acres designated to provide a place of work for residents throughout the metropolitan area, but also including medium (7-12 dwelling units per net acre) to high-density (12 dwelling units or greater per net acre) housing and other uses in support of employees and commerce in the area and region. Predominantly auto-oriented in Albuquerque at the present time, Major Activity Centers should be more concentrated in the future to better support transit usage, and be redesigned for greater pedestrian access. Major Activity Centers floor area ratios should be higher than elsewhere in the city, and they should contain such activities as regional shopping centers, government and financial institutions, and major cultural and entertainment features. Major transportation corridors would connect these Activity Centers with each other and with residential areas.

- **Community Activity Centers:** These are Areas designated to provide focus, identity, and convenient



Figure 5: Typical major arterial intersection and auto-oriented land use



Figure 6: Nob Hill contains good examples of "community scale" center development.

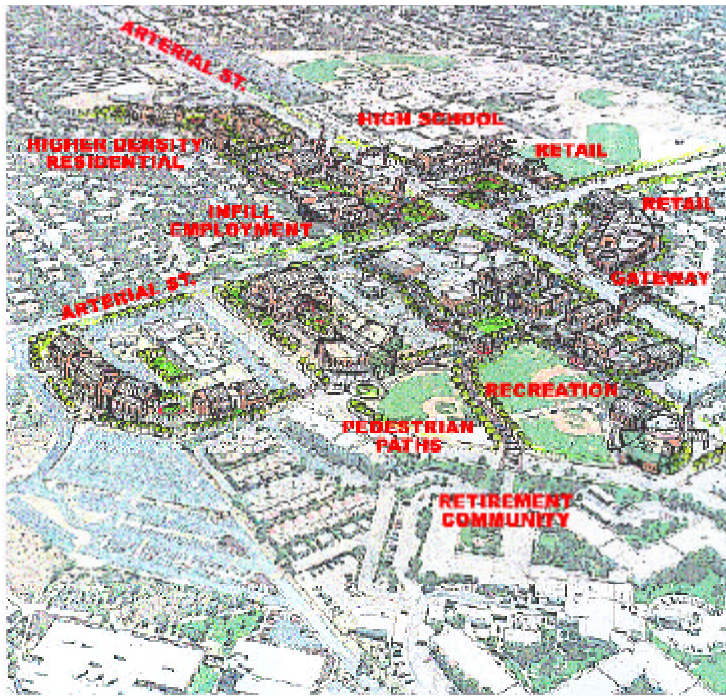


Figure 7: The same arterial intersection showing infill/redevelopment that would convert the area into a community-scale activity center.

goods and services as well as some employment for a number of surrounding neighborhoods with a combined population of 30,000 or more. The ideal Community Activity Center should be between 15 and 60 acres of commercial, office, entertainment, medium density residential, and institutional uses accessed by arterial streets and a range of transit service levels depending on composition; adjacent, contributing uses could result in larger quantities of acreage.

The ideal Community Activity Center would have parcels and buildings scaled to pedestrians, small enough to encourage parking once and walking to more than one destination. Off-street parking is often shared, and on-street parking helps contribute to the intimate scale typical of well functioning pedestrian areas. Parking located between and behind buildings would permit people to walk more safely and comfortably between uses that front on sidewalks rather than parking lots. Seating

and shade along pedestrian routes also promote walking and informal gathering. The successful multi-use Community Activity Center is a vibrant people place especially serving the surrounding community area as defined by the Plan's "Community Identity and Urban Design" Plan sections and map, e.g. the San Mateo/Montgomery and Hoffmantown Community Activity Centers serve the Mid-Heights Community Area.

• **Specialty Activity Centers:**

Several "one-of-a-kind" facilities or Specialty Activity Centers, need support to continue providing the metropolitan area population with variety and interest. The State Fairgrounds, UNM Sports Complex, Balloon Fiesta Park, Old Town/Museum Complex, Biological Park and Zoo all provide unique recreational and entertainment opportunities and, in some cases other, more year-round uses that are complementary to the primary use. The Albuquerque Sunport, the regional air travel hub, is a Specialty Activity Center with another type of significance to Albuquerque and this part of New Mexico. Specialty Activity Centers tend to be quite large, several hundred acres in size, due to their extensive regional, state, and national "service area".



Figure 8: Albuquerque's Biopark exemplifies the uniqueness of Specialty Activity Centers.

- **Neighborhood Activity Centers:** These are designated to meet the daily “convenience” goods and service needs of residents in two or three immediately adjacent neighborhoods. Their size would not usually exceed 10 acres, and would include a mix of small scale retail/service uses, neighborhood park and perhaps small institutional uses such as elementary schools. Access is generally by local and collector streets. Too numerous to indicate on the following map, Neighborhood Activity Centers should be specifically located and mapped in the course of smaller area planning.



Figure 9: Downtown, Albuquerque’s original Major Activity Center.

- **Rural Village Activity Centers:** These Activity Centers exist at several locations in unincorporated areas of Bernalillo County. They are designated to serve daily convenience goods and service needs of residents living in the surrounding Rural and Semi-Urban Areas. Similar to Neighborhood Activity Centers in the Urban Area, Rural Village Activity Centers are usually only a few acres in size, located on an arterial street or highway, and should ultimately contain a mix of small scale retail and service uses such as grocery stores, restaurants, gasoline service stations, hardware stores and offices, as well as some housing within walking distance of the other uses.

Objectives for Creating Activity Centers

Generally speaking, Major Activity Centers designated by Figure 16 are too diverse in terms of function to be effectively governed by a single set of design principles, either for streets or the private realm. Where Downtown (in the near term, and perhaps Uptown in the longer term) can realistically pursue a development philosophy of “park once and walk” to multiple destinations during the course of a day, the relatively low density employment district of a Journal Center lacks the small block grid and mixed land use necessary to successfully promote significant pedestrian activity. Specific solutions suited to the unique circumstances of each Major Activity Center must be designed to effectively build and redevelop street features and complimentary land uses. This is best accomplished through Rank Three development plans, similar to those already in place for Downtown and Uptown.

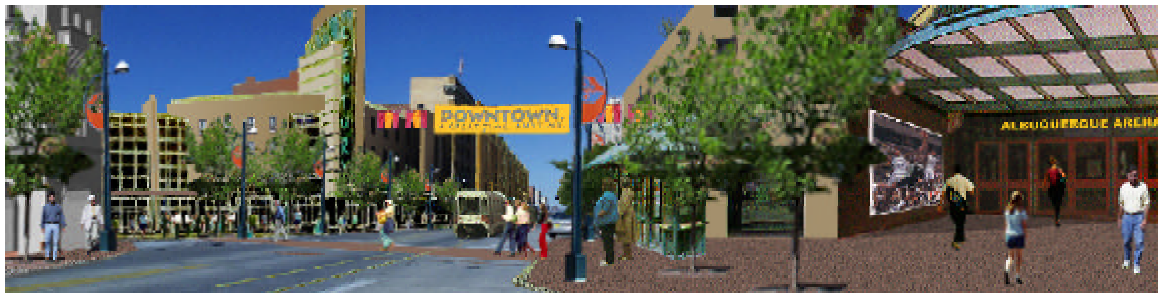


Figure 10: One illustration of Downtown developed with more building intensity, transit and pedestrian opportunities.

Most of the remaining Activity Centers designated by Figure 16 are community scale in nature, and while they too are quite diverse in their history and functional character, it is useful to establish basic community identity design and development objectives intended to gradually move them toward greater pedestrian and bicycle accessibility and transit usage. This objective is important because the goal of community centers is to serve mainly the routine daily and weekly service needs of nearby neighborhoods, with some employment. This Plan prescribes a “baseline” set of design/development policy objectives for Community Activity Centers. More detailed design objectives appropriate to different locations should be set forth in smaller area planning efforts.

Land use, zoning and transportation decisions made incrementally over decades have undermined effective implementation of the Activity Centers concept at designated locations. A dispersed pattern of commercial, office, industrial and low to medium-density residential zoning and use has developed since the 1975 Plan's adoption. The availability of lower cost vacant land with equivalent zoning outside the designated Activity Centers works against attempts to concentrate uses in the Activity Centers.

With rigorous community support, public investment and effort to contain intense uses in designated Activity Center areas over the next 20 to 25 years, the concept might succeed. Travel would become less dispersed, making transit systems more efficient and public/private expenditures for pedestrian ways and community amenities more feasible.

As of 2001, with a limited capital program that annually is \$20 million short of funding infrastructure rehabilitation needs, and with declining Gross Receipts Tax revenue undermining local government operating capacity, Albuquerque and Bernalillo County will need the efficiencies which can be achieved through implementation of Activity Centers and transportation corridors development policy.* A corollary benefit would be a more compact urban area that is more sustainable, not only fiscally and economically by virtue of more concentrated and efficiently used infrastructure, but also environmentally by virtue of shorter travel distances and reduced landscape irrigation. And finally, property values within the built urban area would be stabilized or improved through reinvestment.

Activity Center development can only be accomplished through careful analysis and identification of advantageous connections among interrelated factors such as land use form and intensity, zoning and its spatial distribution, demographics, market trends, transit considerations, redevelopment and infrastructure conditions and objectives. Ongoing public-private cooperation is essential to creating market conditions that support Activity Center development.

Assumptions that underlie successful development of mixed use Activity Centers and transportation corridors include:

- Albuquerque and Bernalillo County will continue to grow, probably at or near the recent annual rate of 1.4%, most years through 2025, adding more than 60,000 additional households.
- Personal vehicles will continue to be the predominant choice in mode of transportation, though drive time will erode considerably, and a larger share of trips than today will be taken on mass transit, bicycles, or by walking or ridesharing.
- Arterial streets will be maintained and/or reconstructed, with greater attention to serving travel modes including mass transit, walking and bicycling as well as vehicles.
- Transit services will be improved in terms of comfort, convenience and competitiveness as a viable transportation choice.

* It is also useful to note that, in 2001, there is an estimated \$1.8 billion backlog of water, sewer, transportation and hydrology rehabilitation needs, as well as \$700 million in deficiencies.

C. ENVIRONMENTAL PROTECTION AND HERITAGE CONSERVATION

1. AIR QUALITY

The City's climate and air quality are among its most attractive but least tangible environmental resources. However, Albuquerque periodically experiences air pollution problems which include high carbon monoxide and suspended particulate levels, and the "Brown Cloud." Primary sources of air pollutants include vehicular emissions, residential wood burning, dust from unpaved roads and construction sites and, to a lesser degree, industrial operations. The geographic location in a river valley bounded by a high mountain range to the east, the mile-high altitude and meteorological conditions exacerbate Albuquerque's air pollution problems, particularly in the winter months. Frequent winter temperature inversions result in limited vertical mixing and poor dispersion of pollutants into the air. Mountain down slope and valley drainage winds can also affect pollutant concentrations.

Pollutant concentrations are monitored to determine the effect of Albuquerque's growth on the airshed and the population. The monitored pollutants include suspended particulate matter, carbon monoxide, nitrogen dioxide, lead and ozone. The continuing development of the comprehensive monitoring system enables planners to use forecasting and modeling techniques to predict how location and type of development will affect air quality. This monitoring system will help prevent further air quality degradation, shaping proposed development to have less impact.

Land use and urban form have an effect upon both automobile emissions and air quality. Land use/transportation decision-making should integrate air quality analyses findings by incorporating appropriate mitigation measures into the project development process. If, for example, a new development is adequately served by the transportation system, excessive and prolonged traffic congestion, with its adverse air quality effects, will not result. Project densities should be high enough to encourage mass or paratransit use with a minimum journey to work but not so high as to cause local traffic congestion which aggravates air quality. Development which integrates work, shopping and leisure activities reduces distances that individuals must travel. In addition, the provision of space and facilities for bicycling, walking and use of transit or paratransit will encourage use of the travel alternatives.

Vehicular emissions can also be decreased through transportation system management techniques such as signal synchronization and limited access arterials which maintain vehicular speeds. An auto emissions testing and maintenance program could reduce pollution in the metropolitan area.

Residential wood burning has an adverse effect on local air quality, because it contributes to the emission of inhalable particulates which are a public health risk. The city's wintertime "Brown Cloud" is another consequence of wood burning, a phenomenon which affects the distant views characteristic of Albuquerque. Overall, residential wood burning in the winter months constitutes an estimated 52 percent of the visibility impairment and mobile sources an estimated 45 percent. Albuquerque's 1984 wood fuel consumption was estimated to be 35,000 cords, a 185 percent increase in five years. Population growth and alternative fuel price raises will contribute to wood burning's future expansion in the metropolitan area. Public education, detailing wood burning's health hazards, may discourage future use.

New construction excavation and travel on dirt roads are other sources of particulate pollution. Use of top soil disturbance permits and dust control plans for construction sites and the paving or surfacing of dirt roads will reduce dust from these sources. In addition, landscaping of bare areas and/or retention of native vegetation in areas not under active construction will reduce dust.

There is evidence that air indoors, where citizens spend 80 to 90 percent of their time, is frequently much more polluted than outside air; consequently it too poses a public health threat. Polluted indoor air can be evident in energy efficient homes if they are not designed and constructed with proper ventilation. The City Environmental Health Department's indoor air pollution program is a service available to citizens who wish to have home air quality assessed and then take measures to prevent or reduce any health risks.

2. WATER QUALITY

Water quality in the metropolitan area is a factor in determining the amount of growth the area can sustain. Planning efforts must look at water as a finite and valuable resource. Declining water quality is already a problem in parts of the metropolitan area, particularly in the South Valley, the site of numerous water quality studies. The State's Environmental Improvement Division (April, 1986) found groundwater health hazards caused by nitrates, volatile organics, and gasoline in the area. The South Valley's water problems occur elsewhere in the metropolitan area and the state, making solid and liquid wastes and hazardous materials an increasing public concern.

The extension of water and sanitary sewer facilities alone will not eliminate groundwater contamination or public health risks. Utility service to outlying areas is recommended because it will minimize domestic use of shallow groundwater which may be contaminated by waste discharges. A variety of public health and environmental concerns make simultaneous water and sewer service extension the preferred alternative. Water service, without sanitary sewer service, may lead to a number of interrelated problems such as shallow groundwater degradation due to higher wastewater volume flowing through on-site disposal systems, higher housing densities, a rising water table and increased groundwater flow velocities. These factors, individually or collectively, can adversely affect groundwater quality. Long term conservation and wastewater treatment measures such as those being formulated in the City's Water Resource Management Plan will ensure that future supply and quality demands are met.

A regional groundwater quality monitoring program will identify sites with contamination problems. Well depth, groundwater source, and the affects of man's activities on the aquifer contribute to variations in Albuquerque's groundwater quality. Shallow groundwater supplies near the Rio Grande are generally of poor quality and may contain excessive concentrations of total dissolved solids, iron, manganese, nitrates, and in some cases, petroleum products. Poor water quality and shallow well susceptibility to contamination from uncontrolled pollutants justifies the development of a comprehensive program that identifies, monitors and corrects contamination problems.

Some contamination problems are a consequence of leaking underground storage tanks which housed petroleum products or other hazardous materials. There are approximately 2,400 underground storage tanks in Bernalillo County and it is not known exactly how many are a threat to groundwater by leaking. However, the New Mexico Environmental Improvement Division concludes Albuquerque is similar to the rest of the nation in which 5 to 15 percent of the underground steel storage tanks have leaked or are leaking. Health threats from underground storage tanks will increase unless a program is established to solve the problem. The program should assess the condition of existing tanks, their influence upon the environment, establish tank design and installation requirements, and institute land use regulations governing their use.

Other sources of contamination which threaten groundwater quality include septic tanks, agricultural activities, petroleum handling facilities, solid waste disposal sites, illegal discharges, dumping and other anthropogenic activities. It is important to identify these sources, quantify their effects, initiate remedial action where appropriate, and take steps to prevent future contamination.

3. SOLID WASTE

Albuquerque's growth will increase the quantities of both non-hazardous and hazardous solid wastes generated in the area. An effective and comprehensive long-range waste management plan for the region will ensure that storage, collection, disposal and recycling of wastes are done in an environmentally and economically acceptable manner.

Solid waste transfer stations located throughout the county area would not only provide residents the opportunity to dispose of their refuse more conveniently, and it would help curb illegal dumping. Private refuse collection and transfer systems may provide an alternative which will improve efficiency while decreasing public expenditures. Advanced technology also should be applied to treat wastes wherever feasible.

Reducing the sources of solid waste is a logical step in dealing with the problems associated with disposal. It is in the community's long-term interest to support measures which reduce waste generation such as recycling plastics, glass, aluminum and paper which reduce waste generation.

Additionally, actions are needed to identify and manage both old and new landfill sites. Some areas currently slated for development were once sanitary landfill sites that now pose special problems such as subsidence and methane generation. These issues must be addressed before development can proceed on these sites. Ground subsidence, groundwater contamination from leachate and methane gas production are a few of the factors that must be considered either in developing former landfill sites or in selecting, establishing and operating new ones. Groundwater contamination from landfills can be limited or prevented through various environmental management measures such as proper siting, preventing water in excess of natural precipitation from entering the landfill and by monitoring groundwater quality in the landfill's vicinity. In some cases, depending upon geology of the chosen site, more extensive measures such as liners and leachate collection systems may be needed to protect groundwater quality.

Continuation of the program that addresses proper hazardous waste management is also necessary if Albuquerque is to protect the public and the environment from unregulated waste disposal. The absence of hazardous waste management facilities in the metropolitan area presents, in some cases, an economic disincentive to businesses to properly dispose of hazardous waste. The community's long-term interests would be served by the establishment of a commercial hazardous waste storage/transfer facility. Such a facility would enable the City to develop strategies to deal with hazardous waste from small quantity generators, households and other unregulated producers, which threaten the environment with improperly disposed materials.

4. NOISE

Albuquerque's rapid growth and its concomitant increase in vehicular and air traffic have resulted in urban noise levels affecting the population's health, welfare, and quality of life. Locating noise producing activities adjacent to residential or other noise sensitive uses also increased the number of noise conflicts.

Guidelines developed by several federal agencies including the Federal Highway Administration, the Federal Aviation Administration, the Environmental Protection Agency and the Department of Housing and Urban Development stipulate residential land use sound levels not exceed 55-65 decibels (Ldn or Leq). Schools, hospitals, lodging and certain recreational facilities are also noise sensitive uses which should be protected from a variety of environmental and public health problems.

Noise is a problem with many direct and indirect effects. Noise above recommended levels can increase general morbidity and either induce or aggravate a gamut of health disorders such as hypertension, cardiac disease, digestive disorders and general neuropsychological disturbances. Excessive noise levels can contribute to learning difficulties in school children.

Field surveys and computer modelling have located numerous areas in the City which exceed recommended federal noise levels. These studies have been bolstered by numerous complaints to the City Environmental Health Department. Residential properties near the Albuquerque International Airport, Interstates 25 and 40, arterial streets and industrial areas are affected by excessive noise levels.

Several methods can be employed to protect the public from noise's adverse effects. The location of noisy activities can be accomplished through the zoning. Other noise problems can be ameliorated by construction and design measures. Spatial separation, berm and barrier construction, placement of non-sensitive uses to buffer sensitive uses, and proper building orientation, layout and construction are a few methods that can be utilized to minimize noise effects. Furthermore, evaluation of potential noise conflicts in new or expanded transportation facilities (e.g. roadways and airports) can incorporate noise mitigation measures in the design.

5. HISTORIC RESOURCES

The Albuquerque metropolitan area's historical evolution is reflected by the homes, businesses, public buildings, and industrial structures in the city's fabric. At the time of the Plan's preparation (1986-1988), eleven Historic Districts had been included in the New Mexico Register of Cultural Properties and/or the National Register of Historic Places. Three more have been added since that time. This designation effects, and is affected by, several Plan policy concepts (Appendix E).

Many historic landmarks such as the Alvarado Hotel and Huning Castle have been demolished as the city grew. Destruction of buildings predating World War II is a greater loss here than in other cities the size of Albuquerque because of the relative scarcity of pre-1940 buildings.

The demolition of historic buildings led to an extensive historic site survey and the creation of local ordinances protecting historic districts and sites.

While there is support for historic preservation at the Federal, State and local levels, many significant local issues remain unresolved. The creation or expansion of incentives and legal mechanisms for preservation as well as increasing public and interagency awareness of historic resources and preservation efforts must be settled and acted upon.

State and Federal incentives for preservation include tax credits. Federal investment tax credits were reduced by the 1986 Tax Reform Act but they still may be applied to qualified properties. City and County incentives which not only enhance existing tax credits and programs, but which encourage the preservation of significant local properties that would not otherwise qualify for investment tax credits, should be explored.

Legal means of protecting historic properties in the City include two 1978 ordinances that established the Landmarks and Urban Conservation Commission and established the historic and urban conservation overlay zones. The Conservation Commission makes overlay zone and landmark recommendations to the Mayor and the City Council. Major alterations, demolitions, and new construction in overlay zones and upon landmark structures must be reviewed and approved by the Commission. Bernalillo County does not have an ordinance to protect historic districts and sites outside the City limits; thus several unique, historic structures in the unincorporated area may be at risk.

Public awareness of the area's heritage and the regulations which preserve and protect important sites and buildings are crucial to both public appreciation and preservation efforts. Measures to provide information about historic resources and regulations would enhance public and private preservation efforts. Property owners and public agencies responsible for projects that may affect historic properties should be aware of their structure or site's significance and of any pertinent regulations, policies, guidelines or restrictions affecting it.

6. ARCHAEOLOGICAL RESOURCES

Archaeological sites provide a key to understanding the dynamics of human/environmental interrelationships over time, and they strengthen Albuquerque's identity with a long, distinguished history. The region's archaeological treasures augment the area's often sketchy and incomplete 400-year-old written historic record. In addition, they serve as a foundation for museum exhibits, educational programs and they provide unique recreational opportunities that offer potential tourism benefits.

An estimated 15,000 archaeological sites existed in the metropolitan area around 1930. Between 60 and 80 percent of the sites have been destroyed or built over. If current growth projections prove accurate, many of the remaining archaeological sites in the municipal limits and in the unincorporated area could be destroyed within a few years. The primary issues associated with Albuquerque's archaeological resources and growth are related to the development of reasonable standards and regulations governing identification and conservation. Site treatment, the establishment of planning and development review procedures, and the costs of inventory are some of the important issues which must be settled.

Archaeological sites have generally not been included in past planning and preservation efforts. The sites differ from historic buildings, requiring different planning and management techniques. Archaeological sites, unlike buildings, are generally not reusable the way that architectural structures can be employed for business or residential uses. Such sites are not generally valued as highly as are the potential uses that involve residential or commercial development.

The sites are often not visible on the surface, and their study requires specialized professional knowledge. Site locations generally remain unpublished to prevent the looting and the destruction that has occurred at known sites. Many landowners purchase and/or sell land unaware of its history or the information lying beneath the surface.

Consideration of unique archaeological resources early in the planning and the development review processes may provide opportunities for identifying, evaluating and protecting sites without imposing undue burdens on developers. Such site treatments will require standards and regulations that can be enforced throughout the planning and the plan approval process.

7. CULTURAL TRADITIONS AND THE ARTS

The many and varied cultural activities in Albuquerque and Bernalillo County reach beyond the wide circle of local artisans. Residents express their enthusiasm for local traditions, the visual and the performing arts through their support of local festivals, museums, libraries, arts, drama, music programs, and the zoo.

The City's interest in promoting arts and cultural activities is evident in the One-Percent for the Arts program which uses funds from specified bond-funded capital improvement projects to acquire public art. The Rio Grande Zoo, the SummerFest Program, the Kimo Theater restoration and the Arts-in-the-Park Program demonstrate the City's commitment to cultural resources. Local government's commitment to and expansion of programs supporting artistic and ethnic traditions is crucial to building an even greater appreciation of the area's historical and cultural blend that has, and will continue to distinguish Albuquerque from other cities throughout the United States.

Re-emphasizing art education in the schools, markers identifying historic districts and buildings, museum exhibits, and local community tours are ways which the City and County can use to promote arts and cultural traditions.

The City and County can also work to develop a comprehensive cultural activities program coordinating artistic and related events with museums. Local government can also, where feasible, provide equipment and facilities for performing artist groups that might otherwise be unable to stage their work.

8. THE DEVELOPED LANDSCAPE

Quality development is much more than the insertion of buildings, streets, and parking lots in the natural landscape. The developed landscape is central to the area's complexion and attractiveness. Building and street design, landscaping, and street furniture can compliment and enhance their environment. Response to natural features are very important in planning for any addition to the build environment. Such planning can create a distinctive whole that improves the overall appearance and function of the city.

Attention to the developed landscape extends beyond aesthetic considerations. Wind erosion and soil instability, for example, result when natural features in the developed landscape are treated improperly. Poor sign and lighting placement can be a danger to motorists and pedestrians. The appearance of new development is only part of what distinguishes Albuquerque from other cities.

The views, natural features, and built characteristics of the region can be identified through the rank two planning process. Such plans would categorize major features and recommend strategies for their enhancement through the development process. For example, a plan might identify concentrations of native landscaping that could be integrated into new development through careful site planning rather than removed. Consideration through the planning process would avoid an "eleventh hour" approach that hinders development or allows it to disregard important natural features.

Several programs and committee efforts in Albuquerque are in place to improve the attractiveness of the built environment. These include the Urban Enhancement Program, the Beautification Committee, and Albuquerque Pride. These and future efforts can make a substantial positive difference in Albuquerque's developed landscape.

9. COMMUNITY IDENTITY

As Albuquerque has grown into a city and its environs of over a half-million people, it has differentiated into a number of distinct areas based on history, cultural traditions, physical setting and the technology of development at various points in time. Neighborhoods are the “building blocks” of these areas. People distinguish the area of the city they live in from the city as a whole. These unique areas, or “communities,” are familiar and meaningful to the people who live or work there; each community takes on its own individual image and sense of place because of its special combination of natural environment, social life, history, architecture and demographic composition.

Identifying Albuquerque/Bernalillo County communities and their strengths provides one cornerstone of preserving their identity. Other factors noted by the City Council in its adopting resolution (Enactment No. 102-1995) that support the maintenance and enhancement of unique community identity might be expressed in the form of goals:

Promote neighborhood vitality, public safety, affordable housing, customer service, balanced infrastructure spending, sustainability and infill, economic vitality and cultural development;

Reinforce and expand interest in and sense of community as evidenced by the growth of neighborhood organizations and other special purpose community organizations;

Strengthen community spirit and pride;

Effectively integrate and coordinate sub-area planning with community involvement to extend planning services to all parts of Albuquerque.

Thirteen community identity areas, focusing on their individual character, are illustrated on Figure 11. Boundaries are not a precise line where one community gives way to another. The important thing is to respect their differences, and to protect and build upon their unique attributes and attractions. The Activity Centers and linking transportation corridors in each offer a significant and visible public realm for this focus, through both formal and informal mechanisms such as capital spending and regulatory policy.

COMMUNITY AREAS

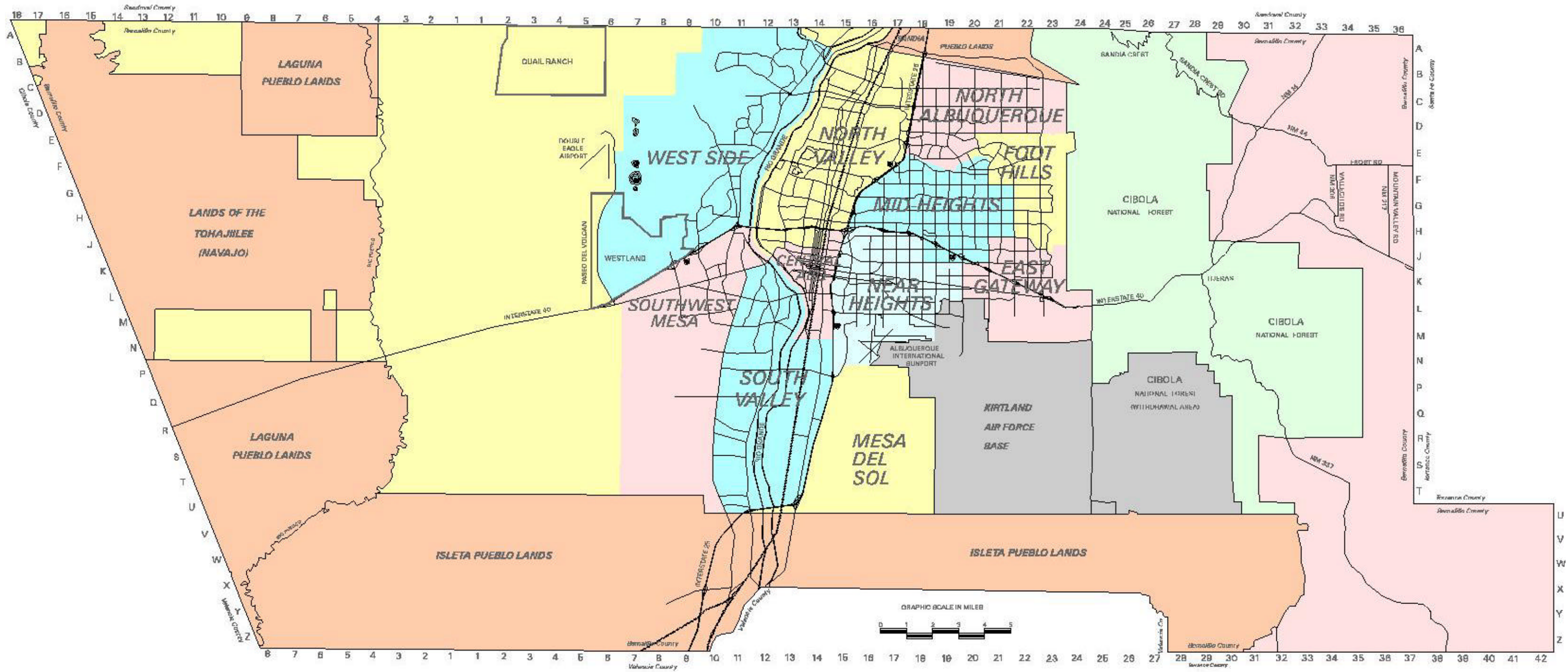


FIGURE 11

D. COMMUNITY RESOURCE MANAGEMENT

1. SERVICE PROVISION

Long-range regional planning for the major urban facility systems - water, sanitary sewer, drainage, and transportation - is essential to identify appropriate service levels and to properly manage resources. Minimizing either the long-range or regional context of system planning leads to decisions which undermine network integrity. Water and drainage systems, in particular, involve a natural resource that is substantially affected by urban development. Water is a resource that respects no jurisdictional boundaries, requiring regional planning that must consider both quality and quantity. Similarly, drainage systems plans must account for future and upstream flows.

Long range financial planning is represented by the City's Decade Plan for capital investment. Short range infrastructure planning, such as the six-year Capital Improvements Program and the Transportation Improvements Program, more closely reflect the City's growth strategy, fiscal position, and land use priorities at any given point in time. Service provision timing and costs are determined through these funding programs.

The City currently (1987) provides water and sanitary sewer service to a population that exceeds 400,000 persons. Approximately 40,000 persons located outside the City limits in the unincorporated North and South Valley areas are served by joint-powers agreements with Bernalillo County. The City also provides sanitary sewer service to Paradise Hills, a portion of Sandia Heights, City of Rio Rancho, the University of New Mexico, and Kirtland Air Force Base under separate contractual arrangements.

The City sewage treatment plant capacity was expanded in 1988 to treat 60 million gallons/day. The increased capacity will accommodate approximately 550,000 people, the projected City population between 1990 and 1995. The average daily volume of water treated by the plant in 1990 was 51.1 million gallons; annual treatment was 18.6 billion gallons.

A large portion of the existing water and sanitary sewer system was built in the 1950s and 1960s. Almost all of the Capital Improvements Program related expenditures were allocated for new development at mid-century, but the percentage has since decreased. Improvement and repair of inadequate and deteriorated lines are needed in several areas. Approximately 50 percent of water utilities capital improvement monies are now used for maintenance or replacement. The City is currently developing a program to better identify and coordinate water and sanitary sewer rehabilitation.

The capacities of the water and sanitary sewer systems can sustain forecasted demand. However, the cost and the desirability of serving a particular area may vary depending on existing regulatory policies and proximity to existing systems. Service priorities may be needed in the future to ensure a balance between new growth and rehabilitation. Present service levels should not be permitted to deteriorate to serve new growth. City water and sanitary sewer line extension policies support service priorities which begin with the existing service area, followed by contiguous and then by non-contiguous growth.

Costs allocated to developers and new home owners outside the present water and sanitary sewer service area should reflect the fiscal impact of growth. A graduated system expansion charge, increasing with the distance from the existing service area, may be one method of balancing new service costs.

New street construction requires planning advance engineering and years before actual construction. The Long Range Roadway System, adopted by local elected officials, anticipates future demand and transportation service needs. Actual street construction identified on the Long Range Roadway System is determined by factors such as State and Federal funding availability. New street construction must also be balanced with existing maintenance and rehabilitation needs.

Some facilities and services historically provided directly by the City or County government might be more efficiently provided by private organizations. It can be useful to periodically evaluate the privatizing of various functions.

2. WATER MANAGEMENT

Water Supply

Albuquerque draws its public water supply from an aquifer west of the mountain ranges, drawing water from 89 wells throughout the County. New water rights acquisition is fundamental to future development and growth. The City's present water rights holding exceeds 18,800 acre-feet, and reserves should accommodate demand beyond 2030. Approximately one-half of the water pumped by City wells now returns to the Rio Grande through the wastewater treatment plant, a return-flow credit which is important in water rights holdings calculations.

Water Demand

Even though Albuquerque draws its public water supply from an apparently abundant underground aquifer, it is never wise to waste such an important resource. New growth, over time, will alter water demand, and conservation issues should be considered within a regional planning context. Significant water savings can be realized by landscaping and by simple lifestyle changes. Rainfall absorption may be increased through various landscaping and arroyo treatment measures which slow runoff flow. Large water users recycling wastewater is another example of conservation measures that can be implemented.

Storm Drainage

A network of natural arroyos, man-made drainage channels and storm sewers are maintained by the City and by the Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA). The Middle Rio Grande Conservancy District (MRGCD) is responsible for the irrigation systems, the drains, and the water within the Rio Grande's levees. The drainage system assures that storm runoff is conveyed to the river in a safe and efficient manner.

Each of the county's geomorphic regions influence drainage characteristics differently. East Mesa arroyos carry storm water from the Sandia Foothills across the alluvial fans to the valley. These arroyos have been channelized in some instances, and left unlined in others. Entering the valley, the arroyos diffuse into broad, poorly defined drainageways which sometimes cause sheet flows and shallow but widespread flooding in low lying areas.

Underground storm sewer systems to supplement the natural channels which are unable to carry the runoff from development. Development design and location is critical in determining the need for such water management systems. Development options which minimize the need for extensive underground systems may be considered in the future.

3. ENERGY

Conventional Energy Sources

Power supply primarily comes from gas and coal-fired power plants in the Four Corners region owned by Public Service Company of New Mexico. The transmission of the electric energy within the city is addressed by the adopted Facility Plan for Public Service Company of New Mexico's transmission line network. The natural gas fired plants in Albuquerque (Reeves Generating Station in North Albuquerque Acres and the Pearson Generating Station in the South Valley) provide standby capacity.

Natural gas supplies are also gathered in northwestern and southeastern New Mexico and transported by pipeline to metropolitan Albuquerque. Most distribution is provided by the Public Service Company of New Mexico. Some larger customers of natural gas such as schools, hospitals and, to a lesser extent, local governments are obtaining less expensive natural gas supplies from companies other than the Public Service Company of New Mexico.

Transportation fuel supplies are primarily derived from various refineries from around the state and transported by truck, pipeline, and rail to distribution terminals. The terminals are located in the south valley near the Pearson Generating Station.

Alternative and Renewable Energy Sources

Alternative and renewable energy sources (e.g. solar, wind, geothermal, and possibly solid waste), may be utilized for residential, commercial, industrial and transportation-related development. Solar energy can probably more easily be used in residential development. Approximately 55 percent of the single-family dwellings in the County and the nearly 69 percent in the City have solar retrofit potential and new subdivisions can be designed which facilitate passive solar gains.

Alternative and renewable resources may also supply energy in the future to the commercial and industrial sectors where cogeneration and low temperature geothermal possibilities exist. Cogeneration may involve electrical-industrial production and subsequent use of otherwise wasteful buildings. The west mesa contains known low-temperature geothermal resources. The geothermal reservoir formation is a large sedimentary basin. It probably also contains large quantities of hotter water at depths greater than hydrostatic. The financial feasibility of converting these geothermal resources into useful energy should be studied.

Conventional utility company rates are an important factor in assessing alternative energy source's economic feasibility. Small scale electricity production means a non-utility producer will produce excess electricity for sale and/or will require back-up electricity. The non-utility producer rates can determine an alternative energy project's feasibility. Local governments should support efforts to achieve equitable rates for small producers in New Mexico.

Conservation

The county's total demand for energy will increase with projected population growth. Public and private planning decisions should promote energy management and efficient use of energy-related resources to

The county's per capita energy use is a measurement that should be used to gauge the effectiveness of our energy supply and demand side policies and programs. While there are indications that per capita developed.

Energy efficiency fosters economic growth and development by freeing funds that otherwise would be conventional energy supply disruptions. Furthermore, efficient energy consumption and diversity of supply can reduce the environmental costs of large scale production and distribution. However, there are development.

Conservation of electricity and natural gas used in buildings should occur by incorporating innovative and County subdivision and zoning ordinances, as typically applied, encourage design and layout uniformity which dampen energy efficient site design; however, the City's Zoning and Subdivision Ordinance contain energy-related ordinances will encourage energy conservation and management. A handbook, or guide, for solar access landscaping should be developed.

bicycle lanes and ride sharing programs), and disincentives to private, single-occupancy automobile use. Long term conservation may be achieved by in policies which decrease the population's auto dependency, than automobiles.

Energy management during crises offer yet another City/County planning/management role. State and

4. TRANSPORTATION AND TRANSIT

The national air, rail, and highway systems are necessary for a functioning economy in the city. They connect the Albuquerque region to the state, nation, and other countries. They enable regional specialization, and link spatially separated activities into an economic system. The major facilities of these systems are also important in providing the structure for the city's physical development pattern. Albuquerque is the state's transportation center; it is the only community in the state in which all the modes converge locally. The bus transit system is a significant potential alternative to drive - alone automobile trips.

The Interstate Highway System

Albuquerque is served by two interstate highways: Interstate Highway 25 and Interstate Highway 40. Both carry large volumes of traffic locally and regionally, and are being upgraded through 2010. The State's highway upgrade program is an opportunity to enhance the I-25 and I-40 Corridors.

Albuquerque and Bernalillo County, in cooperation with the NMSHTD, the Middle Rio Grande Council of Governments (MRGCOG), community groups, business, and professionals, has prepared the Interstate Corridor Enhancement Plan - A Conceptual Framework (ICEPlan) for I-25 and I-40.

In addition to a great deal of local commuter travel, these facilities are used by two modes of transport. These are trucking and motor coach carriers.

Trucking is the dominant freight transport mode in New Mexico relative to the dollar value of goods destined to or originating in the state. Albuquerque is New Mexico's motor freight hub for truck firms, terminals, and warehousing.

Trucking and warehousing has three distinctive business groups. Each serves the economy differently and have different requirements for development, access, and circulation within the city.

Truckload/intercity firms are national or multi-regional in scope and specialize in truckloads of freight from an origination terminal in one major city to a destination terminal in another major city. Scheduled service is provided over fixed routes. Rail transport is increasingly used to carry trailers or containers in distances of 600 or more miles between major cities.



Figure 12: Sunport and KAFB runways north of the Tijeras Arroyo.

Regional truckload and regional less-than-truckload firms are generally regional in scope, moving freight from the origin customer to a terminal (origin-terminal movements) or moving freight from a terminal to a final destination (terminal-destination movements).

Local distribution trucking generally operates only within the city and delivers products to outlets.

Trucking terminals in the city are presently concentrated in three geographic locations. The largest concentration of terminals is within a 3/4 mile radius of Edith Boulevard and Montañó Road in the North valley west of Interstate Highway 25. A smaller concentration is located on the west mesa near Hanover Road and Coors Boulevard, South of Interstate Highway 40. A new concentration is developing on the west mesa along Central Avenue at Nine Mile Hill, near Interstate Highway 40.

Motor coach carriers using the Interstate Highways offer affordable passenger service to major destinations and to destinations without any other mode of scheduled passenger services. Carriers serving Albuquerque have changed service patterns since Federal deregulation. Several new companies now provide service to destinations within the state and beyond, supplementing very long distance service operated by more established carriers. Albuquerque generates about 200,000 passengers annually for scheduled motor coach carriers.

The primary purpose of the interstate highway system is to carry longer distance trips to and through urban areas; that function could be facilitated by a “managed lane” dedicated to truck movement much of the time and shared with express (local) buses, carpools, etc. at other times.

Aviation

Albuquerque is the location of a Federal Aviation Administration Air Route Traffic Control Center, a facility necessary for reliable aircraft operations across a major part of the Southwest.

Two of New Mexico’s fifty-six publicly owned airports are in Albuquerque. The largest is International Sunport, a terminal with three passenger concourses and twenty-seven gates, four active runways, a separate air cargo building, and a full range of support facilities.



Figure 13: The International Sunport, New Mexico’s major air traffic hub and one of Albuquerque’s Specialty Activity Centers

General aviation is served by two airports dedicated to that activity: Double Eagle Airport (west mesa), and privately - owned Coronado Airport (east mesa). Some general aviation operations continue to use the International Sunport. Corporate general aviation activity has been growing in Albuquerque with a trend of using larger aircraft.

Albuquerque is the focus of commercial air traffic in New Mexico: over half of the state’s population is within 100 miles of the city’s principal airport. It is a medium hub air passenger market, one which annually enplanes between .25 and 1.00 percent of all certified domestic activity. About 95% of New Mexico’s airline passenger activity occurs here.

Commercial aviation (scheduled airline service) has two components. Major airlines (Level 1 carriers) are responsible for the largest number of operations and passenger enplanements. Commuter airlines (Level II carriers) represent a much smaller share of total commercial aviation operations in Albuquerque. Five all-cargo carriers serve the city.

Commercial aviation exclusively uses the City’s International Sunport, a facility shared with Kirtland Air Force Base. The National Plan of Integrated Airport Systems classifies it as a medium haul commercial service airport. Such airports accommodate non-stop commercial airline service to destinations of 500 to 1500 miles. The City’s Airport Master Plan (1993) (focusing on landside issues) constitutes a development plan to assure this facility will meet projected demand.

The feasibility of direct flights to international destinations and more non-stop flights to domestic destinations has recently been analyzed and found to be a potential need.

The following table describes projections of annual passenger enplanements.

Year	Major Airlines	Commuter Airlines	Total Enplanements
2000	4,047,000	213,000	4,260,000
2005	4,826,000	254,000	5,050,000
2015	5,610,000	290,000	5,900,000

Source: 1996 Forecast, Landside Master Plan (1998)

Table 6: Projected passenger enplanements, 2000-2015

Rail

The national railroad network provides both freight and passenger service to Albuquerque. Railroad right-of-way is also important for advanced telecommunications: it is used as a fiber optics cable route.

The freight railroad companies consist of three business groups based on their operating revenue (Class I), or on other characteristics (Class II, Regional and Class III, Local). Class I carriers, similar to intercity truck load firms, are wholesalers of transportation services. In 1991 there were 196,081 miles of Class I track, nationally, 1,910 of which are in New Mexico.



Figure 14: The Alvarado Transportation Center on the east side of Downtown

Rail freight service is provided by the Burlington Northern and Santa Fe Railway (BNSF), a Class I carrier. Between 10-12 million tons of freight annually pass through or are shipped to/from Albuquerque by rail, depending on national and regional economic conditions. Albuquerque contains the only trailer and container “straddle lift” (crane) for intermodal car loading in the state.

Rail passenger service is provided by the National Railroad Passenger Corporation (Amtrak). Albuquerque has the main rail passenger station in the region. It generates about 52,000 passengers annually for the single schedule through the city. Several new service possibilities has been recently analyzed including Albuquerque-Santa Fe and El Paso-Albuquerque-Denver and found to be potentially feasible.

The crossing of railroad lines with streets at grade is a safety issue. There are 28 railroad/highway crossings in Bernalillo County, only 10 of which are grade separated. The remaining 18 are protected by lights and gates but increasing traffic (motor vehicle and rail) increase the risk of collisions. The preservation of the two inactive rail corridors in the city is an economic development issue. One corridor extends east toward the airport terminal. The other (further south) extends along the north bank of the Tijeras Arroyo to Kirtland Air Force Base. Federal Funds are available for preservation, possibly allowing future re-use options.

Other concepts to expand rail service and improve safety are contained in the New Mexico Transportation Plan's Railroad Plan (1996). Perhaps the most important change for Albuquerque's rail corridor is completion of the new Alvarado Transportation Center along First Street south of Central Avenue. It will serve as Albuquerque's ground transportation hub, where passengers may switch from one mode to another or simply transfer from one local bus to another.

Transit

All transit service in the Albuquerque area today consists of publicly-provided buses. The Transit Development Program is important in the area's transportation network. Transit is not only a vital transportation link for people without private automobiles; increased usage can generate substantial savings in public and private expenditures. Transit use, walking and biking are likely to increase as traffic congestion and fuel prices increase in the future, and logically, more people should opt to live close to activity centers in order to reduce trip distances.

Between 1960 and 1985, increased automobile use and declining transit ridership occurred simultaneously and attest to the auto centered development patterns characterizing metropolitan Albuquerque. Before 1960, about 30% of trips in Albuquerque were made by transit. In 1995, less than 1% of all trips were made on transit. Carpooling accounts for around 12% of work trips, and drive - alone trips to work account for more than 80%.

Future population growth, environmental concerns and transportation network saturation at peak periods will likely stimulate greater mass transit use. Land use decisions can encourage transit use by concentrating major activities in easily served locations. In addition to providing cost effective service, transit riders do not have to contend with congested traffic and parking problems associated with private travel. In areas where high intensity land uses currently exist, such as Downtown, transit and ridepooling are viable alternatives to additional parking facility construction. Transit can also be used in downtown revitalization and within other activity centers by promoting pedestrian activity and reducing the need for parking. Greater transit use could also generate savings on street maintenance, improve air quality, and relieve traffic congestion.

Looking West on Central Avenue at Locust Street, Today



Tomorrow?



Figure 15: How a Major Transit Corridor could change over time.

To reduce dependency on travel by auto, the metropolitan area must provide more travel options to residents. A major step toward providing travel options is improving the public transit system. With a good transit system, access is improved for people with limited mobility - whether it be to their jobs, getting home at night or going to the many cultural and special events offered in the evenings and on weekends. A good transit system also provides an additional choice of travel mode for many trips within the area. To provide this system, transit must be able to provide convenient local and express bus service, including service for the mobility impaired. New types of service like over-the-road coach service, circulation within Activity Centers, and deviated fixed route service within neighborhoods may be feasible to replace or supplement the standard route service. Transportation Demand Management (TDM)* strategies can also be promoted by implementing subsidized vanpools, carpools, bikes, and high capacity transit (light rail, busways, bus priority facilities).

Transportation Demand Management (TDM) Programs include strategies for working with employers and developers to plan and promote use of transit, ridesharing, bicycle and pedestrian commuting. Efforts are concentrated in areas which generate a significant number of trips.

*NOTE: A TDM program should include:

- Developing proposals and guidelines for the establishment of Transportation Management Associations (TMAs).
- Developing commute management programs for major employers.
- Promoting development conditions at the Environmental Planning Commission for the implementation of TDM programs that provide: Onsite assistance to employees seeking alternative transportation; subsidized transit passes; carpool and vanpool matching; subsidized vanpool programs; preferential parking for ridesharers; facilities for bicycle commuters (lockers, showers); transit marketing programs; workday schedule alternatives; financial and other incentives.

Street Network

The Long Range Roadway System Plan identifies the location and the functional classifications of the street network. Automobile usage dominates the means of transportation in Albuquerque. Vehicle miles traveled (VMT) per person per day has increased from 12.2 in 1970 to about 22 in 2000. Overall VMT for Albuquerque was 9.4 million in 1987, and now approaches 13 million. Lane miles increased from 2078 in 1995 to 2267 in 2000, averaging to about 38 additional lane miles per year.

Vehicle-carrying capacity is being approached during peak periods on a number of major travel corridors and intersections such as Coors and Montañó Boulevards. Some ten links citywide have peak hour traffic volumes that exceed the capacity those links were designed for: Alameda from the west side to 4th Street NW; Golf Course Road north of Paradise Hills; Coors Boulevard at Paseo del Norte, Montañó, I-40, and South of Coors; Paseo del Norte at several points between the west side and Wyoming Boulevard; Montañó from Coors to 4th Street; Academy at points between San Mateo and Wyoming; Central Avenue over the Rio Grande; Bridge Boulevard over the Rio Grande; Rio Bravo between Isleta and Broadway; Gibson between Yale and Carlisle.

Extensive residential development west of the Rio Grande has generated more river crossing trips in an area where existing street deterioration is already outpacing maintenance. Street efficiency can be improved by increasing emphasis upon compatible land use and street design measures. New land uses along major roadways should not, for example, impede traffic flow through the inappropriate placement of driveway entrances and exists.

Some 300 lane miles are rated as congested, and despite the addition of lane miles at the pace noted above, there would be an estimated 1100 lane miles congested in 2020, with an erosion in drive time of 35%. And as evidenced by the number of comparatively new street links with traffic volumes exceeding their design capacity, new roads and network expansion are both short-term and finite solutions to the area's ultimate transportation needs and demands. Continued air quality degradation, and network and fiscal constraints are some factors making alternative travel options more feasible, particularly as land development aggravates existing difficulties. The development and continued improvement of transit and TDM provide feasible transportation alternatives to building new or wider roads. Albuquerque and its surrounding area have a growing network of bicycle paths whose expansion and linkage will improve prospects for both recreational and work related bike travel.

Corridors Connecting Activity Centers

The Corridors identified in Figure 20 delineate a framework for the growth of Albuquerque and Bernalillo County which will protect the area's environmental, economic, social and fiscal resources. Widely supported by the public in a 2001 series of community gatherings, focus groups and stakeholder meetings, the concept seeks to change the patterns of growth and transportation service in a manner that allows transit, bicycle, and pedestrian travel to provide an increasing percentage of the transportation needs and create centers of community and regional activity. The auto has been the primary form of transportation in the area, and auto service levels affect the economic vitality of the city. The Plan's Activity Centers and Corridors policy concept would balance auto needs with increasing efforts to shift to other modes, reduce trip lengths, and reduce auto trip making. Specific to this vision is encouraging

more compact mixed-use development along transportation corridors and in specified Activity Centers. An additional objective is to promote transit by increasing transit service in a pattern of Activity Centers and Transportation Corridors which gives transit the maximum potential to shift trips from the automobile. Finally, the vision seeks to increase the mode share of bicyclist and pedestrian trips by improving pedestrian environments and bicycle connections within/to centers and corridors.

The Plan's Activity Centers and Transportation Corridors policy concept makes the best use of the arterial street network to move people. The concept guides not only street infrastructure and transit service investments, but land use development. The corridor designations are applied in addition to the arterials' destinations according to the Functional Street Classification System. These designations are depicted on the Long Range Roadway System Map (Appendix E). The Plan's Activity Centers and Corridors policies are also consistent with the Middle Rio Grande Connections Study (April, 2001).

Types of Corridors

This policy concept intends to change transportation characteristics and service as well as land use forms. The existing transportation characteristics and land uses within the corridors/centers are not generally described in the following designations. The Plan promotes the change of transportation and land development characteristics over time.

- **Express Corridors:** A network of roadways that would be dedicated to developing higher speeds with fewer interruptions to travel for the car and public transit vehicles. These corridors are typically limited access, higher speed with pedestrian and bicycle trails separate and protected, and would provide efficient express bus service to the major activity centers where the largest share of the region's jobs are located. These corridors would be the site of some future infill and redevelopment that could create a larger number of people living close enough to have good access to public transportation at selected locations.
- **Major Transit Corridor:** Roadways designed to optimize public transit and move large numbers of people in a very timely and efficient manner. These roadways could have dedicated bus lanes, wide sidewalks, bike lanes, and longer term possibility of light rail service. These corridors would focus on the movement of many people in a pedestrian friendly environment, would emphasize short trips and convenience and would be prime candidates for significant mixed use infill and redevelopment.
- **Enhanced Transit Corridor:** Roadways designed or redesigned to improve transit and pedestrian opportunities for residents, businesses and other users nearby. These roadways could have similar features to the major transit corridor. Their goal is to provide transit service competitive with the car, and develop adjacent land uses and intensities that promote the use of transit.

Roadway Design

Environmental features and adverse effect should be considered in planning roadway facilities. The all weather circulation system for rural areas which ensures access to existing and planned development is one example of the environmental and network conditions that must be considered when designing roadways. Natural features (escarpments, arroyos, volcanic cinder cones, basalt rock, soils and

topography) will continue to be a strong alignment choice determinant. Man-made features like diversion channels also require consideration in designing new facilities which traverse them. Air quality, noise pollution and visual effect on existing neighborhoods are important environmental and aesthetic questions which must be weighed when designing new roadways. New facilities should protect neighborhoods from negative roadway design while providing amenities such as safe road crossings and parallel paths which facilitate non-motorized travel.

Bicyclists and Pedestrians

Bicycling and walking have become increasingly important transportation modes because trips can be made with no environmental degradation and the modes are supported by generally smaller investments. The choice to bicycle or walk is influenced by travel distance, traffic safety, weather, topography, convenience, costs, valuation of time and exercise, physical condition, family circumstances, habits, attitudes/values, and peer group acceptance. Other factors which influence a person's decision to bicycle or walk and for which the city has control are the presence of bicycle facilities, traffic conditions, and access and linkage to destinations. The most common reasons given why an individual does not bicycle or walk is the lack of safe, direct, and interconnected facilities. The interconnection of bicycle and pedestrian facilities to transit service expands the opportunity to travel further distances for bicyclists and pedestrians.

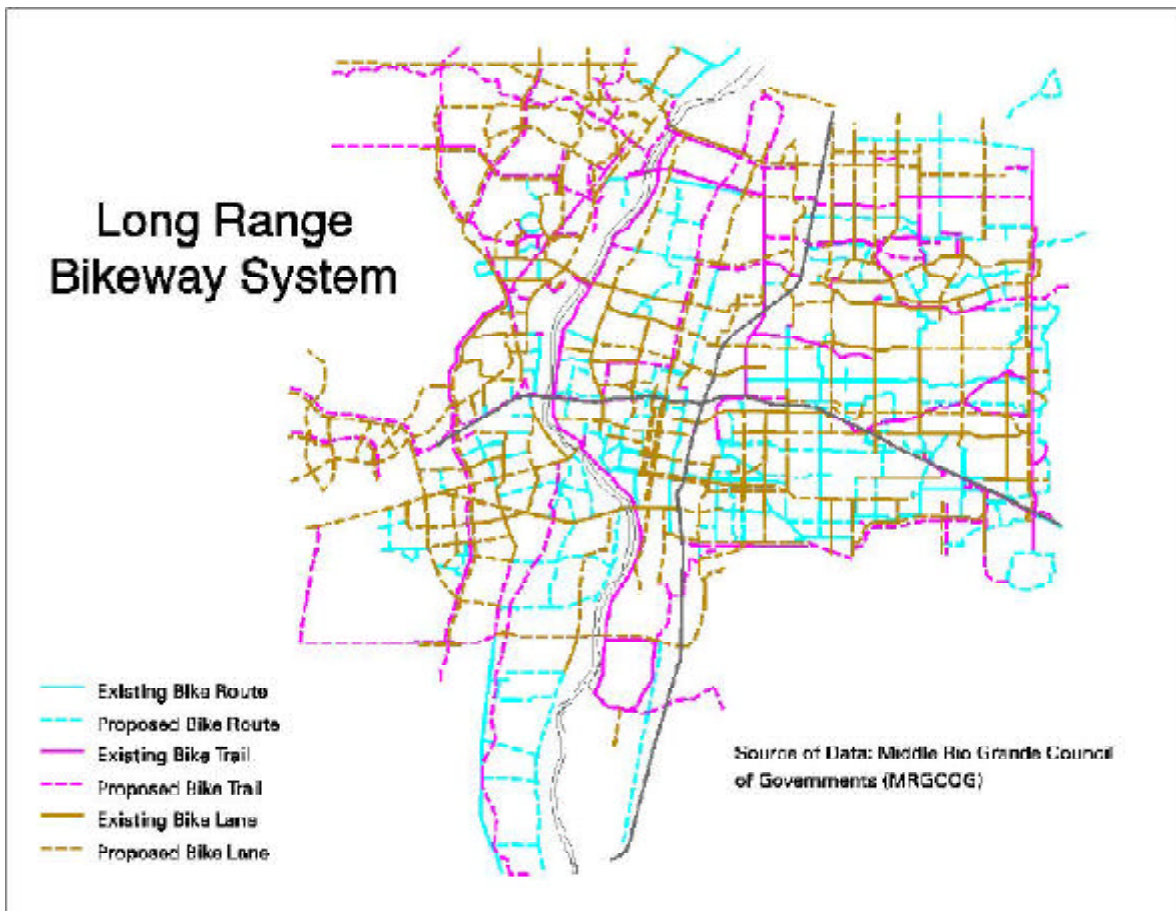


Figure 16: Long Range Bikeway System



Figure 17: How moderate intensity mixed land uses can transform an area.

In 1998, the bikeway system identified 200 miles of existing (unmarked, on-street) bike routes and 45 miles of existing (marked, on-street) bike lanes. The Comprehensive Bike Plan proposes reducing bike routes on arterials in favor of safer facilities. In most cases, existing routes are upgraded to bike lanes when adequate right-of-way or curb-to-curb width is available. Other bike lanes are lanes placed on minor arterials and collectors which typically have lower traffic volumes and speeds. Bike routes will primarily be located on local, residential streets (low volume) when other streets are less safe and attractive.

Of critical importance to the Bike Plan is elimination of travel barriers. To this end, the Plan maintains all river crossings and seeks to obtain crossings of the two interstates. River crossings are few (9) and the distant spacing between them does not allow any one river crossing to be a substitute route for another. An even more challenging barrier occurs for east/west travel across I-25. The width of the includes frontage roads which limits options for overcrossing the Interstate, and opportunities to cross under the Interstate are limited by congested intersections. In contrast, north/south travel across I-40 east of the Big “T” is facilitated with five overcrossings, and crossing west of the Big “T” can be incorporated into the existing at-grade intersections.



Figure 18: Marked bike lanes are safer and therefore more attractive to riders.

A comprehensive and integrated pedestrian plan, providing regional guidance on pedestrian facilities, is yet to be completed for the Albuquerque/Bernalillo County area. At the city level, policy on pedestrians is stated in many planning documents. Some of the critical elements are pedestrianism within and to centers, pedestrian connections between adjacent parcels, neighborhoods, and the arterial streets, and

compliance with ADA (Americans with Disabilities Act) Standards for sidewalk design and pedestrian access.

Land Use

Internal circulation is closely associated with the location and design of land uses that generate the need for movement. Reducing the need to travel by automobile and reducing trip lengths are as important as providing transportation facilities that meet area needs. Altering the placement and mix of land uses can make alternatives to private automobile travel feasible. Mixed land use, for example, congregates several different activities at one location, facilitating work, leisure, and shopping functions without driving. Not everyone will live close to where they work, or shop close to where they live, but the option should be available.

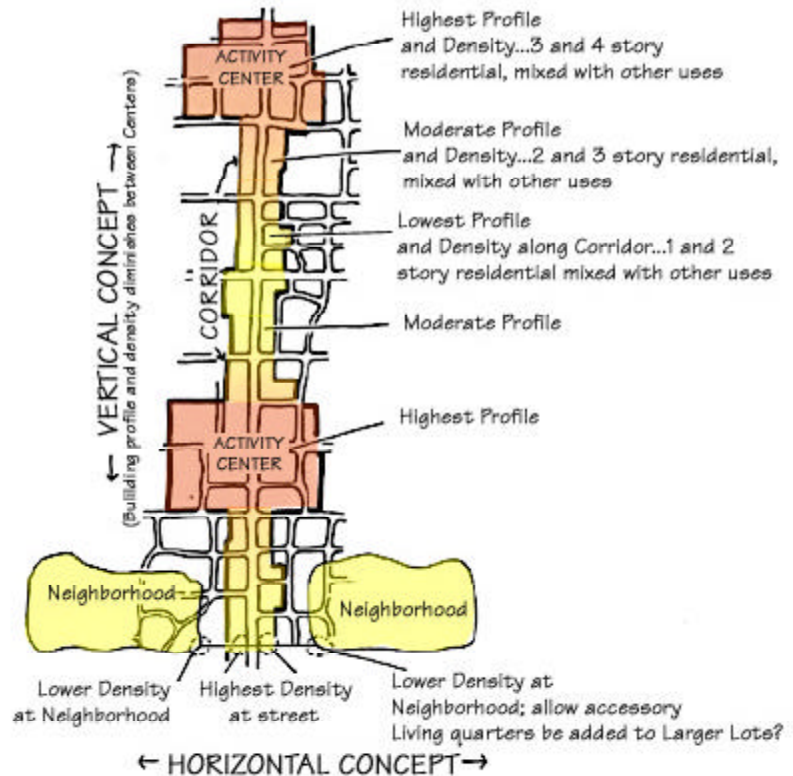


Figure 19: A general concept for distribution of land use intensity in a transit corridor linking two activity centers.

Density of housing and intensity of non-residential development should be highest where corridors coincide with designated activity centers. Between seven and twelve dwelling units per net acre is necessary to support frequent bus service. Density and intensity should, generally speaking, also be highest at or near the street/corridor, and diminish as the adjacent residential neighborhoods are encountered. Successfully developed Activity Centers and linking corridors with mixed residential and non-residential uses offer an alternative to sprawl, creating more life - style choices and a more sustainable city in the process. With cooperation among local government, the private sector, and consumers, 15,000 to 20,000 housing units could be added by 2025 within the Activity Centers and the transit corridors shown on Figure 18.

Planning Coordination

The Middle Rio Grande Council of Governments' (MRGCOG) Urban Transportation Policy Board (UTPPB), composed of elected officials from the City, the County and other local governments and agencies in the region, is responsible for setting regional transportation policy. By contrast, land use planning and zoning decisions fall under the jurisdiction of the respective local government, be it the City of Albuquerque, Bernalillo County, Corrales or Tijeras. The current urban form has evolved based upon the desires and policies of the past. The Activity Centers and transportation corridors policy concept seeks to promote a more compact built environment with areas of greater population and mix of uses, that increases opportunities for transit, bicycle, and walking. Early coordination is essential to properly planning multi-modal transportation systems for this changed pattern of growth. These coordinating efforts also need to incorporate such concepts as carpooling/vanpooling, Intelligent Transportation Systems (ITS), and Transportation Demand Management (TDM).

5. HOUSING

Inventory

Between 1970 and 1980 Albuquerque's housing inventory grew from 78,825 dwelling units to 132,788 dwelling units, a 69 percent increase. The area's relatively new housing stock exceeded population growth by 4 percent. The 1980 Census indicated 41 percent of the City's housing structures had been built in the previous ten years. The housing inventory continued to increase between 1980 and 1985, with a 15 percent increase in the number of dwelling units, representing an average annual growth rate of 3.1 percent.

The demand for housing has been greater than population growth. The housing unit increase between 1970 and 1980 was almost double the City and County population growth. Smaller household size accounted for most change, declining from 3.17 persons per household in 1970 to 2.65 persons per household in 1980.

Market

Albuquerque has a growing but segmented housing market. Low interest rates, moderate inflation, and an increase in general consumer wealth created in a market which homes are more affordable now (1988) than in 1980. The average selling price of a single family house in 1986 was \$91,200. Townhomes and condominiums lower selling prices that averaged \$83,050. Although below the national average, the average selling price of homes in Albuquerque offers an interesting insight into the local market. Over 80 percent of the homes sold for less than \$100,000, but the mean price was higher as a consequence of the upper income housing demand which increased the overall average selling price for area homes.

Housing demand primarily reflects the strength of the low cost and the high cost single family dwellings market segments. Demand to purchase moderately priced units is shrinking.

The market dichotomy is evident in the rental market as well. The proportion of renter households in the County which spend at least a quarter of their gross monthly income on rent has grown from 30 to 53 percent between 1970 and 1980. Slightly over one-half of the renter households in Albuquerque have incomes at or below the level generally required to afford an efficiency apartment and 70 percent have incomes at or below the level needed to afford a two bedroom dwelling. These figures suggest Albuquerque has a growing affordable housing problem.

The City coordinates Federal assistance for housing: rehabilitation, public housing, and rent subsidies. The City also owns and manages over 1,000 public housing units and it supports another 2,000 units through the Federal rent subsidy program. The number of families eligible for rental assistance far exceeds current resources. Regardless of demand, Federal housing assistance continues to decline, challenging local government to devise innovative solutions. Rental or sale incentives to developers willing to provide low cost housing is an example of a potential solution to the affordable housing question. Adequate housing for the entire population is an outcome of maintaining a balanced housing market to accommodate the population's varied wants and needs.

6. ECONOMIC DEVELOPMENT

Albuquerque's dynamic post World War Two expansion would not have been possible without a strong economy capable of providing economic opportunity for its citizens.

Economic Structure

The City's economy is structured by broad types of economic activities (sectors) defined as Basic and Non-Basic economic activities. Basic economic activities are Agriculture; Construction and Mining; Manufacturing; Transportation, Communications, and Utilities; Wholesale Trade; and Military. Non-Basic economic sectors (local population serving) are Retail Trade; Finance, Insurance, and Real Estate Services; and Government.

The composition of Albuquerque's economy (Bernalillo County) historically has been weighted toward the Non-Basic Sectors. Bernalillo County distribution of non agricultural wage and salaried employment by Non-Basic sector (1980, the Plan's base year) is Services (23.2%); Government (23.0%); Retail Trade (19.0%); Finance, Insurance, Real Estate (5.8%). The Service sector, with 23.2% of persons employed, generates two times the payroll of any other sector. The Basic economic sectors account for the remaining 29.9% of non-agricultural wage and salaried employment.

Economic Development

By assessing the difficult growth-related choices that face a rapidly developing community, Albuquerque can fortify and strengthen its local economy.

The City's current economic development policy (1987) proposes creation of a Favorable Business Climate. There is a concerted effort on the part of some civic advocates to encourage industrial development in areas with existing City facilities. However, lower land costs on the City's fringe attracts industrial developers even though they absorb infrastructure costs. Peripheral development is not consistent with of the Comprehensive Plan, consequently an adopted economic development policy for new businesses and business promoters is essential.

A crucial quality growth ingredient is the conservation and revitalization of developed areas and the infill of vacant developable lands in addition to new development on the City's fringe. Albuquerque promotes market expansion and diversification by managing new development's location: analyzing each site's respective benefits whether its for preservation, redevelopment, infill development, suburban or rural development. Although each responds to a separate market, they must achieve a balance in the context of the Plan. This ensures variety and choice in both urban form and the local economy.

Aside from the growing employment base, Albuquerque's assets include a desirable climate, a clean environment, unique topography (mountains, bosque, volcanoes/escarpment), a distinct cultural, mix, and a citizenry committed to preserving the city's heritage and assets. Just as a private corporation protects its assets, the local government as a municipal corporation has the responsibility to protect the asset base which makes the area a desirable place to live. Planning will provide the "shareholding" taxpayers a means to ensure a satisfactory return on the public's investment.

7. EDUCATION

Educational Attainment of the Population

	1970	1980	1990	2000
County total	66.2	76.5	82.1	84.4
City	71	79	84	86

Table 7: Percent of High School Graduates, 25 Years and Older

Formal educational attainment has steadily increased, a measure of general well-being and an asset for economic development. The percentage of Bernalillo County’s total population over 25 years old with a high school education has steadily increased; it is somewhat higher in the City. (Appendix E)

The Public School District

The Albuquerque Public Schools district was formed in 1949, the consolidation of separate City and County districts. It is one of the largest in the United States, serving Albuquerque, unincorporated Bernalillo County, Corrales, Tijeras, Los Ranchos de Albuquerque, and Kirtland Air Force Base.

The number of “school age” (6-18) persons in the total population is the primary factor in the organization and provision of educational opportunities. The District has been greatly affected by Bernalillo County’s post World War Two population growth.

	1950	1960	1970	1980	1990	2000
County Population	145,673	262,199	314,774	420,262	480,577	556,768
District Enrollment	21,235	56,161	84,362	78,660	88,112	85,039

Table 8: School District Enrollment relative to County Population

The district operates 11 high schools, 23 middle schools, 74 elementary schools and 6 special schools which offer alternative educational programs to students with special needs. Since 1977 the district has increased by 1 high school, 1 middle school, 2 elementary schools, and 3 special schools. By 1992, 3 elementary schools will be completed. District planners have estimated that at least 3 additional elementary schools and at least 1 additional middle school will be needed to meet rapid population growth on the west mesa. (Appendix E)

Capital investment in educational facilities best occurs when there is sustained consensus between the School District and local governments about the growth and form of the city. Population growth is the source of increased student enrollment. The city’s population requires suitable housing in locations accessible to schools to accommodate households with school-aged children. An uneven spatial distribution of the population across the city may (and has) overcrowded design capacity of schools on

the city's edge while schools are closed in the more mature parts of the city.

Post Secondary Education

Albuquerque is the state's center for post-secondary education.

Vocational education and skill development are provided by the Albuquerque Technical-Vocational Institute (T-VI), Southwestern Indian Polytechnical Institute (SIPI). The Vocational Institute, established in 1965, serves about 20,000 in three campus sites.

Several colleges and universities offer classes and degrees in the city as extensions from their home campuses. The Technical Vocational Institute's Community College Division also offers Associate Degrees. These programs compliment the University of New Mexico, the states largest and most diversified university with eight undergraduate schools and colleges, the graduate school, law school, and medical school. It's growth has been independent of that of the city.

	1960	1994
Enrollment	5,000	25,000
Gross Sq. Ft. (millions)	2.1	6.8

The University is a major physical feature in the city. The campus, two miles east of Downtown, and twelve miles west of the mountains, extends over 769 acres in three large tracts. It identifies them as the north, main, and south campus areas; the latter (275 acres) is close but not contiguous to the other two which total 494 acres.

Source: University Campus Development Plan, 1996
 Table 9: University of New Mexico Growth

This Plan (1988 as subsequently amended) designates it a Major Activity Center. It is adjacent to several Transportation Corridors. The University's 1996 Campus Development Plan is based on a projected enrollment of 35,000 students by 2040 requiring an additional 4.9 million square feet of building space. Much of this will probably be developed on a fourth campus area, between I-25, University Boulevard, Lomas Boulevard, and Indian School Road.

The primary planning opportunity associated with University's expansion is strengthening the positive interactions between it and the surrounding area.

8. HUMAN SERVICES

The City Department of Family and Community Services fulfills high priority human service needs, especially for disadvantaged and minority groups. The City also coordinates private and non-profit efforts to supply human services to needy residents and as liaison with outside organizations.

Three neighborhood multi-service centers provide residents a broad range of community services. Other City supported programs include employment and youth training, senior services, human rights assistance, public and subsidized housing, and community development assistance.

The City periodically assesses human service needs, developing effective approaches to serve area-wide necessities. The Department proposes local legislation, funding strategies and sources, and system changes for service provision.

The County of Bernalillo also provides a variety of human service needs to both City and County residents. The County Health Department operates clinics for immunization, chest, blood, pressure check, venereal disease and well child programs. That Department also administers birth and death certificates.

The County Housing Department operates two housing projects on El Centro Familiar SW, (a 21-unit handicap facility) and a 40-unit housing complex for the elderly. In addition the County administers 22 vouchers and 454 certificates for Section 8 housing program participants.

The County also operates the Juvenile Detention Facility on Edith Boulevard NE.

9. PUBLIC SAFETY

Fire Protection

The Albuquerque Fire Department has 500 fire fighters based at eighteen fire stations, a maintenance facility, a training academy, and an arson building. The City's 1984 per capita fire loss was \$16.32, a figure below both the national (\$30.50) and western regional (\$25.70) averages. Each of the nine fire stations have an emergency rescue unit composed of three paramedics. The Albuquerque Ambulance Service provides emergency medical services to accident victims. The department has maintained a four minute emergency response time for the Fire Suppression and Paramedic Divisions since 1983.

Fire suppression responses decreased five percent per year from 1980 to 1984, an improvement attributed to more successful fire prevention techniques. Conversely, paramedic calls rose between 1980 and 1984 for an average annual increase of 5.8 percent. The department's response effectiveness will improve with the implementation of a computer aided dispatch system.

The Bernalillo County Fire Department has 11 independent fire districts, each with a volunteer chief. Each volunteer chief reports to one paid chief who serves at the discretion of the Bernalillo County Commission. The Department operates two paramedic units in the north and south valley which are staffed 24 hours a day. The County Fire Department responded to 5173 rescue calls and 2426 fires last year. The south valley made up 60% of the call load.

The County Fire Department has a largely unpaid staff. Volunteers make up over 85% of the force. This has raised issues regarding training of volunteers, which varies by district; fire insurance rates, which are determined in part by personnel; and staffing of districts in rapidly growing areas where too few people volunteer. A quarter-cent gross receipts tax has raised six million dollars since 1980 for new County fire fighting equipment. Salaries and numbers of paid personnel have been similarly adjusted.

Police Protection

Crime is the number one concern of Albuquerque residents according to a 1986 survey conducted by the Albuquerque Journal. Statistics indicate a steady increase in crime from 1978 to 1984 including home burglary, auto burglary, auto theft, and robbery. Crimes per capita have risen from 19 percent in 1978 to 26 percent in 1984, Albuquerque has 79.7 fewer violent crimes per 100,000 population than does a similar sized city.

The Albuquerque Police Department had 683 sworn police officers, 375 civilian employees, and 38 cadets in 1986. Three substations supplement the central police station. New technology and more human resources will enable the City to provide more efficient service. A computer aided dispatch system, a crime analysis unit, and a patrol car allocation model are improvements that will increase department efficiency.

The Bernalillo County Sheriff's Department has about 200 sworn officers and 200 civilian employees. The Department has a substation in the East Mountain area, and on Broadway SE. The Department also has a contract with the Village of Los Ranchos for provision of police services and operates a station at the Village Hall on Rio Grande Boulevard NW.

Prevention

Crime and fire prevention is a shared community responsibility. Educational programs directed at school age children and the general public will increase awareness of crime and fire prevention. Neighborhood Crime Watch programs is an example of a successful crime reduction measure. The design of new structures can also take fire safety and crime prevention into account, by incorporating “defensible space” into site and building plans.

II. GOALS & POLICIES

A. SUMMARY AND INTENT

Section one describes the evolution of Albuquerque and Bernalillo County. The metropolitan area is one of the fastest growing cities in the southwest as a consequence of its climatic, environmental, economic and cultural assets. The rapid growth and development has instituted many changes in the community which was once a small, sleepy, cluster of agricultural villages. The many advantages which growth and development have brought also carries some liabilities discussed in the previous section.

Section two contains the goals and policies. The Goals and Policies are based in the lessons of the past while looking to the future so that the citizens and their representatives in local government can build a better and brighter future for City and County residents. They rationalize the complex relationship between seemingly diverse issues. They relate issues to the community's long-term preservation and development strategy. They provide the framework by which diverse efforts can be synthesized to achieve complimentary development. The goals and policies are the yardstick for evaluating all significant public and private development proposals. They are the means by which individuals and local government officials will guide the pace, intensity, and direction of the metropolitan area's growth. The goals and policies are the citizens stated aspirations for a better community which they can use to direct Albuquerque and Bernalillo County's conservation and growth.

The Plan's Land Use objectives aim at integrating areas of different character, inter-mixed with the open space network. A Plan map (Figures 20 & 21) delineates areas most suitable for urban development, and those which should remain more rural in character. Land use policies should be applied interactively with those of environmental protection/heritage conservation and community resource management. As land use decisions are made, air and water quality, noise, waste handling, cultural and visual resources and effects of change must be evaluated. Likewise, it is important to minimize the costs of new growth to public services, transportation and energy use, and to maximize its benefits in terms of housing opportunity, human services, education, public safety, and economic development.

The Plan's Open Space network embraces major natural features-mesas, mountains, volcanoes, and the river-and ties them together though a trail system following drainage easements. The network includes many areas unsuited for urban development because of natural constraints such as unstable soils or excessive slope. The network's developable portions should limit land use intensities, densities and carefully be integrated into the open space system.

Reserve Area lands, formerly Private Grazing Areas in the 1975 Plan, are generally located far beyond existing developed areas. They include much of the land area west of the volcanoes and that of the southeast and southwest mesas. The vast mesa tracts will serve as a "reserve" for long range future development. If the lands are permitted to develop, they should become Reserve Area planned communities with public service costs negotiated between the City and the developer. Similar to other Plan areas, Reserve Area development will respect natural features while preserving resources. Each new community should provide employment, shopping, and recreation opportunities which preclude sprawl development and traffic congestion problems.

Rural Areas are appropriate for low intensity land use along with the possibility of a limited number of high quality planned communities. The Plan seeks to enhance rural character and maintain large tracts for agricultural or scenic open space use. These areas (with the Reserve Areas) shape the metropolitan area by marking the end of continuous urbanization. New commercial or industrial development should be limited to either small neighborhood-scale shopping centers or local “cottage” industries, except where part of sensitively designed planned communities compatible with the rural character of the surrounding area and capacities of the environment and infrastructure.

Semi-Urban Areas include portions of the north and south valley and North Albuquerque Acres. These areas contain important natural and cultural features that should be considered in development plans. The soil, topography and drainage conditions affect development in Semi-Urban Areas and portions have strong ties to agriculture. Development should reflect the distinct geographic, economic, and cultural setting of the Semi-Urban Areas.

Urban Area development includes growth and redevelopment in the Central Urban, Established Urban, and Developing Urban Areas. The Central Urban Area, formerly Redeveloping Urban in the 1975 Plan, contains older neighborhoods that have the highest revitalization priority. These areas are the focus of efforts to enhance their unique position at Albuquerque’s historic center. Infill development in the Established Urban Area is encouraged to be sensitive to existing neighborhoods. Developing Area growth is to be programmed through sector plans that provide for orderly growth in these fringe areas.

As growth and physical change occurs throughout the metropolitan area, and as trends and policy objectives change with time, analysis developed through Plan monitoring and implementation or through lower rank plans may justify recommending boundary modifications to any of the Plan’s development areas; such justification would have to be clear and strong, meeting requisite standards specified in this Plan and its adopting resolutions.

Environmental Protection and Heritage Conservation outlines issues, solutions and strategies for preserving environmental, cultural, and archaeological and historical assets in the area and represents the community’s growing concern for preservation and enhancement of unique cultural features.

Air quality policies support standards which measure air quality. Emphasis in air quality improvement is placed on reducing automobile generated pollutants through provision of travel alternatives; thoughtful placement of employment and services; and traffic engineering techniques to minimize unnecessary traffic delays. The Transportation and Transit and the Energy policies also addresses the importance of reducing automobile use.

Water quality addresses hazardous wastes, septic systems, and solid waste problems. The Plan proposes a coordinated water management program and a “total systems” approach to water management. Solid waste policies stress techniques for landfill design and management, waste recycling, and management of unregulated wastes that may be hazardous to public health.

Policies concerning noise are part of this 1988 Plan, addressing concerns for the impact of noise on nearby land uses. The mitigation measures will help avoid future noise/landuse conflicts.

Historic and archaeological resources, and Cultural Traditions and the Arts are also part of this section of the 1988 Plan. These policies underscore the importance of our cultural heritage. Policies stress identification, awareness, and resource protection for the area's historic, archaeological, and cultural traditions. The developed landscape addresses design and placement of buildings, roadways and landscaping and the importance of these in the visual environment.

The Plan's Goals and Policies Section third part is Community Resource Management. This part addresses a range of areawide concerns including the placement and rehabilitation of City water, sewer, storm drainage, and transportation services. Policies address the need to balance new public service extension with existing system maintenance and rehabilitation. Long range regional planning will be necessary to effectively manage the above resources and systems.

Water management examines water conservation measures, water rights, and acknowledgment of its finite nature. Energy management covers efficient use of alternative energy sources such as solar, wind, solid waste, and geothermal power. Transportation system efficiency and alternative travel methods fall under this section.

Transportation and transit policies address the need for a balanced travel system. Transportation affects energy management and air quality problems and are addressed by those policies as well. Transportation constraints, planning and design, and mitigation measures should be incorporated into subsequent roadway plans.

Housing policies propose quality housing for all income groups. Employment and business recruitment are addressed in Economic Development, which advocates policies supporting local industry and business development, promotion of tourism, and maintenance of sound local government fiscal position. Education issues, public service facility location, police and fire services, are addressed in the Education, Human Service, and Public Safety parts of Section two.

Section two (goals and policies section) with its several topics outlines the policies, programs, and possible techniques by which the community can reach its objectives. It is designed not only to resolve conflicts and guide development and preservation, but also to encourage neighborhoods to determine their priorities and plan their future within the context of overall community goals and policies. The framework is flexible, designed to accommodate future changes and needs for the area's population, environment, economy, culture and social composition.

Section three, Monitoring and Implementation, recognizes that future conditions will undoubtedly necessitate Comprehensive Plan amendments. To meet changing conditions and new priorities, the goals and policies will be subject to a biennial review.* It will help both the community and local government officials determine if the course they have set for building a better community is being realized. The construction, implementation and maintenance of the community's goals and policies is our legacy of the future.

*The Biennial Review proposed in this Plan (1988, as subsequently amended) has been replaced by the Progress Indicators Report.

B. LAND USE

1. OPEN SPACE NETWORK (See Figure 3)

The **Goal** is to provide visual relief from urbanization and to offer opportunities for education, recreation, cultural activities, and conservation of natural resources by setting aside Major Public Open Space, parks, trail corridors, and open areas throughout the **Comprehensive Plan** area.

Policy a

Open space lands and waters shall be acquired or regulated as appropriate to serve one or more of the following specific purposes:

- **Conservation of natural resources and environmental features**
- **Provision of opportunities for outdoor education and recreation**
- **Shaping of the urban form**
- **Conservation of archaeological resources**
- **Provision of trail corridors**
- **Protection of the public from natural hazards**

Possible Techniques

- 1) Prepare a rank two open space and outdoor recreation management plan which identifies appropriate strategies for protection and appropriate use of open space.
- 2) Establish a Major Public Open Space register within the open space plan which will:
 - List all lands and waters which are proposed as Major Public Open Space.
 - Record the purposes to be served by each Major Public Open Space area to guide acquisition and management.
 - Establish strategies, requirements, and guidelines for acquisition, preservation, development, use, and management of each area.
- 3) Investigate use of an open space dedication ordinance or new revenue sources for open space acquisition such as real estate transfer tax or building permit fees.
- 4) Consider use of density bonuses or other incentives for easements or dedication of open space.
- 5) Continue public acquisition of unpurchased lands surrounding the volcanic cinder cones and contiguous, critical portions of the basalt flow presently in private ownership.

- 6) Pursue agreements between City, County, State, and possibly Federal agencies to preserve State-owned sections of the basalt flow for public use.
- 7) Incorporate critical site acquisition into major public facilities plans.
- 8) Investigate the possibility of undertaking a joint City and County Open Space effort.

Policy b

Access to the Rio Grande, bosque, and surrounding river lands should be carefully designed to provide entry to those portions suitable for recreational, scientific and educational purposes, while controlling access in other more sensitive areas to preserve the natural wildlife habitat and maintain essential watershed management and drainage functions.

Possible Techniques

- 1) Use the Rio Grande Valley State Park Management Plan.
- 2) Integrate irrigation, water conservation, drainage and flood control functions with ecological preservation and recreational purposes.
- 3) Ensure that the design and construction of future river crossings are sensitive to the bosque's natural environment, river functions, and valley land uses.
- 4) Protect lands adjacent to the river by assuring compatible land uses; acquire adjacent lands suitable for recreation uses and provide links to the river and bosque.
- 5) Plan and develop a water related recreation area which integrates the Zoo, Tingley Lagoon, San Gabriel Park, and a botanical garden with links to Old Town.

Policy c

Development in or adjacent to the proposed Open Space network shall be compatible with open space purposes.

Possible Techniques

- 1) Modify ordinances to require the conduct slope, soil condition, and/or other appropriate surveys to determine open space property lines and site management.
- 2) Utilize special zoning standards to guide development of lands within or adjacent to the Open Space network.

- 3) Require adequate setbacks to protect sensitive areas.
- 4) Use scenic easements to protect critical open space views.

Policy d

The City and County shall preserve the volcanoes, key portions of the basalt flow, and the escarpment as part of the Open Space network.

Possible Techniques

- 1) Continue public acquisition of unpurchased sites.
- 2) Negotiate for scenic and/or recreational easements along the escarpment.
- 3) Arrange agreements between City, County, and State to preserve the area.
- 4) Incorporate mitigation into plans for any major public facility.
- 5) Implement development standards in the Escarpment Plan.

Policy e

The Sandia foothills, where ever slopes exceed 10 percent, shall be acquired or regulated as appropriate to protect such areas from detrimental and incompatible public and private activities.

Possible Techniques

- 1) Continue to acquire land above the slope demarcation line in the Sandia Foothills Area Plan.
- 2) Enforce development standards in the Sandia Foothills Area Plan.

Policy f

A multi-purpose network of open areas and trail corridors along arroyos and appropriate ditches shall be created. Trail corridors shall be acquired, regulated, or appropriately managed to protect natural features, views, drainage and other functions or to link other areas within the Open Space network.

Possible Techniques

- 1) Incorporate a multiple use concept for suitable arroyos and irrigation ditches into corridor, sector, and site development plans.
- 2) Control development that would inhibit drainage or open space purposes of arroyos.
- 3) Obtain adequate right-of-way for multiple use of designated arroyos in developing areas and coordinate design between the public and private sectors through subdivision and site development plan processes.
- 4) Require planning and construction of pedestrian, equestrian, and bicycle crossings where designated arroyos and ditches intersect major streets and highways as a component of transportation projects.
- 5) Identify trail corridors through rank three corridor and sector development plans to be dedicated by the Subdivision Ordinance. Fund trails and associated public amenities through Capital Implementation Program bond issues, and other financing methods.
- 6) Investigate use of ditch/acequia easements or rights-of-way for open space purposes. Coordinate planning efforts with property owners adjacent to irrigation ditch system and the Middle Rio Grande Conservancy District.
- 7) Work with all public agencies and the State legislature to ensure that vacated irrigation ditch rights-of-way or easements are retained as part of the Open Space network.
- 8) Institute safety measures along irrigation ditches before inclusion in any multi-purpose network.
- 9) Work with the private sector to establish motorized recreational vehicle areas separate from the pedestrian, equestrian, and bicycle-oriented trail corridors and Open Space network.

Policy g

Planning and implementation of a system of neighborhood parks and community open areas shall be undertaken to meet a range of needs at different scales.

Possible Techniques

- 1) Prepare Park Planning and Development Guidelines.
- 2) Amend Park Dedication Policy to be consistent with the Park Planning and Development Guidelines.
- 3) Establish administrative procedures for joint school/park site planning; give Capital Improvements Program priority to developing existing park/school sites.
- 4) Continue to require dedication of parkland in proportion to population density.
- 5) Encourage developers to design, develop, and maintain dedicated parks.
- 6) Update park development fees periodically to facilitate park development.
- 7) Acquire, develop, and maintain conveniently located major regional parks suitable for large scale events.
- 8) Use Capital Improvements Program and general fund allocations for parks and park maintenance and examine alternative methods of financing parks and park maintenance.

Policy h

Developing areas shall have neighborhood parks and open areas located to serve the population of the area.

Possible Techniques

- 1) Encourage planned area developments which reserve larger areas of shared open space through clustering of houses and other innovative design techniques.
- 2) Encourage private recreational, educational, or resource production in designated open areas (e.g. riding stables, golf courses, crop raising, grazing, and neighborhood maintained open areas).
- 3) Develop strategies for managing open areas.

Policy i

The design of parks and other open areas shall incorporate the following criteria:

- **Multi-functional use of resources and compatible facilities.**
- **Maintenance and landscaping appropriate to the location, function, public expectations and intensity of use.**
- **Integration into residential design for easy accessibility and orientation to encourage use.**
- **Lighting, site design, or other methods to minimize vandalism.**
- **Connections between other Open Space network areas and public facilities.**

Possible Techniques

- 1) Continue to develop joint facilities such as park/school sites.
- 2) Include a wide variety of recreational resources in park design.
- 3) Experiment with various types of native vegetation.
- 4) Use natural drainage and infiltration facilities to irrigate parks, golf courses, and open areas.
- 5) Continue to utilize durable drought tolerant lawn grass in high use areas.
- 6) Orient new subdivisions adjacent to the Open Space network toward the open area as a focal point for pedestrian and recreational activity.
- 7) Integrate pedestrian, equestrian, and bicycle circulation with open areas and park areas.
- 8) Encourage clustered housing development which sets aside shared open areas.

Policy j

Design of neighborhood open areas should tie into other open spaces, where appropriate, to create an Open Space network.

Possible Techniques

- 1) Achieve through planning and subdivision procedures.

2. RESERVE AREA

The **Goal** is to allow opportunity for future development of high quality, mixed-use, largely self-sufficient planned communities, bounded by permanent open-space, in appropriate outlying areas, and to protect the non-urban development areas as Rural unless such planned communities are developed.

Policy a

A proportion of new growth may be accommodated in new planned communities in Reserve Areas. Such communities should meet the following guidelines.

- **Political unification with the central urban government.**
- **Substantial self-sufficiency in provision of employment, goods, and public services, with at least one community center; normally, there shall be adequate jobs and housing in the planned community to support the concept of self-sufficiency; within the planned community, housing should correspond to employment opportunities as to its quantity, type and price, and location.**
- **Negotiated sharing of service costs by the developer and the local government, with water, sewer and street systems installed to meet City requirements: planned communities shall not be a net expense to local governments.**
- **Transit/paratransit capability to provide service within the planned community and to connect with other urban areas.**
- **Designate portions of the Open Space network to distinguish the new community from ultimate Developing Urban Area development; dedication of open space adequate to a clear sense of separation from the Plan's contiguous Urban Area.**
- **Variety in economic levels and types of housing within carefully planned areas to ensure capability.**
- **Contiguous acreage sufficient to meet the above guidelines.**

Possible Techniques

- 1) Establish land use mix, quantity, and location of each planned community through master planning.
- 2) Preserve planned community open areas by land acquisition.
- 3) Prepare environmental, fiscal and economic analyses that demonstrate development

feasibility and plan phasing. Establish boundaries by submitting a plan for each planned community project.

- 4) Phase planned communities with respect to the City's Capital Improvements Programs, Utility Extension policy, and regional economic justification and impacts.
- 5) If balanced employment was not available within the planned community at the end of a phase, it would create a rebuttable presumption that no more residences should be approved until the level of employment was achieved.

Policy b

Overall gross density shall not exceed three dwelling units per acre, and density transfer (clustering) shall be used to accomplish appropriate urban densities in planned communities while ensuring an open space network within and around them. Within this overall density policy, housing densities and land use mix, open space, infrastructure size and location, and other public services and facilities are to be prescribed through rank two plans or rank three plans.

- **Transfer of development rights to local government shall ensure the permanency of the pattern.**
- **Land which is already in public ownership (whether fee or easement), including Indian lands, is not considered in calculating density, but all other land is counted.**
- **A carrying capacity analysis of each planned community area will identify constraints and opportunities presented by environmental, historical, cultural, archaeological and infrastructure factors.**
 - 1) Develop master plans with land owners; implement through zoning, and other local land use regulations and utility policies.
 - 2) Negotiate schedules within each master plan or as part of pre-annexation agreements between the City and planned community developers for sharing infrastructure costs.

Policy c

Development within Reserve Areas shall take place either in accordance with an approved planned community master plan (up to three dwelling units per acre), or in accordance with the standards applicable to Rural Areas.

Possible Techniques

- 1) Zone County Reserve Area land from one to twenty acres per dwelling unit based on environmental characteristics.
- 2) When annexing Reserve Areas without a planned community master plan, establish a low intensity holding zone (e.g. 5 acres/d.u.).
- 3) Annex and establish City zoning to allow more intensive development only upon acceptance of a planned community master plan; implement land use, design requirements, and other stipulations.
- 4) Include performance clauses in the City Subdivision Ordinance and the site development plan development regulations of the Zoning Code which invalidates plans if construction has not begun within a specified period of time.

Policy d

A planned community master plan approved in accordance with this section and more specific development criteria shall serve to implement the Comprehensive Plan. A planned community master plan shall not be approved if it fails to demonstrate its own sense of place, self-sufficiency, environmental sensitivity, separation from the contiguous Albuquerque urban area by permanent open space and the provision of infrastructure which is not a net expense to the local government(s).

3. RURAL AREA

The Goal is to maintain the separate identity of Rural Areas as alternatives to urbanization by guiding development compatible with their open character, natural resources, and traditional settlement patterns.

Policy a

Rural Areas as shown by a Plan map shall generally retain their rural character with development consisting primarily of ranches, farms and single-family homes on large lots; higher density development may occur at appropriate locations - within rural villages or planned communities. Overall gross densities shall not exceed one dwelling unit per acre.

- **Rural Area density patterns shall be more specifically defined through lower rank plans.**
- **Higher density development must provide local government with property rights ensuring appropriate overall-area gross density.**
- **Each higher density area is to be controlled by site development plan and is to be located well away from other such higher density areas.**
- **Small “rural villages” should contain compact housing areas - usually no more than 100 dwellings - with very few stores to serve the village.**
- **Planned communities will follow the Reserve Area policies concerning such communities, except:**

Lower gross density requirements;

The automatic requirement for unified urban government; and

In the East Mountain area, the average net density of permanent residential areas will be urban, the exact density to be determined by lower ranking plans, not this Plan.

- **New rural villages and planned communities will be approved only if all public infrastructure needed primarily to serve the proposed areas is provided at the cost of the developers.**

Possible Techniques

- 1) **Map agricultural zone districts on land qualifying for greenbelt tax status.**
- 2) **Prepare and adopt area plans specifying appropriate density patterns; implement through the Zoning and Subdivision Ordinances.**

- 3) Use county zones which limit development densities to between 1 to 20 acres per dwelling unit based on land carrying capacity.
- 4) Provide incentives for development of cluster housing sensitive to natural constraints and adjacent development.
- 5) Consider extensions of City public services and facilities to Rural Areas only where:

Public health and safety are threatened and there is no safe alternative; or

A planned community is approved and being developed, for which extension of certain services and facilities is economically feasible and environmentally sound; or

The extension is part of an adopted policy of metropolitan area service.
- 6) Monitor development through a comprehensive data base.
- 7) Determine, through the rank two planning process, where Rural Area boundaries may be altered to reflect existing and planned conditions.
- 8) Include performance clauses in the Subdivision and the Zoning Ordinances which invalidates plans if construction has not begun within a specified period of time.

Policy b

Development in Rural Areas shall be compatible with natural resource capacities, including water availability and soil capacity, community and regional goals, and shall include trail corridors where appropriate.

Possible Techniques

- 1) Develop design criteria for use in development review to minimize adverse environmental effects of development (e.g. require terracing and roads parallel to contours on steep slopes).
- 2) Develop and adopt area and sector plans specifying guidelines based on resource characteristics and unique community concerns and opportunities; implement through Zoning and Subdivision Ordinances.
- 3) Ensure compatible development and density through review and possible revision of the county Zoning and Subdivision ordinances.
- 4) Encourage and support development of community water and waste systems consistent with protecting the resource base and water quality.
- 5) Amend the Subdivision Ordinances to require dedication of designated trail corridors.

Policy c

Development shall be carefully controlled in floodplains and valley areas where flood danger, high water table, soils and air inversions inhibit extensive urbanization.

Possible Techniques

- 1) Apply flood hazard ordinance.
- 2) Map low density zoning districts in environmentally sensitive areas.
- 3) Use agricultural and greenbelt easements, land banks, land trusts, and voluntary agricultural districts.

Policy d

Land which is suitable for agriculture shall be maintained to the extent feasible in agricultural production and discouraged from non-agricultural development.

Possible Techniques

- 1) Apply flood hazard ordinance.
- 2) Use Greenbelt Law where applicable.
- 3) Support cooperative type farmers market at which growers can sell produce.
- 4) Investigate the voluntary preservation of agricultural land and associated uses.

Policy e

The following policies shall guide development of inhabited rural settlements of a distinctive historic and cultural character:

- **Existing buildings and spaces determined to be of significant local, State, and/or National interest should be maintained and integrated as viable elements of the community.**
- **New rural development shall be sensitive to existing historic, cultural and economic patterns.**

Possible Techniques

- 1) Encourage programs to develop building skills and use local materials as part of economic revitalization of historic villages in mountain and valley areas.
- 2) Investigate methods of funding revitalization of rural settlements.
- 3) Identify areas having a distinctive historic character for potential historic district designation.

Policy f

Development shall be carefully controlled in the East Mountain Area to prevent environmental deterioration, and be compatible with the resource base and natural recreational and scenic assets.

Possible Techniques

- 1) Use the East Mountain area plan; implement through zoning and subdivision processes.
- 2) Coordinate with the U.S. Forest Service and other governmental agencies in planning compatible development.
- 3) Consider extensions of public services/facilities to the East Mountain Area only where public health and safety are threatened.

Policy g

The following policies shall guide industrial and commercial development in Rural Areas:

- **Small-scale, local industries which employ few people and may sell products on the same premises are the most desirable industrial use.**
- **Mineral extraction should be discouraged in highly scenic or prime recreational, agricultural or residential areas.**
- **Where mineral extraction and industrial development occurs, noise and pollution levels should be regulated and restoration of the land should be required.**
- **Neighborhood and/or community-scale rather than regional-scale commercial centers are appropriate for rural areas. Strip commercial development should be discouraged and, instead, commercial development should be clustered at major intersections and within designated mountain and valley villages.**

Possible Techniques

- 1) Map appropriate zones to control location of commercial and industrial uses.
- 2) Coordinate compliance between the County Zoning Ordinance and its environmental health department regulations.
- 3) Use City and County Zoning Ordinances to require buffering of residences and other sensitive uses in Rural Areas from environmental impacts of commercial and industrial activities.

4. SEMI-URBAN AREA

The Goal is to maintain the character and identity of the Semi-Urban areas which have environmental, social or cultural conditions limiting urban land uses.

Policy a

Development within the Semi-Urban area shown by a Plan map shall be consistent with development limitations imposed by topography, soil conditions, groundwater quality, agricultural potential, flood potential, scenic qualities, recreation potential and existing development; overall gross density shall be up to 3 dwelling units per acre.

Possible Techniques

- 1) Adopt performance standards to minimize impacts of development on soil stability, air and water quality, and on agricultural land.
- 2) Develop and adopt area and sector development plans to protect local resources and community values.
- 3) Ensure compatible development and density requirements through a comprehensive land development code and/or the City and the County Zoning Codes.
- 4) Implement City and County Floodplain Ordinances.
- 5) Develop a recreational trail system with efficient public access along appropriate arroyos and irrigation ditches.
- 6) Provide incentives for clustered housing development.
- 7) Use the Capital Implementation Program to implement development objectives.
- 8) Investigate use of fees on new development to help maintain a City/County major open space acquisition fund.
- 9) Monitor development through a comprehensive data base.
- 10) Amend the Subdivision Ordinance to include performance clauses which invalidates plans if construction has not begun within a specified period of time.

Policy b

Development in Semi-Urban areas shall include trail corridors, where appropriate, and shall be compatible with economic policies and historical and socio-cultural values, and shall maintain and integrate existing and new buildings and spaces of local significance into the community.

Possible Techniques

- 1) Investigate use of development criteria for Semi-Urban areas which incorporate historic and cultural community values.
- 2) Identify areas having a distinct historic or cultural character for potential historic district designation.
- 3) Guide development through area and sector development plans, facilities plans, and the Subdivision and Zoning Ordinances.

Policy c

The following policies shall govern industrial and commercial development in Semi-Urban areas:

- **Neighborhood-scale rather than regional-scale commercial centers are appropriate.**
 - **Strip commercial development is discouraged in favor of clustered commercial development.**
 - **Mixed-use areas should protect residential uses in the area, while offering a variety of local employment opportunities.**
 - **Mineral extraction should be discouraged in highly scenic or prime recreational, agricultural, or residential areas.**
- 1) Require detailed performance standards through a comprehensive land development code or City and County Zoning Ordinances.
 - 2) Guide location through area plans and control intensity of uses through the Zoning Ordinance.
 - 3) Protect existing vegetation and otherwise promote sensitive transition/integration with landscaping requirements of residential and recreational uses.

5. DEVELOPING AND ESTABLISHED URBAN AREAS

The Goal is to create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.

Policy a

The Developing Urban and Established Urban Areas as shown by the Plan map shall allow a full range of urban land uses, resulting in an overall gross density up to 5 dwelling units per acre.

Possible Techniques

- 1) Develop and adopt area and sector development plans stating density patterns.
- 2) Control through Zoning Ordinance performance standards or possibly through a Land Development Code.
- 3) Control through zoning and subdivision review processes.
- 4) Achieve by annexation and utility provision (see also Goal section C-1 Service Provision)
- 5) Achieve by public/private cooperation in preparing area and/or sector development plans.
- 6) Assess fees on new development to help maintain a major open space acquisition fund.
- 7) Include performance clauses in the Subdivision and the Zoning Ordinance which invalidates plans if construction has not begun within a specified period of time.
- 8) Monitor zone map amendment requests by sub-areas; prepare annual review of development trends.

Policy b

Developing Urban Areas shall be subject to special requirements for low-density holding zones to allow for sector planning, special design treatments, and phasing of infrastructure in keeping with capital improvements priorities.

Possible Techniques

- 1) Use land development regulations including annexation, zoning, and sector planning to achieve appropriate density patterns and design.
- 2) Condition extension of services upon satisfactory compliance with land development regulations.

Policy c

Where needed to guide more detailed planning, major portions of the Established Urban Area and Developing Urban Area and adjacent Plan map areas shall be formed into districts for rank two area planning which should use the following process:

- **Determine boundaries for each area plan based upon design character, social and cultural identity, and visual and environmental features.**
- **Determine content of each area plan based upon needs analysis, including but not limited to characteristics, conditions, trends and opportunities in land use, the built and visual environment, and social and economic environment.**
- **Determine development potential of each plan area in keeping with density objectives of the Comprehensive Plan.**
- **Determine activity center appropriateness and character for each area in coordination with the areawide Activity Centers implementation planning program.**

Possible Techniques

- 1) Calculate potential number of dwelling units per area based upon vacant land and absorption rates, zoning, and applicable Comprehensive Plan policies.
- 2) Calculate volume of non-residential activity per area based upon vacant land and absorption rates, zoning, and applicable Comprehensive Plan policies.

Policy d

The location, intensity, and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, recreational concern.

Possible Techniques

- 1) Use environmental impact analysis and design criteria in the development review process for infrastructure development and for building siting and design.
- 2) Specify development guidelines based on local environmental characteristics and community values in sector and area plans; implement through Comprehensive Land Development Code or traditional zoning, subdivision, and development review process.
- 3) Assist area property owners, neighborhood groups, and developers, (by negotiation and public education) in achieving, with coordination and harmony of development plans.
- 4) Assist appropriate development through public or public/private efforts when private development is not feasible (title problems, old platting).
- 5) Use special assessment districts, issuance of public revenue bonds, tax increment financing, and/or tax incentives for improvements where public funds are unavailable for optimum protection of resources or provision of amenities.
- 6) Shape and manage development by:
 - low density zoning districts
 - controlling water rights
 - subdivision and re-subdivision
 - cluster development
 - Greenbelt Law
- 7) Monitor development through a comprehensive data base.
- 8) Consider a Zoning Ordinance amendment to specify that carrying capacity studies should accompany development applications in environmentally sensitive areas of the city and county designated Developing Urban or Established Urban.

Policy e

New growth shall be accommodated through development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured.

Possible Techniques

- 1) Identify and remove unnecessary obstacles to appropriate infill development.
- 2) Identify incentives for inducing infill in appropriate areas through sub-area analysis and more efficient administration.
- 3) Consistently appraise vacant land at current market value.
- 4) Consider use of differential taxation of land and improvements.
- 5) Investigate means to encourage public/private cooperation to promote infill development.

Policy f

Clustering of homes to provide larger shared open areas and houses oriented towards pedestrian or bikeways shall be encouraged.

Possible Techniques

- 1) Guide through sector plans.
- 2) Implement through zoning and subdivision processes.
- 3) Identify incentives (e.g. density bonuses) potentially sponsored by local government.

Policy g

Development shall be carefully designated to conform to topographical features and include trail corridors in the development where appropriate.

Possible Techniques

- 1) Guide through sector and area plans.
- 2) Implement through Zoning and Subdivision Ordinances.
- 3) Implement the Bikeways Master Plan.

Policy h

Higher density housing is most appropriate in the following situations:

- **In designated Activity Centers.**
- **In areas with excellent access to the major street network.**
- **In areas where a mixed density pattern is already established by zoning or use, where it is compatible with existing area land uses and where adequate infrastructure is or will be available.**
- **In areas now predominantly zoned single-family only where it comprises a complete block face and faces onto similar or higher density development; up to 10 dwelling units per net acre.**
- **In areas where a transition is needed between single-family homes and much more intensive development: densities will vary up to 30 dwelling units per net acre according to the intensity of development in adjacent areas.**

(See also Policy 7.b relative to Activity page 39.)

Possible Techniques

- 2) Guide through sector plans.
- 1) Control through the Zoning and Subdivision Ordinances.
- 3) Explore direct (e.g. public investment) and indirect (e.g. zoning regulations) approaches to promoting higher density development in appropriate areas.

Policy i

Employment and service uses shall be located to complement residential areas and shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

Possible Techniques

- 1) Achieve by area and sector development plans, Zoning and Subdivision Ordinances.
- 2) Consider use of performance zoning.
- 3) Prepare Activity Center Implementation Plan.
- 4) Include industrial site location as a component of Comprehensive Plan economic development strategy.
- 5) Provide opportunity for neighborhood review and comment on site plans by notifying recognized neighborhood associations of site plan proposals in accordance with the City Neighborhood Recognition Ordinance 92.

Policy j

Where new commercial development occurs, it should generally be located in existing commercially zoned areas as follows:

- **In small neighborhood-oriented centers provided with pedestrian and bicycle access within reasonable distance of residential areas for walking or bicycling.**
- **In larger area-wide shopping centers located at intersections of arterial streets and provided with access via mass transit; more than one shopping center should be allowed at an intersection only when transportation problems do not result.**
- **In free-standing retailing and contiguous storefronts along streets in older neighborhoods.**

Possible Techniques

- 1) Limit extension of strip zoning.
- 2) Control through sector plans, zoning and platting process.
- 3) Coordinate with transportation and transit planning.
- 4) Monitor zoning and zone change requests by sub-area; prepare annual review of commercial development trends.

Policy k

Land adjacent to arterial streets shall be planned to minimize harmful effects of traffic; livability and safety of established residential neighborhoods shall be protected in transportation planning and operation.

Possible Techniques

- 1) Amend City Zoning Ordinance to improve lot configuration requirements for sites adjacent to arterial streets to prevent conflicts between private driveways and arterial traffic.
- 2) Employ street tree planting, barriers, buffering, and other landscaping methods to minimize effect of traffic on adjacent uses; achieve by Zoning Ordinance site development plan review.
- 3) Use noise impact analysis for noise-sensitive uses proposed adjacent to arterial streets; analyze projected traffic and noise impacts of proposed street widening and similar projects upon adjacent neighborhoods and mitigate accordingly.

Policy l

Quality and innovation in design shall be encouraged in all new development; design shall be encouraged which is appropriate to the Plan area.

Possible Techniques

- 1) Achieve through sector plans, and Zoning Ordinance.
- 2) Establish design awards.
- 3) Review development regulations to identify and minimize those which may restrict design innovation and quality.
- 4) Consider incentives (e.g. density bonuses) to encourage good design/amenities.

Policy m

Urban and site design which maintains and enhances unique vistas and improves the quality of the visual environment shall be encouraged.

Possible Techniques

- 1) Improve Zoning Ordinance and Subdivision Ordinance design standards, and apply design through their site design review processes.
- 2) Design public facilities (including buildings, parks, plazas, utilities, bridges, streets, stadiums, and airports) with respect for environmental and visual qualities.

Policy n

Areas prematurely subdivided and having problems with multiple ownership, platting, inadequate right-of-way, or drainage should be reassembled or sector planned before annexation and service extension is assured.

Possible Techniques

- 1) Bring land holders and private developers together to replan and re-subdivide problem areas.
- 2) Provide public reassembly assistance.
- 3) Resolve platting problems before extending urban public facilities.
- 4) Re-zone for low density until acceptable re-subdivision is proposed.

Policy o

Redevelopment and rehabilitation of older neighborhoods in the Established Urban Area shall be continued and strengthened.

Possible Techniques

- 1) Relate redevelopment planning to the Comprehensive Plan's economic development strategy.
- 2) Prioritize redevelopment efforts consistent with the Comprehensive Plan.
- 3) Prepare neighborhood improvement plans emphasizing active implementation programs.
- 4) Address all facets of neighborhood economic development including business development, job creation, historic preservation, and commercial revitalization within a neighborhood context with a strong emphasis on citizen participation.
- 5) Initiate three-way partnerships between private interests, the City, and neighborhood residents to achieve neighborhood redevelopment objectives.
- 6) Develop local funding methods, such as tax increment and public improvement districts, to replace declining Federal revenues.
- 7) Introduce mixed-use concepts as a means of strengthening residential markets.
- 8) Initiate and provide assistance to neighborhood based private non-profit organizations as a means of implementing redevelopment objectives.

Policy p

Cost-effective redevelopment techniques shall be developed and utilized.

Possible Techniques

- 1) Provide practicable redevelopment assistance not requiring direct City financial participation.
- 2) Emphasize private investment as a primary means to achieve redevelopment objectives.
- 3) Organize and prioritize redevelopment efforts on the basis of need and redevelopment opportunities.
- 4) Support redevelopment projects which will stimulate additional private investment.
- 5) Establish coordinated public-private investment strategies.
- 6) Provide project assistance at a level appropriate to need.
- 7) Strengthen capacities for negotiating the City's interest in public-private ventures.
- 8) Develop methods for the City to share in development benefits resulting from direct City participation in redevelopment projects.

6. CENTRAL URBAN AREA*

The Goal is to promote the Central Urban Area as a focus for arts, cultural, and public facilities/ activities while recognizing and enhancing the character of its residential neighborhoods and its importance as the historic center of the City.

Policy a

New public, cultural, and arts facilities should be located in the Central Urban area and existing facilities preserved.

Possible Techniques

- 1) Design an analytical method to address boundary modification and sites.
- 2) Encourage public/private partnerships and cooperative efforts; initially target redevelopment tools and strategies to this area.
- 3) Support efforts to promote a cultural corridor along which cultural activities are located.

Policy b

Upgrading efforts in neighborhoods within the Central Urban Area should be continued and expanded and linkages created between residential areas and cultural/arts/recreation facilities.

Possible Techniques

- 1) Address area-wide opportunities and issues by the Capital Implementation Program.
- 2) Target Capital Implementation Program funds and special expenditures (i.e. Urban Enhancement Trust Funds) toward added amenities.
- 3) Program the construction of area-specific pedestrian, bike, and transit amenities.

*NOTE: The Central Urban Area is a portion of the Established Urban Area and as such is subject to policies of section II.B.5. as well as to those listed here. Development intensities in the Central Urban Area should generally be higher than in other portions of Established Urban.

7. ACTIVITY CENTERS

The Goal is to expand and strengthen concentrations of moderate and high-density mixed land use and social/economic activities which reduce urban sprawl, auto travel needs, and service costs, and which enhance the identity of Albuquerque and its communities.

Policy a

Existing and proposed Activity Centers are designated by a Comprehensive Plan map* where appropriate to help shape the built environment in a sustainable development pattern, create mixed use concentrations of interrelated activities that promote transit and pedestrian access both to and within the Activity Center, and maximize cost-effectiveness of City services. Each Activity Center will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation. The following table specifies policy objectives for each type.

Possible Techniques for Implementing Activity Centers

- 1) Review Zoning and other ordinances for revisions necessary to facilitate private development and redevelopment of mixed-use concentrations of housing and employment that supports transit and pedestrian activity.
- 2) Develop prototype plans that integrate and illustrate details of ideal land use, site design, neighborhood interface, public right-of-way features for the Plan's Major and Community Activity Centers.
- 3) Form an inter-agency team to devise ways of evaluating land use intensity changes in designated Activity Centers which must occur for the City to rebuild streets with Major Transit or Enhanced Transit characteristics.
- 4) Develop (with the private sector) a balanced program of regulations and incentives designed to put more jobs near housing concentrations, to target growth to Activity Centers and corridors by priority, and to encourage and support Business Improvement Districts in those most committed to achieving the characteristics identified in the above Activity Centers policies.
- 5) Review all development standards and ordinances and identify obstacles to achieving the pedestrian and transit orientation necessary in Activity Centers and in transit corridors; develop modifications which facilitate walking and transit use in areas of suitable land use.
- 6) Identify all funding mechanisms — e.g. Capital Improvement Programs, Metropolitan Transportation Program, Metropolitan Redevelopment Area Funds, a development impact fee system — and their potential as implementation tools and incentives for development of Activity Centers, by priority.

***Boundaries of Activity Centers shown on the Plan map are not official, but merely indicate where non-residential use and/or Zoning meet the edge of residential use and/or Zoning, and where interrelated activities exist within walking distance of one another.**

Table 10: Policy a: TYPES OF ACTIVITY CENTERS

	Neighborhood Activity Center	Community Activity Center	Major Activity Center	Specialty Activity Center	Rural Village Center
Purpose:	Provides for the daily service of convenience goods & personal services for the surrounding neighborhoods. It serves as the social and recreational focal point for the surrounding neighborhoods and is accessible from all surrounding residential developments.	Provides the primary focus for the entire community sub-area with a higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, civic land uses, employment, and the most intense land uses within the community sub-area.	Provides the most highly concentrated locations of commercial, service and employment uses in conjunction with area-wide needs.	Provides locations for unique attractions serving local, regional and statewide needs.	Provides a location for the daily goods and service needs of surrounding rural communities. It should include pedestrian and non-motorized travel amenities such as sidewalks or trails, depending on area character and respecting its history.
Service/Market Area:	<ul style="list-style-type: none"> - ideally up to .5 mile walking distance - serves 15,000 population - in a larger driving service area 	<ul style="list-style-type: none"> - up to 3 miles - serves population of 30,000+ 	<ul style="list-style-type: none"> - serves the entire metropolitan population and beyond 	<ul style="list-style-type: none"> - serves the entire population of the metro area; draws some users from around New Mexico and nationally 	<ul style="list-style-type: none"> - surrounding rural communities
Access: - street designation - modes of travel	<ul style="list-style-type: none"> - located on local or collector streets - least auto dependent - active pedestrian and bicycle connections should be provided to all adjacent neighborhoods, schools, and parks - convenient transit services should be connected with community-wide and regional transit development 	<ul style="list-style-type: none"> - very accessible by automobile - located on minor & major arterial streets - should provide main hub connecting to regional transit system - community-wide trail network should provide access to center - the interior of the center should be very accommodating to the pedestrian, even within the predominantly off-street parking areas 	<ul style="list-style-type: none"> - accessible by all modes of travel, including pedestrians and bikes - located at major roadways and/or major transit stops/transfer points - served by on street and off-street parking; structures encouraged - major street intersections designed to facilitate pedestrian - transit connections 	<ul style="list-style-type: none"> - accessible by all modes of travel, depending on nature of uses - located on or easily accessible to major roadways - served mainly by off-street parking 	<ul style="list-style-type: none"> - accessible by vehicle, located on an arterial street - should afford opportunity to walk safely from one use to another, proximate use on same side of roadway - pedestrian and non-motorized travel amenities
Land Uses:	<p>Core Area: 5-15 acres</p> <ul style="list-style-type: none"> - minimum noxious impacts to sensitive adjacent uses <p>EXAMPLE OF TYPICAL USES:</p> <ul style="list-style-type: none"> - convenience grocery, dry cleaners, gift shop, deli - public and quasi-public uses (branch library, post office, police, fire, etc.) - garden offices - Neighborhood Service Area - daycare center - apartments, townhouses, patio homes and shop houses - elementary school 	<p>Core Area: 15-16 acres + adjacent contributing uses</p> <ul style="list-style-type: none"> - limited floor area per building <p>EXAMPLE OF TYPICAL USES:</p> <ul style="list-style-type: none"> - low-rise office - public & quasi-public uses (e.g. post office, library) - entertainment (restaurants, theaters, etc.) - hotel/motel - shelter care - medical facilities - education facilities - large religious institutions - medium density residential - middle/high school - senior housing - community or senior center - park-and-ride facility under certain conditions 	<p>Area: 300 acres or more</p> <ul style="list-style-type: none"> - land uses typical in modern commercial, office, and technology centers, including medium to high density residential in sensitive relationship to employment - transition from intense core to surrounding residential neighborhoods <p>EXAMPLE OF USES:</p> <ul style="list-style-type: none"> - mid & high rise office - hotels - major cultural, entertainment uses - regional & corporate offices - retail; service - technology/light manufacturing - higher education facilities - public & quasi-public uses - medium to high density residential 	<p>Area: Up to several hundred acres, depending on nature of uses</p> <p>EXAMPLES OF USES:</p> <ul style="list-style-type: none"> - unique, large-scale recreational attractions - major air transportation hub - supporting retail and service uses (e.g. restaurants gift shops, administrative offices) 	<p>Area: several acres, depending on use/mix</p> <p>EXAMPLES OF USES:</p> <ul style="list-style-type: none"> - grocery - service station - post office or other civic use - restaurant - office - retail and service uses - residential
Scale: a. platting b. buildings (size, massing, height, intensity, setbacks) c. parking d. pedestrian amenities	<p>a. walkable from one side to another; fine grain/small parcels</p> <p>b. 1-2 story; small buildings close or touching each other, is transparent; windows toward street buildings oriented to street</p> <p>c. on-street parking is encouraged; "teaser" parking; park once; bicycle parking is required</p> <p>d. intimate outdoor seating should be provided by individual businesses for informal gathering (depends on business) at or near pedestrian paths/sidewalks</p>	<p>a. Some larger parcels, but heavily punctuated with fine grain, smaller parcels; very walkable</p> <p>b. 2-3 story; moderate floor area ratios (.3 to 1.0); connections between buildings and to sidewalks; more than one façade; buildings separate off-street parking from the street</p> <p>c. predominantly off-street parking; site circulation plan is important to avoid conflict between pedestrian and auto; parking in lots or structures; pedestrian paths between parking & bldg.; bicycle parking is encouraged</p> <p>d. public plaza/open space should be provided</p>	<p>a. mixed small and large parcels</p> <p>b. 3 story and higher; floor area ratios of 1.0 and larger; connections between buildings and to sidewalks; buildings close or touching in more urban of centers</p> <p>c. on-street and off-street parking; opportunity for park-and-ride; structured parking encouraged</p> <p>d. larger scale plazas and paths; greater opportunity for public-private partnership in creating public spaces</p>	<p>a. typically one large parcel, but may be broken up by multiple buildings</p> <p>b. buildings and related facilities may be of any height, appropriate to use and size</p> <p>c. predominantly off-street surface parking; site circulation plan should avert conflict between pedestrian movement and vehicles</p> <p>d. interior of center should be very accommodating to the pedestrian, even within off-street parking areas</p>	<p>a. platting varies with use</p> <p>b. 1-2 story buildings in scale with surrounding rural character & market</p> <p>c. off-street parking per use; might be shared</p> <p>d. should afford opportunity for pedestrians to walk from one use to another, especially when on same side of highway</p>

Policy b

Net densities above 30 dwelling units per acre should generally be within Major Activity Centers; lower net densities in areas surrounding all types of Activity Centers will serve as a transition to residential neighborhoods.

Policy c

Structures whose height, mass or volume would be significantly larger than any others in their surroundings shall be located only in Major Activity Centers to provide for visual variety and functional diversity in the metropolitan area while preserving pleasing vistas and solar access.

Policy d

Size, functional diversity, and supporting market area are the primary determinants for designation as an Activity Center. Smaller Activity Centers serving surrounding neighborhoods may be developed, but are not designated or mapped.

Policy e

New Activity Centers may be designated and added to the Comprehensive Plan through local government review and approval based upon the following criteria:

- **The proposed Activity Center's potential for shaping the built environment, consistent with policies of the Comprehensive Plan.**
- **Market potential for concentrating activities to higher than average intensities, and potential for promoting infill of vacant land inside the existing urban services boundary.**
- **Appropriateness of the proposed Activity Center, including location relative to the market area and access/connections including transit service potential.**
- **Fiscal impact of the proposed Activity Center on City government and the private sector.**
- **Compatibility of the proposed Activity Center with surrounding neighborhoods.**
- **Capacity and availability of public services such as transportation, water, and sewer systems to support the Activity Center as proposed.**
- **Environmental impact of the proposed Activity Center.**

Policy f

The most intense uses in Activity Centers shall be located away from nearby low-density residential development and shall be buffered from those residential uses by a transition area of less intensive development.

Policy g

Activity Center locations shown on a Comprehensive Plan map, and their predominate uses in accordance with their unique roles and expected needs of the community, shall be developed in accordance with more specific sub-area planning efforts.

Policy h

Changing zoning to commercial, industrial or office uses for areas outside the designated Activity Centers is discouraged.

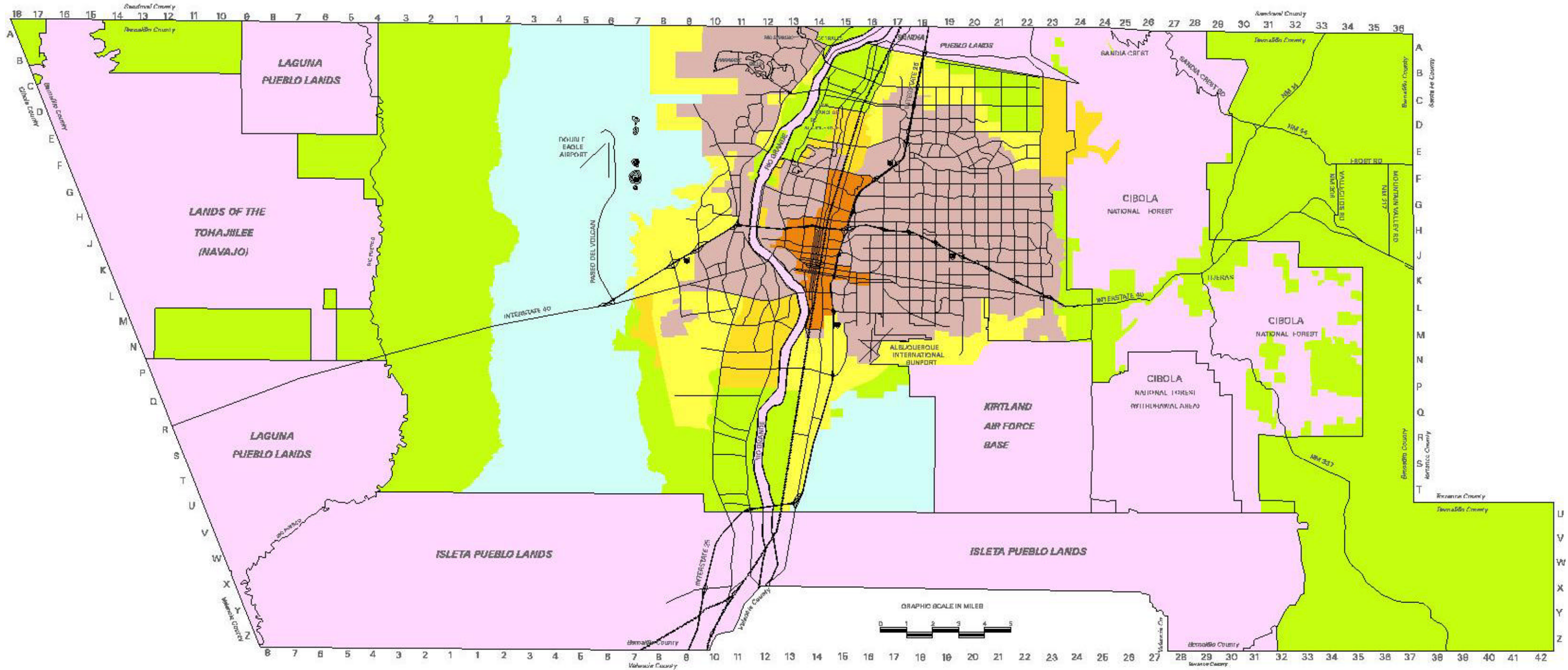
Policy i

Multi-unit housing is an appropriate use in Neighborhood, Community and Major Activity Centers.

Policy j

The City will structure capital expenditures and land use regulations in support of creating multi-use Activity Centers, and will promote ongoing public/private cooperation necessary for private market conditions that support the development and functioning of Activity Centers.

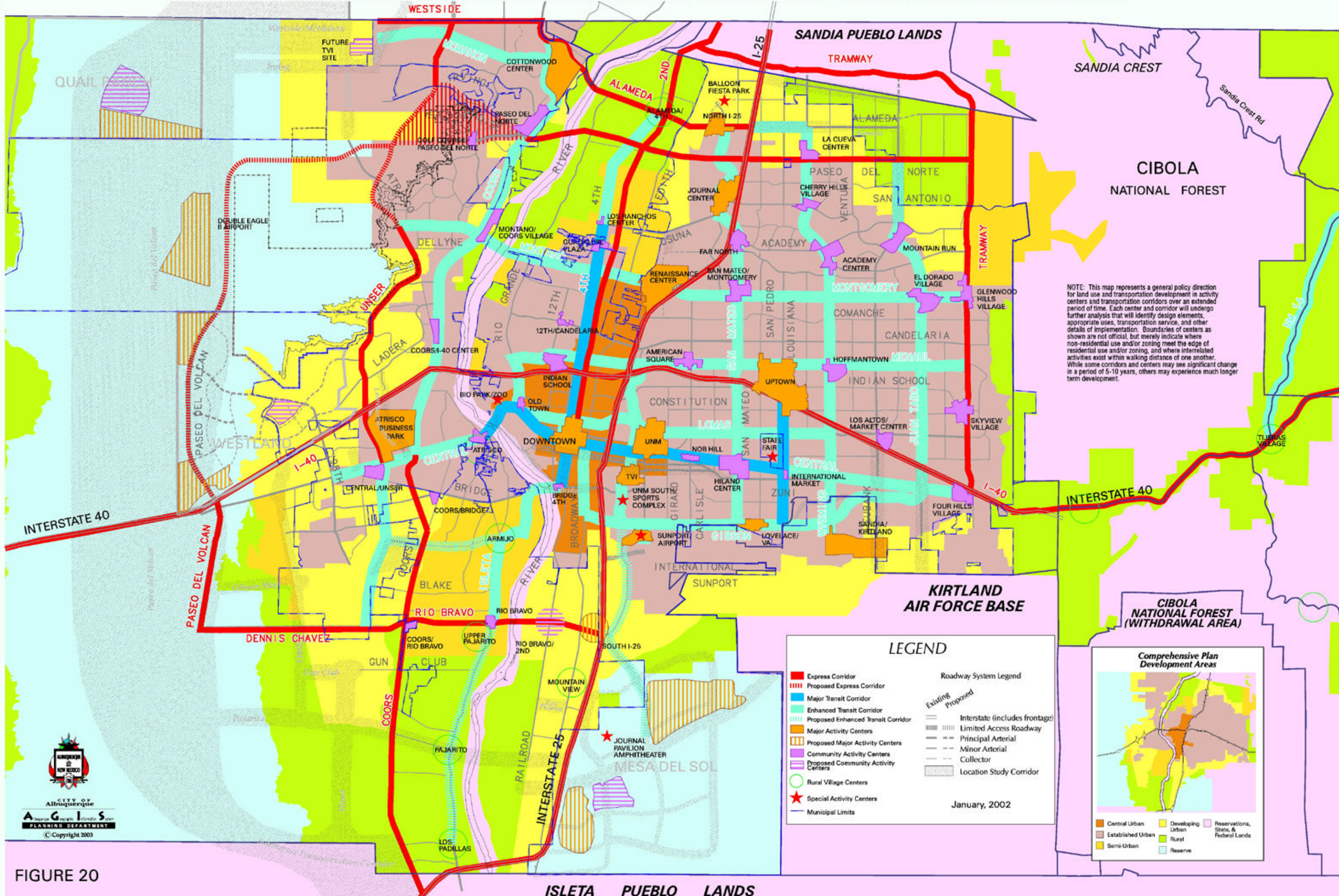
DEVELOPMENT AREAS



- | | | | |
|---|--|---|---|
| Central Urban | Semi-Urban | Rural | Reservations, State, & Federal Lands |
| Established Urban | Developing Urban | Reserve | |

FIGURE 21

DEVELOPMENT AREAS WITH ACTIVITY CENTERS AND TRANSPORTATION CORRIDORS



NOTE: This map represents a general policy direction for land use and transportation development in activity centers and transportation corridors over an extended period of time. Each center and corridor will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation. Boundaries of centers as shown are not official, but merely indicate where non-residential use and/or zoning meet the edge of residential use and/or zoning, and where interrelated activities exist within walking distance of one another. While some corridors and centers may see significant change in a period of 5-10 years, others may experience much longer term development.

FIGURE 20



C. ENVIRONMENTAL PROTECTION AND HERITAGE CONSERVATION

1. AIR QUALITY

The **Goal** is to improve air quality to safeguard public health and enhance the quality of life.

Policy a

Air quality shall be improved through the enforcement of air quality standards to safeguard public health and welfare.

Possible Techniques

- 1) Request the Air Pollution Control Division and the Albuquerque/Bernalillo County Air Quality Control Board to review and revise emissions standards where necessary.
- 2) Continue developing a comprehensive air quality monitoring network to determine if standards are being attained and to assess growth impacts on air quality.

Policy b

Automobile travel's adverse effects on air quality shall be reduced through a balanced land use/transportation system that promotes the efficient placement of housing, employment and services.

Possible Techniques

- 1) Improve coordination between transportation, land use and facility planning.
- 2) Encourage mixed use and infill development, where appropriate, which integrates residential, commercial and industrial uses for a better employment-housing balance.
- 3) Develop performance standards using local air quality criteria and modeling, to minimize development's adverse effects upon air quality.
- 4) Include air quality as a consideration in site development review.
- 5) Require traffic and air quality analyses for rank three and large development site plans to identify potential air quality problems and mitigation measures.
- 6) Stage development to match the road network and transit system capacity.
- 7) Develop guidelines to identify plans and projects requiring air quality impact analyses.
- 8) Reduce traffic generation by minimizing travel distance to work and maximizing public transit or industry sponsored transportation.

Policy c

Traffic engineering techniques shall be improved to permit achievement and maintenance of smooth traffic flow at steady, moderate speeds.

Possible Techniques

- 1) Expand the City's synchronized, computer controlled traffic signal system.
- 2) Post speed limits for smooth traffic flow in areas having computer synchronized lights.
- 3) Undertake special traffic circulation improvement programs in areas of heavy traffic concentration.
- 4) Continue to coordinate traffic flow improvement programs through the urban transportation planning process.
- 5) Require analysis for traffic effects upon streets and major intersections.
- 6) Reduce off-street parking requirements in Activity Centers and in other areas adequately served by transit.

Policy d

Air quality shall be protected by providing a balanced circulation system that encourages mass transit use and alternative means of transportation while providing sufficient roadway capacity to meet mobility and access needs.

Possible Techniques

- 1) Continue to encourage use of park and ride facilities, car/vanpools and other paratransit alternatives through employee and employer education, media publicity, higher parking rates, and reduced parking requirements.
- 2) Encourage public and private employers to adopt staggered work hours and/or compressed work weeks where feasible.
- 3) Develop a transportation systems management plan requiring all major development to mitigate adverse traffic and air quality effects by incorporating trip reduction measures into all development plans.
- 4) Encourage bicycle use for commuter and shopping trips as well as for recreation.

Policy e

Motor vehicle emissions and their adverse effects shall be minimized.

Possible Techniques

- 1) Establish appropriate emission standards by model year groupings for gasoline powered vehicles of 10,000 lbs. or less gross vehicle weight and require these vehicles to pass an emissions test every other year.
- 2) Enforce the vehicle idling ordinance and regulate, through the Zoning Ordinance, drive through uses that encourage vehicle idling.
- 3) Sample and monitor the lead content in unleaded gasoline distributed in Bernalillo County until leaded gasoline is phased out.

Policy f

Hydrocarbon emissions from gasoline handling processes shall be minimized.

Possible Techniques

- 1) Require installation of vapor recovery systems on all gasoline facilities in Bernalillo County when pollution levels, as determined by ambient air monitoring, warrant additional regulation.

Policy g

Pollution from particulates shall be minimized.

Possible Techniques

- 1) Request the Air Pollution Control Division and the Albuquerque/Bernalillo County Air Quality Control Board review and revise, where necessary, the local standards for airborne particulate matter.
- 2) Establish special districts to treat or pave existing unpaved roads. Finance special districts through community development block grants, tax increment financing, general revenue sharing or other funding mechanisms.
- 3) Use vegetation, landscaping and other erosion control techniques to minimize dust emissions especially from construction sites.
- 4) Modify the Development Process Manual to expand requirements for top soil disturbance permits and dust control plans for excavations greater than 3/4 acre; monitor and strictly enforce the existing regulations regarding airborne particulates.

- 5) Develop a smoking vehicle ordinance to address both diesel and gasoline powered vehicles.
- 6) Request the Air Pollution Control Division and the Albuquerque/Bernalillo County Air Quality Control Board develop and adopt certification standards for new low emission wood stoves and regulations to control the sale and installation of non-conforming woodburning devices.
- 7) Develop a residential wood burning strategy to regulate construction or installation of new woodburning devices.
- 8) Encourage installation of catalytic retrofits for existing woodburning devices and investigate incentives to encourage new construction or remodeling without fireplaces or wood stoves.
- 9) Intensify enforcement efforts to prevent open burning of trash and use of incinerators.

Policy h

During air stagnation episodes, activities which contribute to air pollution shall be reduced to the lowest level possible.

Possible Techniques

- 1) Use visual displays and media announcements to elicit public cooperation in reducing use of vehicles and woodburning devices.
- 2) Develop guidelines to issue air pollution alerts which request limited use of residential fireplace and wood stove burning during air stagnation episodes.
- 3) Update the Emergency Action Plan.

Policy i

Air quality considerations shall be integrated into zoning and land use decisions to prevent new air quality/land use conflicts.

Possible Techniques

- 1) Prevent land use/air quality conflicts by using industrial revenue bonds, annexation, utility extension, industrial zoning, and manpower recruitment and training programs to assist locating industry to appropriate areas.
- 2) Develop a location policy to minimize air quality impacts of traffic and industrial sources on sensitive land uses such as residences; achieve through the Zoning Code.

Policy j

Levels of indoor pollution shall be reduced.

Possible Techniques

- 1) Inform the public about indoor pollutants, assist in monitoring them.

Policy k

Citizens shall be protected from toxic air emissions.

Possible Techniques

- 1) Develop an air toxics program to inventory existing sources of toxic emissions and assess the air quality effects of existing and future industries.

2. WATER QUALITY*

The Goal is to maintain a dependable, quality supply of water for the urbanized area's needs.

Policy a

Minimize the potential for contaminants to enter the community water supply.

Possible Techniques

- 1) Investigate the need for treatment and adopt any appropriate treatment techniques to remove hazardous substances from drinking water; increase the cost of water, if necessary, to install treatment capabilities.
- 2) Systematically monitor and analyze groundwater for contaminants at various locations and depths in the aquifer.
- 3) Develop and implement a leak detection monitoring and installation program for underground storage tanks, in cooperation with the State Environmental Improvement Division.
- 4) Develop and implement a program for preventing hazardous substances from entering the aquifer and the water supply system.

Policy b

Water quality degradation resulting from on-site liquid waste disposal systems shall be minimized.

Possible Techniques

- 1) Provide municipal (or community) water and sanitary sewer systems to outlying areas in accordance with other local government policies.
- 2) Water and sanitary sewer systems to outlying areas shall be provided simultaneously to minimize potential adverse effects upon shallow groundwater.
- 3) Ensure the installation of adequate waste treatment facilities where the municipal system is not available. Monitor installation or expansion by:
 - improving coordination among agencies which issue permits for private wells and individual liquid waste disposal systems.
 - continuing to permit installation of on-site waste disposal systems only in areas which meet or exceed minimum requirements as defined in the State Environmental Improvement Board's regulations and relevant local ordinances.

***See Appendix F**

- discouraging new residential and industrial development using private wells and on site liquid waste disposal systems in areas of poor water quality and poor liquid waste disposal capacity; require centralized secondary sewage treatment facilities for development in such areas.
- 4) Site any private liquid waste disposal facilities close to master plan lines where feasible, enabling connection to City sanitary sewer lines when they are extended.
- 5) Systematically monitor groundwater at various locations and depths for relevant parameters to identify problem areas.

Policy c

Water quality contamination resulting from solid waste disposal shall be minimized.

Possible Techniques

- 1) Select landfill sites with appropriate geologic and soil characteristics and sufficient clearance to groundwater which will prevent groundwater contamination.
- 2) Use impermeable liners with leachate collection and treatment system in landfills which lack adequate natural groundwater protection.
- 3) Establish a groundwater monitoring program at landfills to permit the early detection of any groundwater degradation which may occur.
- 4) Minimize storm water runoff into and out of landfill sites.
- 5) Inspect sanitary landfill sites for proper management.
- 6) Prevent illegal dumping.
- 7) Develop alternatives to land disposal of solid waste.
- 8) Site future landfills away from drainage channels and natural water courses.
- 9) Prevent the disposal of hazardous waste in municipal or County solid waste landfills.

Policy d

Water quality management plans shall be coordinated to assure Bernalillo County's citizens receive adequate water quantity and quality that meets essential needs.

Possible Techniques

- 1) Establish and maintain mechanisms for coordination.

Policy e

Provide greater emphasis on a total systems approach to water as a valuable resource.

Possible Techniques

- 1) Continue development of the Comprehensive Groundwater Resource Management Program.
- 2) Investigate a regional approach to water supply and treatment.

3. SOLID WASTE

The Goal is an economical and environmentally sound method of solid waste disposal which utilizes the energy content and material value of municipal solid waste.

Policy a

Planning and implementation of more efficient and economical methods of solid waste collection shall be continued.

Possible Techniques

- 1) Continue investigating and using up-to-date equipment and collection methods.
- 2) Encourage designs utilizing advanced waste collection technology (e.g. hydraulic or collection tube systems).
- 3) Investigate possible privatization of refuse collection.

Policy b

Encourage solid waste recycling systems which reduce the volume of waste while converting portions of the waste stream to useful products and/or energy.

Possible Techniques

- 1) Encourage marketing of containers which are biodegradable or recyclable; support legislation which prohibits distribution and sale of beverages in non-recyclable cans or non-returnable bottles.
- 2) Undertake educational programs promoting voluntary collection of recyclable items (e.g. bottles, cans and paper); educate consumers to accept products made from reclaimed material.
- 3) Continue efforts towards joint public/private ventures for the collection of recyclable items such as bottles, cans and paper.
- 4) Encourage business to take a more active role in recycling and cogeneration techniques (e.g. seeking means of useful disposal or conversion of dairy and feedlot wastes and automobile hulks).
- 5) Periodically evaluate the feasibility of a recovery plant to reutilize valuable materials from municipal solid waste and to generate energy for local use or sale.

Policy c

Illegal dumping shall be minimized.

Possible Techniques

- 1) Continue efforts to educate the public concerning their responsibility for correct solid waste disposal and publicize the locations of legal landfill sites.
- 2) Locate and document significant illegal dumping sites; clean up and close the areas through owner notification, posting of “no dumping” signs, and berming or fencing to deny access.
- 3) Increase surveillance and enforcement; continue option of municipal clean-up as a penalty.
- 4) Continue patrol public open space to prevent illegal dumping.
- 5) Investigate the use of residential solid waste transfer stations between areas of population and landfills.
- 6) Enforce controls against poorly secured waste or construction materials during transportation and encourage stronger offender penalties.

Policy d

The potential for water and air pollution from regional landfills shall be minimized.

Possible Techniques

- 1) Select any additional sites which will not contaminate groundwater. Sites will have geologic and soil characteristics and adequate depth to groundwater which will minimize development or percolation of leachate. Where existing landfill sites do not have adequate natural protection against groundwater contamination, use impermeable liners, leachate collection and treatment systems, and groundwater monitoring well networks.
- 2) Continue to prevent surface water runoff into landfill sites.
- 3) Pave roads to landfill sites.
- 4) Establish a groundwater monitoring program at all landfills which includes the installation of monitoring wells.

Policy e

Landfills shall be designed and engineered in accordance with their ultimate use, improving the land's open space or reuse potential where needed and appropriate.

Possible Techniques

- 1) Improve coordination between landfill site selection and city-wide land use planning.
- 2) Use compaction techniques compatible with future planned land use.

Policy f

Continue development of a program for managing hazardous waste generated by households and conditionally exempt small quantity generators.

Possible Techniques

- 1) Develop a comprehensive, long-range waste management plan for collecting, transporting, storing, disposing, and recycling household hazardous wastes in an environmentally sound and fiscally responsible manner.

4. NOISE

The Goal is to protect the public health and welfare and enhance the quality of life by reducing noise and by preventing new land use/noise conflicts.

Policy a

Noise considerations shall be integrated into the planning process so that future noise/land use conflicts are prevented.

Possible Techniques

- 1) Develop zoning standards to regulate the distance between of noise producing activities and noise sensitive land uses.
- 2) Where feasible, include noise mitigation measures in the construction of new and/or reconstructed roadways when noise sensitive land uses will be affected.
- 3) Utilize non-noise sensitive land uses to separate sensitive uses.
- 4) Adopt land use compatibility guidelines that establish standards for all types of noise producing and noise sensitive developments.
- 5) Require noise impact analyses for all new development with noise-sensitive land uses.
- 6) Include noise mitigation measures for all noise-sensitive and residential uses adjacent to current or proposed arterial streets.
- 7) Consider noise/land use conflicts in redevelopment processes.

Policy b

Construction of noise sensitive land uses near existing noise sources shall include strategies to minimize adverse noise effects.

Possible Techniques

- 1) Use zoning to guide compatible land uses within aircraft noise zones.
- 2) Where commercial development is located adjacent to residential land uses, effectively locate, shield, or design mechanical equipment to ensure that sound levels do not exceed those allowed by the Noise Control Ordinance.
- 3) Employ open space buffers, berms and barriers.
- 4) Guide new building construction and orientation so as to minimize the effects from noise producing sources.
- 5) Include noise mitigation measures in all new noise sensitive development located adjacent to existing or planned arterial roadways.
- 6) Include airport noise contours described in the Airport Systems Plan in the zone atlas.
- 7) Make information available to apprise potential buyers and tenants of affected properties as to the presence of aircraft noise and its meaning with regard to existing or proposed land uses.

5. HISTORIC RESOURCES

The **Goal** is to protect, reuse, or enhance significant historic districts and buildings .

Policy a

Efforts to provide incentives for the protection of significant districts and buildings shall be continued and expanded.

Possible Techniques

- 1) Develop technical and financial assistance to preserve designated historic districts and buildings.
- 2) Examine legal and financial incentives to facilitate designation and protection of historic districts, structures, and sites.
- 3) Amend City and County ordinances to preserve designated structures.
- 4) Direct public improvements to areas where the rehabilitation of historic districts and structures is proposed.

Policy b

Research, evaluation, and protection of historical and cultural properties in the City and County shall be continued.

Possible Techniques

- 1) Conduct a comprehensive survey to identify additional historically significant districts and structures.
- 2) Nominate historic additional qualifying districts and properties to State and Federal Registers.
- 3) Enact a County ordinance to protect significant historic properties outside the City limits, including possible creation of a County Landmarks Preservation Commission.
- 4) Map the Historic Overlay in qualifying historic districts.

Policy c

Increase public and inter-agency awareness of historic resources and preservation concerns.

Possible Techniques

- 1) Support activities which increase the public's awareness of preservation efforts and historic resources.
- 2) Record officially designated City Landmarks and historic areas on maps and records.
- 3) Assess effects of local government programs and projects on historic properties.
- 4) Consider acquiring historic sites as educational facilities.

6. ARCHAEOLOGICAL RESOURCES

The Goal is to identify and manage or acquire significant archaeological and paleontological sites for research, education, economic, and/or recreation use.

Policy a

A proactive program for identifying and evaluating archaeological and paleontological sites and items in the metropolitan area shall be undertaken.

Possible Techniques

- 1) Conduct a comprehensive survey to identify archaeological and paleontological sites in advance of development.
- 2) Initiate under an appropriate local government agency, a site management program with adequate staff and management capacity.
- 3) Form an advisory committee to advise staff and policy makers.
- 4) Require archaeological clearance surveys in identified areas proposed for development.
- 5) Develop and periodically review guidelines for determining archaeological and paleontological site significance.

Policy b

Appropriate treatment of significant sites and remedies for those that cannot be preserved shall be determined.

Possible Techniques

- 1) Develop special archaeological overlay zoning or use Historic Overlay zoning for significant sites.
- 2) Pursue inter-governmental cooperation at the City, County, State, Tribal and Federal levels.
- 3) Establish a local repository for survey, testing, and excavation records for artifacts removed from sites in the City/County area.
- 4) Acquire significant sites and items through public and private efforts to prevent loss.
- 5) Request the oversight committee to review proposed site acquisitions and make recommendations to the City and County.
- 6) Develop incentives for private owners to preserve sites and encourage site donation to the City and County.

Policy c

Public understanding of and appreciation for the area's archaeological and paleontological past shall be promoted.

Possible Techniques

- 1) Develop deeper support for the Albuquerque Museum and other local and regional museums and educational institutions to facilitate student utilization of archaeological and paleontological interpretive sites.
- 2) Encourage public involvement in the site management program.
- 3) Develop a publication program oriented toward the general public.
- 4) Acquire sites as parks, research preserves, and historic interest areas.

7. CULTURAL TRADITIONS AND THE ARTS

The Goal is to emphasize and support unique cultural traditions and arts as viable components of the community's well-being.

Policy a

Programs which contribute to the greater understanding of area history and ethnic traditions shall be encouraged.

Possible Techniques

- 1) Promote museum exhibits in local community centers.
- 2) Promote ethnohistorical site acquisition and development of interpretive facilities.
- 3) Improve identification of historic districts and sites.
- 4) Support the organization of tours in historic districts.

Policy b

Participation and attendance at traditional community observances and activities shall be encouraged as appropriate.

Policy c

Coordination and promotion of the arts in the metropolitan area shall be supported.

Possible Techniques

- 1) Coordinate and promote cultural resources and arts activities.
- 2) Form a commission to develop a comprehensive cultural activities program.
- 3) Develop multi-use performing arts facilities.
- 4) Determine the needs and criteria for portable, performing arts staging that can be used throughout the community.
- 5) Develop an "arts-in-schools" program.
- 6) Explore the formation of a coalition to support the visual and performing arts.
- 7) Support small neighborhood cultural events throughout the City and the County.
- 8) Request the Albuquerque Museum sponsor more local art shows and exhibits, culminating in an annual juried contemporary craft show.

8. DEVELOPED LANDSCAPE

The **Goal** is to maintain and improve the natural and the developed landscapes' quality.

Policy a

The natural and visual environment, particularly features unique to Albuquerque, shall be respected as a significant determinant in development decisions.

Possible Techniques

- 1) Conduct an inventory of important visual, environmental, and climatic resources affecting design considerations.
- 2) Adopt environmentally-based development standards for use in the subdivision, zoning, and site plan approval processes which encourage solutions which are not limited to engineering effectiveness.
- 3) Review development applications for the references to project design qualities.
- 4) Design public facilities (including buildings, parks, plazas, utilities, bridges, streets, stadiums, and airports) with respect for environmental and visual factors.
- 5) Certify compliance with the Sidewalk Ordinance prohibiting placement of incidental structures which block sidewalks in existing and new development.

Policy b

Public facilities (including buildings, parks, plazas, utilities, bridges, streets, stadiums, and airports) shall be designed to realize opportunities for City/County beautification.

Possible Techniques

- 1) Utilize an inventory of visual, environmental, and climatic resources in determining area and sector plan policies.
- 2) Adopt qualitative standards for development and design of public facilities.
- 3) Investigate interagency and intergovernmental arrangements to initiate a design review process and qualitative standards for the planning, design, and construction of public buildings and spaces.
- 4) Adopt landscape standards for street medians, rights-of-way, and other public use/open areas.

Policy c

Incidental structures such as signs, guywires, poles, fireplugs, street furniture and overhead utility wires shall be designed for minimal visual intrusion and mobility impediment to pedestrians.

Possible Techniques

- 1) Amend of the City and County Zoning and Subdivision Ordinances to improve pedestrian mobility.
- 2) Work with utility companies and other responsible agencies to develop improvement districts (or other workable means) for burying existing overhead electrical distribution lines.
- 3) Revise Zoning Ordinance sign regulations to equitably reduce number and visual intrusion of signs along major streets.
- 4) Develop and enforce specifications to coordinate the placement of visually pleasing street furniture, utility poles, and fire hydrants, within the public right-of-way in locations which do not conflict with pedestrian mobility.

Policy d

Landscaping shall be encouraged within public and private rights-of-way to control water erosion and dust, and create a pleasing visual environment; native vegetation should be used where appropriate.

Possible Techniques

- 1) Specify vegetation within right-of-way development in design of new streets.
- 2) Investigate street design that naturally irrigates vegetation.
- 3) Review and update relevant City legislation to promote high-quality street landscaping.
- 4) Plant native trees along the recreational trail and open space system, utilizing natural irrigation along arroyos and irrigation ditches.
- 5) Provide incentives for developers to landscape and maintain medians adjacent to new development.
- 6) Use plants with low water requirements and which cause minimal allergic response.

Policy e

In highly scenic areas, development design and materials shall be in harmony with the landscape. Building siting shall minimize alteration of existing vegetation and topography and minimize visibility of structures in scenic vista areas.

Possible Techniques

- 1) Identify and designate scenic areas.
- 2) Map an overlay zone to establish specific design and siting criteria for scenic areas.
- 3) Review site plans within scenic areas for consistency with design criteria.
- 4) Encourage developer use of private covenants.

9. COMMUNITY IDENTITY AND URBAN DESIGN

The **Goal** is to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.

Policy a

The City and County differentiate into thirteen sub-areas as shown on the Community Areas map; the unique character and constituent neighborhoods of each area identified on the Community Areas map shall be respected in all planning and development actions.

Policy b

In each Community Area, strategic planning, neighborhood planning, development and redevelopment shall be evaluated in light of its relationship to and effect upon the following:

- 1) **The natural environment**
 - Indigenous vegetation and other materials appropriate to landscapes.
 - Topography and landscape features such as arroyos, the Rio Grande and bosque, the foothills, and escarpments
 - Soils and erosion potential
 - Colors and textures of the natural environment
 - Views

- 2) **Built environment**
 - Height and massing of buildings
 - Setbacks from the street
 - Placement of entrances and windows
 - Walls and fences
 - Parking areas design and relationship to buildings
 - Road widths, sidewalks, curb cuts, medians
 - Grain of streets/size of parcels
 - Patterns of movement (e.g. pedestrian connections, access to transportation/transit)
 - Street furniture (e.g. bus stops, street lights, signs)
 - Landscaping materials, both planting and hardscape
 - Public infrastructure (e.g. drainage facilities, bridges)
 - Social interaction opportunities
 - Relationship between built and natural environment

- 3) **Local history**
 - Architectural styles and traditions
 - Current and historic significance to Albuquerque
 - Historic plazas and other Activity Centers

- 4) **Culture and traditions**
- Cultural characteristics of residents
 - Community celebrations and events

Policy c

The identity and cohesiveness of each community shall be strengthened through identification and enhancement of community Activity Centers that have a scale, mix of uses, design character, and location appropriate to the unique character of the community. (See also policies under “Activity Centers”)

Policy d

Development projects within Community Activity Centers should contribute the following:

1. Related land uses that effectively encourage walking trips from one destination to another within the center, including shopping, schools, parks or plazas, employment, entertainment, and civic uses such as public libraries, recreation or senior centers, post office or fire station.
2. Pedestrian linkages among uses in the Activity Center and connecting to surrounding neighborhoods.
3. Buildings designed and arranged to reflect local architectural traditions, scale, height, massing and setbacks appropriate to the community served by the Activity Center and that support public transit and pedestrian activity.
4. Landscaping, street furniture, public art, colored or textured paving and other improvements to the public realm that reinforce the cultural, social and design traditions of the community served by the Activity Center.

Policy e

Roadway corridors (collectors, arterials, Enhanced Transit and Major Transit) within each community and that connect the community’s Activity Centers shall be designed and developed to reinforce the community’s unique identity; streetscape improvements to these roadways shall be designed to:

- minimize water use
- screen parking areas
- create useful and attractive signage and building facades
- facilitate walking safety and convenience

D. COMMUNITY RESOURCE MANAGEMENT

1. SERVICE PROVISION

The **Goal** is to develop and manage use of public services/facilities in an efficient and equitable manner and in accordance with other land use planning policies.

Policy a

Rank two facilities plans for water, sewer, transportation, and drainage shall reflect the regional nature of these systems and the need for long range analysis.

Policy b

Capital spending priorities for the City and County shall be consistent with the land use goals and policies of the Comprehensive Plan.

Policy c

The existing public service area should be highest priority for service, capacity, use, maintenance, and rehabilitation.

Possible Techniques

- 1) Provide public services to adjacent jurisdictions only where approved by the Mayor and the City Council.
- 2) Review utility extensions and expansions for compliance with Plan policies.
- 3) Provide public services to encourage and reinforce development location policies.

Policy d

Public service expansion costs, benefits, and effects should be evaluated and balanced between new service recipients, existing users and the community at large.

Possible Techniques

- 1) Review zone map amendment requests to ensure consistency with plans and service level performance standards.
- 2) Evaluate public service provision costs for proposed development within the non-contiguous portions of the Developing Urban and the Reserve areas relative to costs in the Established Urban area.
- 3) Examine use of incentives for development within the existing public services areas, such as modifying utility connection fees and graduated system expansion charges.
- 4) Conduct annual monitoring/evaluation of public services levels and impacts of growth on service levels.
- 5) Require compliance with an approved performance schedule for development requests as a condition of approval.

2. WATER MANAGEMENT

The Goal is efficient water management and use.

Policy a

Measures shall be adopted to discourage wasteful water use, such as extensive landscape-water runoff to uncultivated areas.

Possible Techniques

- 1) Enforce landscaping and irrigation requirements of the City and County.
- 2) Design parks over 20 acres to include vegetation with low water requirements.
- 3) Study the costs, benefits, and impacts of adjusting water rates to encourage conservation.
- 4) Revise City and County development regulations to encourage or require recycling and conservation devices in new development.
- 5) Require water conservation devices in new construction.

Policy b

Maximum absorption of precipitation shall be encouraged through retention of natural arroyos and other means of runoff conservation within the context of overall water resource management.

Possible Techniques

- 1) Utilize on-site water detention and infiltration facilities in new development where feasible.
- 2) Certify compliance with detailed storm run off plans for new development.
- 3) Require regular maintenance and removal of sediment and debris from surface water retention and infiltration facilities.
- 4) Certify compliance with seeding, planting, and/or rip-rap drainage ordinance guidelines.
- 5) Ensure easements and rights-of-way follow drainage ordinance guidelines.
- 6) Minimize impervious cover in new development.

Policy c

Existing water rights shall be protected and new rights acquired if necessary to accommodate increasing population needs.

Possible Techniques

- 1) Examine use of agreements to transfer vested water rights to the City when agriculture lands are retired to a different use.
- 2) Coordinate water management efforts within the state.
- 3) Oppose inter-basin transfers of water and water rights which reduce water availability to Bernalillo County.
- 4) Investigate City acquisition of water rights associated with annexed properties.

3. ENERGY MANAGEMENT

The Goal is to maintain an adequate, economical supply of energy through energy management techniques and use of alternative and renewable energy sources.

Policy a

Use of energy management techniques shall be encouraged.

Possible Techniques

- 1) Increase public awareness about the importance of energy conservation and demonstrate cost-effective and efficient applications of energy management techniques in local government operations and buildings.
- 2) Offer financial or regulatory incentives to developers for meeting building energy performance standards in new construction.
- 3) Apply energy planning techniques and develop an annual energy budget report which would forecast local demand for, and supply of, conventional energy commodities, and which would recommend actions if supply and demand are not balanced. Coordinate with local utilities.
- 4) Encourage energy audits and energy disclosure reports or ratings for residential buildings at the time of sale.
- 5) Investigate financing sources for a low income family home weatherization program.
- 6) Advocate adoption of appliance efficiency standards.
- 7) Encourage lower winter and higher summer building temperatures and adopt lower maximum lighting levels for signs and stores.
- 8) Promote the use of variable electric rates that reflect periods of peak demand; encourage peak-limiting devices and scheduling of major energy-consuming equipment to coincide with off-peak periods.
- 9) Promote the use of single metering for apartments in an equitable manner.
- 10) Promote public awards programs for energy management efforts.
- 11) Certify compliance with the Life Cycle Cost Analysis Ordinance which applies to all municipal structures built which consume energy.
- 12) Convert street lights to the most efficient lighting method.

Policy b

Efficient and economic use of alternative and renewable energy sources such as solar, wind, solid and liquid waste, and geothermal supplies shall be encouraged.

Possible Techniques

- 1) Advocate a low-cost Federal, State or local program for the purchase of residential solar water heating equipment through bonds or other financial incentives.
- 2) Consider augmenting conventional energy sources for the municipal water system with alternative energy sources.
- 3) Consider development of a recovery plant to produce energy from municipal waste.
- 4) Advocate equitable utility “buy back” rates for small power producers.
- 5) Demonstrate use of alternative energy sources in local government projects and buildings.
- 6) Investigate use of “energy performance standards” which prescribe annual consumption levels of purchased energy but provide flexibility in meeting those standards.

Policy c

Land use planning that will maximize potential for efficient use of alternative and renewable energy sources shall be undertaken.

Possible Techniques

- 1) Certify compliance with the solar access provisions of the City Zoning Code and the City Subdivision Ordinance.
- 2) Consider adopting geothermal overlay zoning to encourage use of energy in known geothermal resource areas of the west mesa.
- 3) Encourage planned unit developments and clustered housing to enable replacement of individual systems with a single or coordinated community energy system.
- 4) Encourage housing design and orientation to enable each unit to take advantage of solar energy, wind shelter, and other microclimatic characteristics.
- 5) Encourage use of vegetation to maximize natural shading and cooling in summer and allow penetration of sun for solar heating in winter.

Policy d

A transportation system that is more energy efficient shall be developed. In particular, promote:

- **a variety of transportation modes including expansion of transit, paratransit, and railway systems; and**
- **fuel efficiency standards for automobiles.**

Possible Techniques

- 1) Continue to support programs promoting ridesharing concepts such as carpooling, vanpooling, and other efficient transportation, by means such as exclusive lanes, preferential parking, park-and-ride lots, and auto-restricted zones.
- 2) Continue traffic engineering improvements for fuel conservation such as coordinated signals and flashing signal operation, where appropriate.
- 3) Advocate the continuation of Federal legislation setting automobile performance standards for fuel efficiency.
- 4) Continue to promote the development and expansion of mass transit, a bicycle network, and pedestrian improvements. Evaluate alternative transit service options to determine the most cost effective transit solution(s) for Bernalillo County.
- 5) Improve the functional location of employment and services.
- 6) Support use of alternative energy sources for transportation.

Policy e

An emergency energy curtailment plan shall be developed through cooperation between governmental agencies and private utilities.

Possible Techniques

- 1) Develop, with agencies and local energy suppliers, emergency contingency plans for energy shortfall episodes to assure essential energy supplies and quickly reduce energy consumption.
- 2) Consider forming an energy consumers coalition, comprised of major commercial and industrial users of conventional energy, to be served a local means for providing information on energy reduction techniques in times of emergency.
- 3) Update the City's administrative instruction on emergency fuel allocation planning.

4. TRANSPORTATION AND TRANSIT

The Goal is to develop corridors, both streets and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.

Policy a

The following Table presents ideal policy objectives for street design, transit service, and development form consistent with Transportation Corridors and Activity Centers as shown on the Comprehensive Plan's Activity Centers and Transportation Corridors map in the Activity Centers section. Each corridor will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation.

Possible Techniques

- 1) Provide adequate right-of-way and street capacity to meet mobility and access needs.
- 2) Balance the street system by encouraging bicycling, walking, and use of mass transit in and between the Activity Centers.
- 3) Provide high occupancy vehicle lanes on freeways and along heavily travelled arterial streets.

Possible Techniques for Implementing Corridors

- 4) Review the Zoning and other Ordinances for revisions necessary to facilitate private land use development and redevelopment of mixed-use concentrations of housing and employment that supports transit and pedestrian activity.
- 5) Develop prototype plans and integrating mechanisms that illustrate details of ideal land use, site design, neighborhood interface, public right-of-way features, etc. for each type of corridor as defined by Comprehensive Plan policy.
- 6) Form an inter-agency team to devise ways of evaluating private land use intensity change corridor by corridor, which must occur for the City to rebuild arterial streets with Major Transit or Enhanced Transit characteristics.
- 7) In cooperation with the private sector, develop a balanced program of regulations and incentives designed to attract more jobs near housing concentrations, to target growth to corridors by priority, and to encourage and support Business Improvement Districts in those most committed to achieving the characteristics identified in the above corridors policies.

Table 11 Policy a. CORRIDOR POLICIES

Street Design				
Policy Objective	Express	Major Transit	Enhanced Transit	Arterial
Access Control	limited access	full access	some access control	some access control
Peak Hour/LOS/Auto	LOS D or better	LOS D or better. The City may permit a lower LOS at an intersection by substituting transit improvements for auto improvements. A developer may be allowed to substitute transit improvements, employee travel demand strategies, and mixed use developments which lower overall trip generation, in place of auto based improvements in order to mitigate traffic impacts of a development.	LOS D or better. The City may permit a lower LOS at an intersection by substituting transit improvements which facilitate transit vehicles bypassing congestion at the intersection for auto improvements. A developer may be allowed to substitute transit improvements, employee travel demand strategies, and mixed use developments which lower overall trip generation, in place of auto based improvements in order to mitigate traffic impacts of a development.	LOS D or better
Travel Speed	45-55 mph	30-35 mph	35-45 mph	35-45 mph
Signalized Intersections	decel lanes;right turn lanes	transit/emergency vehicle signal preemption; selected lanes for transit; selected right turn lanes	transit/emergency vehicle signal preemption; selected lanes for transit; some right turn lanes	some decel lanes;some right turn lanes
Transit in Outside Lane	shared with auto	dedication of lane concurrent with transit level of service requirement	generally shared with auto, but with exceptions to facilitate transit movement through intersections	shared with auto
On-Street Parking	no	Permissible on case-by-case basis	Permissible on case-by-case basis	Permissible on case-by-case basis
Pedestrian Circulation	pedestrian connections required from development to transit stops and between adjacent developments	maximize pedestrian connections to transit stops, between adjacent developments, and across the street	maximize pedestrian connections to transit stops and between adjacent developments	pedestrian connections required from development to transit stops and between adjacent developments
Sidewalk	trail or sidewalk, minimum 6 feet wide	12 foot wide sidewalk; as little as 6 feet where there are unalterable constraints	6-8 foot wide sidewalk	6 foot wide sidewalk
Sidewalk Setback	8 feet minimum unless right-of-way constrained	4 feet minimum, may be reduced if wider sidewalk is desirable or should be increased with sufficient right-of-way	4 feet minimum, may be reduced if wider sidewalk is desirable or should be increased with sufficient right-of-way	4 feet minimum, should be increased with sufficient right-of-way
Bicycle Circulation	trail preferred; bike lanes possible	alternate routing or bikes, if possible	based on bike plan	based on bike plan

Transit Service				
Policy Objective	Express	Major Transit	Enhanced Transit	Arterial
Bus Service Type	Express rush hour service	Local; some express	Some local; mostly express	Local; some express
Frequencies:Peak Hour	20-30 minutes	5-10 minutes	5-15 minutes local; 15-30 minutes express	15-30 minutes
Frequencies:Off Peak Hour	Express service	10 minutes maximum, except late evening hours	15-30 minutes local; 60 minutes express	20-45 minutes
Target Service Hours	Approximately 6 am to 9 pm	Approximately 5 am to midnight	Approximately 5 am to midnight	Approximately 6 am to 9 pm
Route & Service Commitment	Long term capital commitment	Long term capital commitment	Long term capital commitment	Flexible
Stations/Stops (Capital Commitment)	Enhanced bus stops at activity nodes; park-n-ride with enhanced stops; bus bays	Varies; amenity based on adjacent uses	Weather-protected bus stops	Weather-protected bus stops at select locations
High Capacity Service (community-wide high capacity study)	Not anticipated	Future service possible	Future service possible	Not anticipated

Development Form				
Policy Objective	Express	Major Transit	Enhanced Transit	Arterial
Building Access from Street	Flexible	Provide major entrance from street	Provide an entrance from street	Flexible
Building Setback	Based on zoning ordinance	Minimum setback; setback to provide landscaping or pedestrian activity areas only	Minimum setback; setback to provide landscaping or pedestrian activity areas only	Based on zoning ordinance
Parking Location	Flexible	Separated from the street by the building	Separated from the street by the building or to the side of the building	Flexible
Parking Reductions	10% allowed if transit stop available; shared parking allowed	10% mandatory and up to 25% encouraged; shared parking encouraged	10-20% encouraged; shared parking encouraged	10% encouraged if transit stop available; shared parking allowed
Employment Density Targets for New Development	Flexible	Floor area ratio of 1.0 - 2.0	Floor area ratio of 0.5-1.5	Flexible
Housing Density Targets for New Development	5-12 du/acres (net)	10-35 du/acre (net)	7-30 du/acre (net)	5-20 du/acre (net)
Modal Hierarchy	Autos Transit Bikes Pedestrians	Transit Pedestrians Autos Bikes	Transit & Autos Pedestrians Bikes	Various accommodations of modal needs

NOTE: Not all the above objectives will be implemented throughout the system due to such constraints as right-of-way width, costs of acquisition etc.

- 8) Review all development standards and ordinances and identify obstacles to achieving the pedestrian and transit orientation necessary in transit corridors; develop modifications which facilitate walking and transit use in areas of suitable land use.
- 9) Identify all funding mechanisms — e.g. Capital Improvement Programs, Metropolitan Transportation Program, Metropolitan Redevelopment Area funds, a development impact fee system — and their potential as implementation tools and incentives for development of corridors, by priority.

Policy b

The City will structure capital expenditures and land use regulations in support of creating additional housing and jobs within Major Transit and Enhanced Transit Corridors, and will promote ongoing public/private cooperation necessary to create private market conditions that support intensified development of jobs and housing in these corridors.

Policy c

In order to add to transit ridership, and where it will not destabilize adjacent neighborhoods, additional dwelling units are encouraged close to Major Transit and Enhanced Transit streets.

Policy d

The frequency of driveways along principal and minor arterial streets will be reduced when possible, toward a spacing frequency of one or two drives per 300 feet of frontage on principal arterials, and one or two drives per 200 feet on minor arterials.

Policy e

The architecture of bridge structures, landscaping, planting and public art shall be incorporated into interstate highway engineering designs in cooperation with the State of New Mexico.

Policy f

Transit planning and implementation shall be coordinated among agencies and area jurisdictions, including identification of high capacity corridors for high occupancy vehicles.

Possible Techniques

- 1) Monitoring and update the Transit Development Program at regular intervals.
- 2) Promote public support of additional taxing sources to be used for public transit.
- 3) Continue to examine the application of various multi-modal transportation technologies.
- 4) Maintain transit public awareness program.
- 6) Solicit cooperation from businesses to support employee use of alternative modes.
- 7) Establish the following land use standards to promote transit use in potential high capacity transit corridors:
 - Reserve land for park and ride lots, transit centers, and transit lanes as necessary upon subdivision or site development plan approval;
 - Encourage high density development in Activity Centers and in other high employment areas;
 - Minimize requirements for commercial and office use off-street parking where effective transportation alternatives exist or can be implemented;
 - Revise the City Subdivision Ordinance to provide for dedication of land for park and ride lots and transit (transfer) centers.
- 8) Coordinate efforts by the City and County effort to promote alternative modes.
- 9) Promote City and County cooperation to implement incentives for use of alternative modes.
- 10) Coordinate transit and paratransit services from outlying communities.
- 11) Implement City and County ridesharing programs as models for businesses.

Policy g

Pedestrian opportunities shall be promoted and integrated into development to create safe and pleasant non-motorized travel conditions.

Possible Techniques

- 1) Develop a pedestrian improvement plan to include, but not limited to, the identification of candidate auto-free and auto-restricted areas in appropriate parts of Major Activity Centers (Downtown, possibly Uptown) and Community Activity Centers (Old Town, University neighborhoods).
- 2) Conduct pedestrian studies in areas of heavy pedestrian activity to identify improvements needed for safety, efficiency, capacity, and amenity.
- 3) Construct pedestrian improvements identified in the pedestrian plan. Finance through assessment districts, Tax Increment Financing, and Community Development Block Grants.
- 4) Achieve by subdivision review and by acquisition of rights-of-way.
- 5) Certify compliance with the setback provision of the Sidewalk Ordinance in subdivisions with traditional design orientation.
- 6) Coordinate with City/County Public Works and Parks and Recreation planning.
- 7) Establish fringe parking around pedestrian-oriented areas.
- 8) Encourage home delivery service.
- 9) Improve design provisions and other requirements for barrier-free construction design for the elderly and handicapped.

Policy h

A metropolitan area-wide recreational and commuter bicycle and trail network which emphasizes connections among Activity Centers shall be constructed and promoted.

Possible Techniques

- 1) Implement Bikeway Network with Bikeway Advisory Committee and the annual Transportation Improvement Program
- 2) Coordinate bikeway construction and street improvements; finance through Capital Implementation Program, Federal funding and other available resources.
- 3) Require new subdivision and planned unit developments to dedicate rights-of-way for bikeways, separate from streets where appropriate.
- 4) Require commercial and service centers to make provisions for bicycle access and parking and encourage businesses to support employee use of the bicycle network.
- 5) Incorporate bikeways into the arroyo trail system.
- 6) Provide separation for bikeways and pedestrianways where feasible.
- 7) Provide permanent bike lanes on any new river crossings.
- 8) Assess the feasibility and possible location of an equestrian trail system with an analysis of adjacent land use that will accommodate the boarding of horses.
- 9) Form a City/County trails task force to advise with trail network planning.

Policy i

Street and highway projects shall include paralleling paths and safe crossings for bicycles, pedestrians, and equestrians where appropriate.

Possible Techniques

- 1) Coordinate policy with the Annual Transportation Improvement Program and the Long Range Roadway System Plan, through the urban transportation planning process.
- 2) Certify project consistency with trail plans.

Policy j

For each mode, potential transportation/emergency response hazards such as grade crossings, obsolete street geometry, and inadequate street lighting shall be minimized.

Possible Techniques

- 1) Plan the street system to provide emergency vehicles with direct routes to all parts of the city.
- 2) Plan bicycle and pedestrian paths for accessible law enforcement and for surveillance by area residents.
- 3) Continue emergency response training for hazardous waste transportation accidents.
- 4) Identify and map those streets serving as primary routes for emergency vehicles.
- 5) Design major streets as all-weather facilities, functional during 100-year flood events.

Policy k

In currently developed areas, efficiency of existing arterial streets shall be increased in preference to addition of new freeways.

Possible Techniques

- 1) Improve signalization, median control; consolidate and/or limit access, improve pavement quality, intersection capacity, striping, and channelization of existing arterials and other Transportation System Management (TSM) programs determined effective.
- 2) Coordinate policy with the Transportation Improvement Program and the Long Range Roadway System Plan through the Urban Transportation Planning Process.
- 3) Include Plan goals and policies in street location and improvement studies.
- 4) Maximize potential of all forms of ridesharing (buses, carpools, vanpools, etc.) by providing priority treatment (park and ride lots, special lanes and/or freeway ramps, and priority signalization) and other effective transportation system management actions.
- 5) Apply regional travel demand forecasting techniques in developing a generalized understanding of the benefit/cost values of implementing or expanding ridesharing and other TSM programs.

Policy l

In the newly developing areas, a portion of the street system should focus on arterial roads upon which vehicles encounter few stops.

Possible Techniques

- 1) Coordinate policy with the Transportation Improvement Program and the Long Range Roadway System Plan through the urban transportation planning process.
- 2) Involve all pertinent agencies in roadway location studies to specify routes and design.
- 3) Limit access along arterials where appropriate, consider landscaping, buffering and limiting the speed and type of vehicles allowed.

Policy m

In rural areas, an all-weather circulation system allowing year-round access to existing and planned development shall be established, with construction standards based on a hierarchy of use. Roads should fit the topography of the area traversed as well as the scale of travel needs.

Possible Techniques

- 1) Use Federal road classification system for Rural Areas.
- 2) Discourage widening of rural roads carrying primarily local traffic.
- 3) Investigate alternate width and shoulder requirements for rural roads.

Policy n

Important environmental and cultural resources should continue to be considered in roadway planning, design, and construction to minimize harmful effects and engineering costs of facilities.

Possible Techniques

- 1) Conduct an environmental analysis and prepare environmental documentation including appropriate mitigation techniques for each major transportation project. These techniques may include public acquisition of additional land.

Policy o

Peak hour demands on the circulation system should be decreased.

Possible Techniques

- 1) Develop and implement an areawide transportation demand management program.
- 2) Encourage private business to provide incentives to alternatives to private automobile commuting.
- 3) Promote carpooling, vanpooling, and other transportation alternatives.
- 4) Promote staggered work time and compressed work week in government and private business.
- 5) Improve public transit service, (including express bus commuter service) to major employment centers, to improve effectiveness in terms of travel time and convenience.
- 6) Improve the transit system to facilitate connections among such travel modes as train, inter-city bus, Activity Center circulators, and other paratransit (e.g. van pools).
- 7) Locate higher density development to balance bi-directional peak hours traffic flows on major streets.

Policy p

Efficient, safe access and transfer capability shall be provided between all modes of transportation.

Possible Techniques

- 1) Provide efficient accessibility to multi-modal transfer terminals (e.g. Albuquerque International Airport, University of New Mexico) via interstate and arterial highway system connections with inter-city and intra-city buses, taxis future rail transit and other services.
- 2) Initiate a bus-bike system which transports bicyclists and bicycles.
- 3) Provide bicycle parking facilities such as high security racks or lockers at Activity Centers, selected bus stops or in park-and-ride locations.
- 4) Provide park-and-ride facilities in areas of heavy travel demand.

- 5) Apply regional travel demand forecasting techniques to assess the effectiveness of inducing greater use of existing transportation system capacity through multi-modal usage.
- 6) Establish mode share objectives; monitor mode effectiveness.
- 7) Develop service performance standards for evaluating the need, type and location of connecting transfer facilities.
- 8) Identify multi-modal needs and opportunities for passengers and freight transportation, and design transportation facilities for multi-modal access.
- 9) Continue development of the transit system to facilitate connections among such travel modes as train, inter-city bus, taxis, and para-transit (e.g. van pools).
- 10) Develop a multi-modal transportation center Downtown.

Policy q

Transportation investments should emphasize overall mobility needs and choice among modes in the regional and intra-city movement of people and goals.

Possible Techniques

- 1) Provide adequate street capacity and right-of-way to meet mobility and access needs.
- 2) Improve the effectiveness of the existing street system by encouraging bicycling, walking, and use of mass transit in and between the Activity Centers.
- 3) Consider providing high occupancy vehicle lanes on the Interstate Highways.

5. HOUSING

The Goal is to increase the supply of affordable housing; conserve and improve the quality of housing; ameliorate the problems of homelessness, overcrowding, and displacement of low income residents; and assure against discrimination in the provision of housing.

Policy a

The supply of affordable housing, shall be preserved and increased and the opportunity to obtain standard housing for a reasonable proportion of income assured.

Possible Techniques

- 1) Assess the City's housing inventory to determine the amount and distribution of rental and owner-occupied units affordable to lower income groups, including the homeless; update the study every three years.
- 2) Form a working group composed of representatives from public and private sectors and staffed by the City Department of Family and Community Services to evaluate affordability of housing to all income groups.
- 3) Institute strategies to minimize the displacement of low income people from affordable housing.
- 4) Secure public and private resources, and create a range of incentives to encourage production and wide distribution of all types of affordable housing.
- 5) Investigate innovative financing methods to maintain an adequate supply of low and moderate income housing.
- 6) Monitor the percentage of housing developed with public resources in each census tract and construct assisted housing in those tracts with low percentages (less than 15%).
- 7) Periodically review of the effects of development controls on housing costs.

Policy b

Quality and innovation in new housing design and construction shall be promoted and quality of existing housing improved through concentrated renovation programs in deteriorating neighborhoods.

Possible Techniques

- 1) Monitor the number of substandard housing units. Target housing rehabilitation programs to improve substandard dwellings.
- 2) Use public and private financing and other means to increase the number of rehabilitated substandard housing units.
- 3) Integrate housing rehabilitation programs with neighborhood revitalization programs.
- 4) Improve housing quality by compliance with the Zoning Ordinance and the Housing Code throughout the City; provide adequate financial support for systematic code enforcement.
- 5) Structure an incentive program, aimed at rental and non-rental housing markets, lenders and local government officials, to stimulate renovation of deteriorated and substandard housing.
- 6) Examine amending City and County ordinances to permit zoning bonuses and tax abatement incentives for rehabilitation.
- 7) Revise any City and County ordinances that restrict innovation in new housing design and construction.

Policy c

The displacement of low income households, shall be ameliorated and the objectives of historic preservation and conservation of affordable housing balanced.

Possible Techniques

- 1) Monitor the effects of home improvement and preservation programs on nearby land costs, property values and rents, and conversion to non-residential uses.
- 2) Establish strategies to minimize displacement of low income people from affordable housing by: (1) identifying funding to assist individuals and families whose homelessness has been caused by displacement; and (2) coordinating the work of local government agencies.

Policy d

Availability of a wide distribution of decent housing for all persons regardless of race, color, religion, sex, national origin, ancestry, or handicapped status shall be assured.

Possible Techniques

- 1) Enforce the Human Rights Ordinance provisions that prohibit housing discrimination.
- 2) Provide information on fair housing practices to owners, tenants, lending institutions, and real estate associations through the Public Interest Research Group and housing and lending associations.
- 3) Complete an analysis of housing demographics and use the information to target locations for ordinance enforcement activities and to select sites for new public housing.
- 4) Integrate a fair housing system with other City and County activities aimed at preventing discrimination.

Policy e

Encourage efficiencies in the public development review process and reduce unnecessary construction costs, but balance short-term benefits of delivering less costly housing with long-term benefits of preserving investment in homes and protection of quality of life.

Possible Techniques

- 1) Review administrative rules (e.g., Development Process Manual) periodically for ways of expediting the development review process.
- 2) Disseminate ideas on quality, and efficient land use development.
- 3) Eliminate unnecessary costs or time delays caused by governmental organization or administrative process.
- 4) Keep building codes current with the state of the art; allow or require materials aimed at reducing costs without sacrificing dependability and public safety.

6. ECONOMIC DEVELOPMENT

The **Goal** is to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

Policy a

New employment opportunities which will accommodate a wide range of occupational skills and salary levels shall be encouraged and new jobs located convenient to areas of most need.

Possible Techniques

- 1) Provide incentives to prospective employers through use of municipal industrial revenue bonds, planning activities, utility extensions, and support of recruitment and training services.
- 2) Encourage expansion of export-based business to strengthen the economy.
- 3) Encourage prospective employers willing to hire local residents and able to diversify the employment base.

Policy b

Development of local business enterprises as well as the recruitment of outside firms shall be emphasized.

Possible Techniques

- 1) Offer incentives to local employers to expand the existing employment base.

Policy c

Opportunities for improvement in occupational skills and advancement shall be encouraged.

Possible Techniques

- 1) Support educational institutions offering adult education programs appropriate to the emerging employment base.
- 2) Encourage prospective employers to cooperate in offering training and recruitment programs.
- 3) Provide more efficient distribution of employment information on the unemployed.

Policy d

Tourism shall be promoted.

Possible Techniques

- 1) Promote recreational, athletic, and cultural programs and events of a regional nature.
- 2) Develop and support convention related facilities.
- 3) Manage development and change to retain and enhance unique features which give this area its identity.
- 4) Promote tourism and educational use of the Open Space network and archaeological sites through construction of appropriate facilities, trails, interpretive centers, and picnic areas.

Policy e

A sound fiscal position for local government shall be maintained.

Possible Techniques

- 1) Prepare and annually review an integrated strategic plan for local government.
- 2) Relate planning and development priorities to achieving fiscal solvency.

Policy f

The City and the County should remove obstacles to sound growth management and economic development throughout the community.

Possible Techniques

- 1) Prepare an area-wide economic development strategy.
- 2) Identify obstacles to private investment (obsolete platting, deteriorating building conditions, public perception, vacancies, obsolete land uses, and high crime areas) through surveys, economic base analysis, and market studies.
- 3) Target economic incentive programs to promote equitable economic development conditions throughout the community.
- 4) Develop strategies to correct problems of disinvestment.

Policy g

Concentrations of employment in Activity Centers should be promoted in an effort to balance jobs with housing and population and reduce the need to travel.

7. EDUCATION

The **Goal** is to provide a wide variety of educational and recreational opportunities available to citizens from all cultural, age and educational groups.

Policy a

A variety of opportunities for post secondary and adult education and training shall be supported.

Possible Techniques

- 1) Continue support for existing and expanded adult educational programs and institutions.
- 2) Actively support attempts to provide aid to public and private schools.

Policy b

Stronger communication and planning links with area schools and educational institutions shall be established.

Possible Techniques

- 1) Improve coordination among the Albuquerque Public Schools, the City, and the County in long range planning efforts and other relevant matters.
- 2) Cooperate on joint use of public facilities and sites.

Policy c

Library services shall be expanded and made more accessible to people at a neighborhood and community level.

Possible Techniques

- 1) Consider feasibility of opening school libraries longer hours to serve broader community needs.
- 2) Improve coordination between the School District, the City, the County and the State public libraries for cooperative use of learning materials and facilities.
- 3) Increase funding for all aspects of library system, including personnel.
- 4) Investigate regionalization of the library system.
- 5) Continue City/County library services consolidation.

Policy d

Efforts should be made to integrate educational programs with the natural and cultural environments.

Possible Techniques

- 1) Preserve areas of scientific, natural, historic and cultural interest for educational as well as recreational purposes; include environmental studies in primary, secondary, and post secondary educational programs.
- 2) Provide environmental teaching resources for the classroom.
- 3) Use selected Major Public Open Space sites as an outdoor laboratory or classroom.

Policy e

Variety and flexibility in educational and recreational resources shall be encouraged through joint use of facilities.

Possible Techniques

- 1) Continue use of the Rio Grande Zoo as a site for concerts and art exhibits.
- 2) Continue cultural activities (concerts, plays, art shows) in the park system and other private and public sites.
- 3) Continue joint use of educational/recreation facilities and the Open Space network:
 - continue planning for joint school/park sites.
 - continue to locate joint use swimming pools on high school sites.
 - locate tennis or multi-purpose play courts on all secondary school sites.
 - encourage use of Albuquerque Public School and University of New Mexico buildings for jointly sponsored recreational programs.
 - allow use of facilities by non-profit groups.
- 4) Develop and maintain a trail network, separated from motorized traffic, to serve all schools and parks, and to serve both recreation and transportation purposes to combine pleasure and exercise with daily commuting.

Policy f

A botanical garden with an educational emphasis should be established.

Possible Techniques

- 1) Develop a plan for funding and constructing a City/County botanical garden.
- 2) Develop and implement programs to perpetuate vegetation native to or found in the semi-arid grasslands, mountains, and waters of the Southwest.
- 3) Conduct and stimulate programs of education and public interest by providing demonstration gardens, historic garden types, and life-zone gardens.

Policy g

Adult literacy shall be increased.

Possible Techniques

- 1) Support educational institutions in maintaining data bases which identify client groups.
- 2) Support Graduate Equivalent Diploma and other continuing education programs.

Policy h

Public awareness of substance-abuse and resulting problems shall be promoted.

Possible Techniques

- 1) Establish inter-agency cooperative program designed to target at risk populations, and provide preventive education, counseling and referral.

8. HUMAN SERVICES

The Goal is to site human service facilities in locations that provide the greatest possible access to services, and to consider human rights and human service needs in development and redevelopment throughout the Plan area.

Policy a

Zoning, land use, transportation and economic development strategies shall be consistent with the goal of maximizing access to human services.

Possible Techniques

- 1) Review land use and the Zoning Ordinance to ensure access to human services.
- 2) Review economic development proposals to ensure access to human services.

Policy b

Establish community-based residential care facilities equitably throughout the City and County.

Possible Techniques

- 1) Amend the City and County Zoning Ordinances to define and appropriately regulate community residential care facilities to balance the need for such facilities with neighborhood impact.

Policy c

Development's negative effects upon individuals and neighborhoods shall be minimized.

Possible Techniques

- 1) Develop objective criteria to measure social impacts of land development.

9. PUBLIC SAFETY

The **Goal** is to develop a safe and secure community in cooperation with the public and other governmental agencies.

Policy a

A strong fire prevention and suppression program to protect lives and property shall be maintained.

Possible Techniques

- 1) Provide a budget and personnel adequate to perform annual inspections of structures and the required number of code-enforcement and building plan examinations.
- 2) Provide a budget and personnel adequate for response necessary to protect lives and property and minimize insurance rates.
- 3) Review and update City and County fire code standards as necessary.
- 4) Provide an on-going fire prevention educational program in the public and private schools and the media.
- 5) Upgrade the arson investigation and training programs.
- 6) Employ modern techniques and equipment to suppress fires and manage emergency/disaster conditions.
- 7) Ensure the best use of fire-resistant construction materials.
- 8) Maintain the water distribution system at an adequate pressure and capacity level and improve it where necessary to effectively suppress fires.

Policy b

Emergency preparedness capabilities shall be maintained.

Possible Techniques

- 1) Utilize hazard program plans based on analysis of the metropolitan area.
- 2) Maintain state-of-the-art training by participation in on-going staff training programs.

Policy c

Effective and efficient use of technological and human resources shall be maximized.

Possible Techniques

- 1) Maintain adequate personnel and records to continuously track crime trends.
- 2) Assure adequate funding of training programs and state-of-the art equipment necessary to conduct periodic needs analysis.

Policy d

Emergency and routine crime prevention efforts shall be continued and improved.

Possible Techniques

- 1) Participate with other local governments in identifying causes of police service problems, (i.e. changing demographics, urban growth patterns,) which could be addressed through planning.
- 2) Develop ability to forecast threats to public safety and respond with preventive measures, such as the Neighborhood Watch and Crimestoppers, programs.
- 3) Develop partnerships with all community elements to reduce and prevent crime.
- 4) Review development plans to ensure design which minimizes the potential for crime.
- 5) Provide an on-going safety and crime prevention education program in schools.

Policy e

Police protection, law enforcement, and optimum use of the criminal justice system shall continue to be emphasized as priority activities of City and County government.

Possible Techniques

- 1) Maintain adequate facility, equipment, and personnel resources to train for and respond to public protection needs.
- 2) Cooperate with other governmental law enforcement agencies at the local, state, and federal level to eliminate duplication of law enforcement efforts and maximize effectiveness.
- 3) Expedite the processing of offenders through the criminal justice system through intergovernmental coordination and support of adequate budgets.

Policy f

Implement a comprehensive system of emergency medicine and rescue services.

III. MONITORING & IMPLEMENTATION

MONITORING AND IMPLEMENTATION

Every plan must have a means for denoting both its accomplishments and shortcomings, thus providing a measure by which future actions can be undertaken. Priority measures that must follow the Plan's adoption are identified here. Crucial ordinances and policy changes that facilitate implementation are outlined as are the sources of data which can be employed to monitor the Plan's progress, and help set the planning agenda for local government. A discussion of interjurisdictional coordination issues and Plan amendment procedures are included as well.

A. KEY ORDINANCE AND POLICY MODIFICATIONS

- Open Space acquisition - investigate alternative funding mechanisms for open space such as stronger open space dedication ordinance provisions, general obligation bonds, or sales tax.
- Park Planning and Development Guidelines - investigate density bonuses or other incentives to promote park dedication, linkages or facilities.
- Environmental Standards - review existing City and County development regulations protecting environmental resources and devise standards to improve and maintain those resources.
- Transit Improvements - revise development regulations to promote transit capital improvements: investigate use of an impact fee to fund park-and-ride lots.
- City Zoning Code - review to include:
 - a) site plan requirements and development standards to reduce the need for SU-1 zoning;
 - b) standards which minimize environmental damage to any portion of the Open Space network permitted to develop;
 - c) development requirements and review criteria and processes which avoid needless environmental alterations and degradation;
 - d) standards to ensure protection of cultural and historic resources by the possible development and application of a model Archaeological Preservation and Management overlay zone.

- Bernalillo County Comprehensive Zoning Ordinance - review to enact:
 - a) adequate development/performance standards which protect Rural and Semi-Rural areas natural and cultural resources;
 - b) appropriate standards and zoning for Planned Communities;
 - c) requirements for the location of noise-producing and noise-sensitive land uses;
 - d) requirements regarding the definition of and the zoning for residential care facilities;
 - e) protection of cultural and historic resources by the possible development and application of a model Archaeological Preservation and Management overlay zone.

B. OTHER PROGRAMS AND PROJECTS

Many pertinent measures other than regulatory ordinances can be enacted to reinforce and insure the Comprehensive Plan's success. The following measures to provide ongoing support, development, and maintenance should be considered:

- Establish economic and environmental impact analyses guidelines for major development projects;
- Analyze development impact fees and actual development costs by sub-area;
- Formulate a city-wide redevelopment strategy that includes public/private cooperation;
- Conduct an area-wide land use and zoning study that leads to the creation of an industrial location policy sensitive to transportation, environmental, fiscal, and economic affects;
- Implement a comprehensive program to prevent hazardous and solid wastes from entering the groundwater supply;
- Continue the archaeological survey and establish a site management program;
- Establish administrative guidelines and/or processes for land use policy integration with transportation and utility systems expansion;
- Delineate guidelines, procedures and requirements for Planned Communities.
- Establish a comprehensive housing program which plans low-cost residences;
- Develop a strategic planning process that maintains local government's fiscal position;
- Establish an interagency (or intergovernmental) study of alternative growth futures and effects;
- Conduct a quantified, comprehensive cost/benefit analysis of infill versus peripheral growth;
- Carry out an area-wide outdoor recreation plan;
- Review transit-related goals of the Plan in conjunction with the annual update of the Transit Development Program.

C. PRIMARY PLANNING PRIORITIES

After adopting this new Plan (1988, as subsequently amended) by Albuquerque and Bernalillo County's elected officials, there are several analyses which should be initiated. The priority analyses are:

- Density distribution- identify appropriate large subareas for analysis of whether the gross residential density of the area is consistent with the policies of this Plan. Water pressure zones, Plan development areas, and Census Tract boundaries are relevant for this purpose. (Appendix E)
- Activity Centers Implementation Plan - an areawide analysis of existing conditions, land use, zoning, environmental features, and infrastructure capacity will provide the criteria for locating and developing Activity Centers. The criteria will determine uses, activities, size, spacing, and design requirements;
- Open Space and Outdoor Recreation Management Plan - analyze resource and use limitations for portions of the Open Space network that are not publicly owned. The study will verify acquisition priority (in accordance with the existing acquisition/priority list), recommend preservation techniques for protected areas, and assess development impacts upon the remainder of the network;
- Sub-areas planning - prioritize sub area planning needs, opportunities, and Comprehensive Plan policies and goals implementation. Relate sub-area boundaries to infrastructure and drainage provisions.

Each planning project should be guided by a work program identifying tasks, personnel, requirements, and coordination needs. The work program should begin after the Plan's adoption.

D. THE ALBUQUERQUE PROGRESS REPORT

In the 1980's the Albuquerque/Bernalillo County Goals Commission worked to establish a number of community Goals, derived mainly from the Comprehensive Plan, which would become useful to the Mayor, the City Council, and to the Bernalillo County Commission in establishing annual objectives in ongoing planning and programming of resources. The Goals came to guide discussions and for preparation of annual budgets, notably the narrative description of work planned each year by each department, and how the work would cut across department functions and move toward accomplishment of the Goals.

The Plan, when adopted in 1988, proposed a periodic systematic evaluation to assess its achievements and shortcomings, to be conducted biennially. The proposed evaluation was to examine Goals, assess progress toward achieving them, and determine City and County work program priorities.

The Indicators Progress Commission, supported by the Mayor's office of Management and Operations Improvement (OMOI) replaced the Goals Commission. About every two years the OMOI publishes the Albuquerque Progress Report, an abbreviated version of which may be accessed on the City's web site. The Report contains benchmarks and measures of selected indicators that, over time, one can use to review progress being made toward the Goals as the metropolitan area grows and changes. In this same way, one may observe progress with respect to the Comprehensive Plan's goals and principles.

E. INTERJURISDICTIONAL COORDINATION

Although multi-county inter-governmental coordination, cooperation, and regional planning issues are complex, the Albuquerque/Bernalillo County planning effort must address and command attention to issues affecting the larger metropolitan area and the region. Aside from Albuquerque and communities in Bernalillo County, the Plan affects adjacent jurisdictions and the tribal governments. Common interests bind these jurisdictions together.

Jurisdictional distinctions are challenges to accomplishing the Plan's goals and policies. Neighboring jurisdictions have a vested interest in the Plan's success because of the area's interdependence. City and County actions will have many direct and indirect effects upon the jurisdictions in the region. A regional general plan would address all area jurisdictions with the aforementioned interdependence and interrelationships.

F. PLAN AMENDMENT

Agencies, boards, commissions, elected officials, public service organizations, and citizens may propose amendments to the Albuquerque/Bernalillo County Comprehensive Plan. Proposed amendments should be based upon analysis which substantiates the change.

Section 4 of this Plan's 1988 adopting resolution contains the standards for amending the Plan. It also notes the fundamental importance of the City Plans Ordinance, Art.7-4 R.O. 1974, as to Plan amendments. Procedures for amending the Plan are:

- 1) Schedule a pre-application discussion with the City Planning Department. The discussion will give the applicant an assessment of the proposed amendment.
- 2) Obtain and complete an application form from the City Planning Department. The complete application should be accompanied by the appropriate Plan amendment material (e.g. analysis justifying amendment, maps). An application fee, waived when either the City or the County apply, initiates the amendment process for other sponsors. .
- 3) Amendment scheduling occurs upon receipt of a complete application. Proposed Plan amendments are normally scheduled for public hearing by the Environmental Planning Commission and the County Planning Commission within eight weeks.
- 4) The proposed amendment is submitted to City and County departments and special districts for review and comment. An interagency review meeting is held at the beginning of the review period.
- 5) Agency comments on the proposed amendment are incorporated into the staff's report and analysis. The recommendations are conveyed to the Planning Commissions for public hearing.
- 6) Reports and recommendations of the staff and Planning Commission will be forwarded to the Mayor and the City Council and to the Bernalillo County Commission.
- 7) The City Council and Bernalillo County Commission normally hold a hearing only after receiving the staff and the Planning Commission's recommendations. Plan amendment proposals are normally scheduled for public hearing by the City Council and by the Board of County Commissioners within 10 weeks after the application is filed; if the schedule is inappropriate to either the Environmental Planning Commission or the County Planning Commission, the respective body may send a request to the City Council and to the Bernalillo County Commission asking for a time extension.
- 8) The Plan may be amended only after the City Council and the Bernalillo County Commission have held at least one public hearing at a time and place identified in a public notice in a daily newspaper of general circulation in Albuquerque. The notice shall be published at least fifteen days before the hearing date, provide a description of the proposed amendment's character, and the place where copies of the amendment may be examined.

APPENDICES

COMPREHENSIVE PLAN REVISION OVERSIGHT COMMITTEE, 1986-1988

Ms. Ida Pearl "Skootie" Jeffers
Past Chairman
Environmental Planning Commission

Mr. Elmer Sproul
Albuquerque Advisory
Advisory Council

Mr. H. Barker
Past Chairman
Environmental Planning Commission

Ms. Aileen Gatterman
League of Women Voters
and Member, Bernalillo
County Planning Commission

Ms. Nadyne Bicknell
City Councillor
City of Albuquerque

Mr. Steve Schroeder
Coalition of Albuquerque
Neighborhoods

Ms. Judy Chreist
Member
Environmental Planning Commission

Mr. Mike Dontje
Executive Vice President
Homebuilders Association
of Central New Mexico

Mr. Joe Boehning
Westside Council and member
Environmental Planning Commission

Mr. Robert McCabe, AIA
Chamber of Commerce
Metropolitan Affairs Committee

Ms. Mary Anne Norton
City/County Unification Committee

Mr. Robert Johns, ASLA
Albuquerque Beautification Committee

Mr. Ron Brown
Open Space Task Force and
Advisory Board, City of Albuquerque

Mr. Bob Luna
Air Quality Board

Mr. Howard Mock
Past President
Chamber of Commerce

Mr. Stanley Hatch
Westside Council and
Rio Rancho City Attorney

PLAN REVISION TECHNICAL TEAM AGENCIES, 1986-1988

- Planning Department

- Advance Planning Division
- Redevelopment Division
- Capital Implementation Division
- City/County Zoning

- Public Works Department

- Hydrology and Special Planning Division
- Planning (Utilities) Division
- Transportation Planning Division

- Environmental Health Department

- Program Support Division, Planning and Development
- Environmental Services Division
- Consumer Protection Division

- Human Services Department

- Research, Planning, Evaluation and Project Management

- General Service Department

- Resource Management Division

- Parks and Recreation Department

- Open Space Division

- Transit and Parking Department

- Marketing/Planning

- Legal Department

**CITY of ALBUQUERQUE
FIFTH COUNCIL**

COUNCIL BILL NO. R-463 ENACTMENT NO. 223-1983

SPONSORED BY: Thomas W. Hoover

RESOLUTION

1
2 RANKING OF CITY PLANS ADOPTED PRIOR TO ADOPTION OF
3 ARTICLE 7-4 R.O. 1974.

4 WHEREAS, the City of Albuquerque has adopted numerous plans to
5 guide the conservation and development of Albuquerque; and

6 WHEREAS, Article 7-4 R.O. 1974 creates and defines three ranks of
7 City plans of varying levels of precedence, requiring that subordinately
8 ranked plans be consistent with plans of higher rank; and

9 WHEREAS, plans adopted prior to the adoption of Article 7-4 R.O.
10 1974 were not ranked by any uniform criteria nor ranked according to their
11 relationship to the Albuquerque/Bernalillo County Comprehensive Plan; and

12 WHEREAS, the Environmental Planning Commission has held an
13 advertised public hearing on the ranking of these plans in this resolution on
14 July 14, 1983, and recommended the resolution's adoption by the City
15 Council.

16 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE
17 CITY OF ALBUQUERQUE:

18 Section I. The following adopted City Plan elements, as and if
19 amended, are hereby identified as Rank One Plans as established in Article
20 7-4 R.O. 1974, even though not originally so classified:

21 A. The Albuquerque/Bernalillo County Comprehensive Plan,
22 the Rank One Plan, has three elements:

23 1. Major Open Space (City Council Resolution 153-1975
24 as amended by Resolution 1-1981).

25 2. Metropolitan Areas and Urban Centers (City Council
26 Resolution 69-1975, as amended by Resolutions 123-1977, 142-1979, 19-1980,

1 1-1981).

2 3. Policies (City Council Resolution 49-1975 as
3 amended by Resolution 62-1983).

4 Section 2. The following adopted City plans, as and if amended, are
5 hereby identified as Rank Two Plans as established in Article 7-4 R.O.
6 1974, even though not originally so classified:

7 A. Facility Plans (Rank Two Plans):

8 1. Albuquerque Areawide Wastewater Collection and
9 Treatment Facilities Plan (City Council Resolution 72-1977, as amended by
10 Resolutions 76-1977 and 35-1983).

11 2. Senior Citizens Satellite Centers Study (City
12 Council Resolution 84-1977).

13 3. Albuquerque Public Library Comprehensive Plan
14 (City Council Resolution 117-1980).

15 4. Bikeway Network Master Plan (City Council
16 Resolution 32-1974).

17 5. Facility Plan: Electric Transmission and
18 Subtransmission Facilities (City Council Resolution 47-1982).

19 6. Long Range Major Street Plan (City Council
20 Resolution 124-1983).

21 7. Metropolitan Airport Master Plan of Development
22 (City Commission Adoption, 1962).

23 8. Guidelines for Public Systems for a Portion of the
24 Area West of the Rio Grande (City Council Resolution 31-1975).

25 9. Albuquerque Master Drainage Plan (City Council
26 Resolution 63-1981).

27 10. Master Plan for the Rio Grande Zoological Park
28 (City Council Resolution 68-1980).

29 11. Master Plan for Volcano Park (City Council
30 Resolution 210-1980).

31 12. Transit Development Program (City Council
32 Resolution 138-1983)

33 B. Area Plans.

- 1 1. City Edges Study: Rio Grande in the Albuquerque
2 Metropolis: Plan Recommendations (City Council Resolution 95-1975).
- 3 2. Subareas Master Plan for the Developing Urban
4 Area of North Albuquerque Acres (City Council Resolution 89-1978).
- 5 3. Northwest Mesa Area Plan (City Council Resolution
6 9-1981).
- 7 4. Sandia Foothills Area Plan (City Council Resolution
8 101-1983).

9 Section 3. The following adopted City plans, as and if amended, are
10 hereby identified as Rank Three Plans as established in Article 7-4 R.O.
11 1974, even though not originally so classified:

12 A. Sector Development Plans - Urban Centers.

- 13 1. Downtown Interim Sector Development Plan (City
14 Council Resolution 189-1976).
- 15 2. University of Albuquerque Sector Development Plan
16 (City Council Resolution 53-1982).
- 17 3. Uptown Sector Development Plan (City Council
18 Resolution 240-1981).

19 B. Sector Development Plans - Redeveloping Urban Areas.

- 20 1. Downtown Neighborhood Area Sector Development
21 Plan (City Council Resolution 158-1976).
- 22 2. University Neighborhoods Area Sector Development
23 Plan (City Council Resolution 209-1978).
- 24 3. Huning Castle/Raynolds Addition Neighborhood
25 Sector Development Plan (City Council Resolution 22-1981).
- 26 4. Huning Highland Sector Development Plan (City
27 Council Resolution 4-1977, as amended by Resolution 2-1979).

- 28 5. North Barelvas Sector Development Plan (City
29 Council Resolution 112-1976).

30 C. Sector Development Plans - Developing Urban Areas.

- 31 1. Academy-Eubank-Tramway Sector Development
32 Plan (E.P.C. resolution re SD-78-1).
- 33 2. El Rancho Atrisco Phase III Sector Development

- 1 Plan (City Council Resolution 170-1981).
- 2 D. Neighborhood Development Plans.
- 3 1. Heritage Hills East Sector Development Plan (City
- 4 Council Resolution 174-1982).
- 5 2. La Cuesta Sector Development Plan (City Council
- 6 Resolution 35-1982).
- 7 3. La Mesa Sector Development Plan (City Council
- 8 Resolution 190-1976).
- 9 4. Los Duranes Sector Development Plan (City Council
- 10 Resolution 83-1976).
- 11 5. Los Griegos Sector Development Plan (City Council
- 12 Resolution 216-1976).
- 13 6. Martineztown/Santa Barbara Sector Development
- 14 Plan (City Council Resolution 82-1976).
- 15 7. Old Town Sector Development Plan (City Council
- 16 Resolution 3-1977).
- 17 8. Sawmill Sector Development Plan (City Council
- 18 Resolution 212-1978).
- 19 9. Singing Arrow Plan (City Council Resolution 44-
- 20 1983).
- 21 10. South Broadway Sector Development Plan (City
- 22 Council Resolution 52-1979).
- 23 11. Sycamore Metropolitan Redevelopment Plan (City
- 24 Council Resolution 159-1982).
- 25 12. Trumbull Neighborhood Sector Development Plan
- 26 (City Council Resolution 13-1981).
- 27 13. West Mesa Sector Development Plan (City Council
- 28 Resolution 191-1976).
- 29 14. 1975 Downtown Plan revision (City Council
- 30 Resolution 128-1975).
- 31 Section 4. The following adopted City Plans, as and if amended, are
- 32 hereby identified as lower than Rank Three Plans as established in Article
- 33 7-4 R.O. 1974, even though not originally so classified:

1 A. Plans approved prior to specific bond projects, covering
2 areas smaller than those typically covered by neighborhood sector
3 development plans.

4 1. Boys' Club Area Redevelopment Plan (City Council
5 Resolution 63-1976).

6 2. St. Joseph's Hospital/Civic Auditorium Sector
7 Development Plan (City Council Resolution 149-1979).

8 3. Alvarado Metropolitan Redevelopment Area: Phase
9 I Redevelopment Plan (City Council Resolution 60-1978).

10 4. Metropolitan Redevelopment Area - Union Square
11 Redevelopment Plan (City Council Resolution 10-1982).

12 B. Bond Projects with Privately Owned Land.

13 1. Albuquerque Bell Credit Union (City Council
14 Resolution 84-1981).

15 2. Beach Property (City Council Resolution 81-1983).

16 3. Bradford Hotel (City Council Resolution 231-1981).

17 4. Cole Hotel (City Council Resolution 198-1979).

18 5. Crane Warehouse (City Council Resolution 229-1981).

19 6. 500 Lead Limited (City Council Resolution 74-1981).

20 7. Graham Paper Company (City Council Resolution
21 158-1981).

22 8. Hudson-Highland Hotel (City Council Resolution
23 102-1982).

24 9. McCanna-Hubbell Building (City Council Resolution
25 110-1981).

26 10. New Mexico Pacific Building (City Council
27 Resolution 211-1981).

28 11. New Mexico Produce Building (City Council
29 Resolution 65-1982).

30 12. Occidental Building (City Council Resolution 32-
31 1981).

32 13. Ocho Apartments (City Council Resolution 59-1983).

33 14. Old Albuquerque High North (City Council

- 1 Resolution 192-1979).
- 2 15. Old Albuquerque High South (City Council
- 3 Resolution 193-1979).
- 4 16. Old First National Bank (City Council Resolution
- 5 88-1979).
- 6 17. Old St. Joseph Hospital (City Council Resolution
- 7 223-1981).
- 8 18. Quickel Building (City Council Resolution 61-1983).
- 9 19. Regina Hall (City Council Resolution 179-1982).
- 10 20. Roma Northwest Building (City Council Resolution
- 11 55-1982).
- 12 21. Rosenwald Building (City Council Resolution 170--
- 13 1979).
- 14 22. Shufflebarger Building (City Council Resolution 21-
- 15 1983).
- 16 23. Slade Dairy (City Council Resolution 232-1981).
- 17 24. Springer Warehouse (City Council Resolution 145-
- 18 1979).
- 19 25. Sun Countryplex (City Council Resolution 38-1983).
- 20 26. Sunshine Building (City Council Resolution 202-
- 21 1980).
- 22 27. Third Central Plaza (City Council Resolution 164-
- 23 1982).
- 24 28. Woodward Center (City Council Resolution 84-1983).
- 25 29. Woolworth Building (City Council Resolution 230-
- 26 1981).

27 C. Bond Projects with City-Owned Land.

- 28 1. Wool Warehouse (City Council Resolution 146-1981).

29 Section 5. The numbers in parentheses following the plan titles

30 indicate the original legislative action numbers. Some plans have been

31 subsequently amended.

32 Section 6. All future legislation adopting plans shall contain a

33 section ranking that plan in its proper category.

1 PASSED AND ADOPTED THIS 5th DAY OF DECEMBER, 1983.

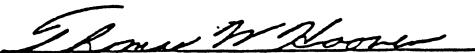
2 BY A VOTE OF 7 FOR AND 0 AGAINST.

3 YES: 7
4 EXCUSED: BURNS, SCHULTZ

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Thomas W. Hoover, President
City Council

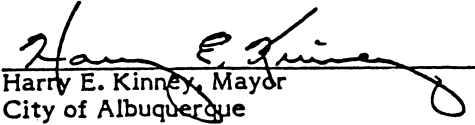
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APPROVED THIS 27th DAY OF December, 1983.

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Harry E. Kinney, Mayor
City of Albuquerque

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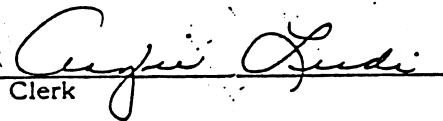
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ATTEST:

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City Clerk

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COMPREHENSIVE PLAN GLOSSARY

activity center – a relatively compact area of at least a few different land uses generating employment, attracting trips, and serving as the focus for other activities . . . Major Activity Center, defined elsewhere in the Comprehensive Plan, is the largest form of activity center proposed for Albuquerque, while Neighborhood Activity Centers are the smallest.

alternative energy – energy sources other than predominant fossil fuels including, but not limited to, solar, wind, geothermal.

arroyo – a steep or shallow sided natural watercourse or gulch with a nearly flat floor; usually dry except after heavy rains.

arroyo corridor – the entire 100-year floodplain, channelized or unchannelized, its associated public rights-of-way and/or easements, and adjacent land uses, including the first tier of lots abutting the drainage right-of-way.

approved residential lots – a parcel or tract of land established by plat, subdivision, or as otherwise permitted by law to be used, developed or built upon as a residential unit.

biennial report – a written summary to be produced every other year that outlines the community’s progress toward implementation of the Comprehensive Plan goals and policies.

Capital Implementation Program – (Division) – the Division within the City which administers the Capital Improvements Program.

Capital Improvements Program (CIP) – an approved timetable or schedule of future capital improvements to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means of financing each project.

carrying capacity – the population an area will support without undergoing environmental deterioration.

Central Urban Area – the city’s historic residential-commercial center which will serve as a focal point for arts, cultural, and public activities in addition to its traditional uses.

cluster development – a development design that concentrates buildings in areas on the site to allow remaining land to be used for recreation, common open space and/or preservation of environmentally sensitive features.

community – an interacting population of individuals in a common location.

community scale shopping center – a commercial center with a floor area of 100,000 to 299,999 square feet on 10 to 30 acres of land that serves a population of 40,000 to 150,000 persons. (Urban Land Institute)

community water system – a water supply system which serves five or more dwelling units or commercial units through facilities which are under central or common ownership and/or management.

contiguous areas – next to or having a boundary or portion of a boundary that is coterminous to the existing public services area.

conventional energy – predominant energy sources from fossil fuels that include but are not limited to coal, natural gas, and petroleum and its by-products.

cottage industry – an industry whose labor force consists of family members working at home with their equipment to produce a product.

cultural corridor – arts and cultural facilities located along a linear corridor. Refers to Albuquerque's Central Avenue corridor in the municipal limits.

dedication – a legal transfer of property by the owner to another party.

defensible space – a site design crime prevention measure which provides an accessible, secure, easily surveyed area.

density – a numeric average of families, individuals, dwelling units or housing structures per unit of land; usually refers to dwelling units per acre in the Comprehensive Plan.

density, gross overall – the average number of dwelling units per acre, based on the total of a large geographic area which includes any non-residential use areas, except it excludes land which is already in public ownership (whether fee or easement) including Indian lands.

density, net – the average number of dwelling units per acre, based on the geographic area of sites devoted to residential and very closely related incidental uses – not including public use areas.

Developing Urban Area – the area designated by the Comprehensive Plan as part of the continuous Albuquerque urban area but which was found not to be generally divided into urban lots or have an adopted detailed master plan as of January, 1975.

development – the construction, reconstruction, conversion, structural alteration, relocation, enlargement of any structure; any mining, excavation, landfill or land disturbance, and any use or extension of the land use.

development intensity – the number of families, individuals, dwelling units, housing, commercial or industrial structures per unit of land.

disinvestment – physical and financial abandonment of an area which results in loss of capital or value.

easement – a grant of one or more of the property rights by the property owner to and/or for the use by the public, a corporation or another person or entity.

East Mountain Area – the area in Bernalillo County east of longitude 106 degrees 30 minutes west, or those lands generally lying to the east of the western edge of the Sandia, Manzanita and Manzano Mountains.

economic value – the monetary worth of something; marketable price.

Established Urban Area – the area designated by the Comprehensive Plan as part of the continuous Albuquerque urban area and also found to be generally divided into urban lots or have an adopted detailed master plan as of January, 1975.

ethnohistory – the study of the development of cultures.

facility plan – a Rank 2 plan for major infrastructure construction or improvements (e.g. Electric Transmission Facilities Plan).

floodplain – the area within the 100-year flood boundary as described by the Federal Emergency Management Agency’s Flood Insurance Rate Maps.

greenbelt tax – a differential tax assessment that assesses property on its agricultural or natural value rather than its market value for potential development. Often referred to as “preferential assessment.”

high capacity corridor – a travel corridor connecting major activity centers with the potential for accommodating substantial volumes of trips via most modes of transportation.

holding zone – zoning regulations permitting limited development until the approval of either a sector or a site development plan.

human services – any of the services provided to support human needs, including but not limited to housing, meals, day care, and employment training.

infill – the development of new housing or other buildings on scattered vacant sites or small groups of sites in an otherwise built up area.

infrastructure – facilities and services (e.g. roads, electricity, water/sewer systems) needed to sustain industrial, residential and commercial activities.

land bank – an entity that purchases parcels of land or the development rights to land in order to restrict and control land use. Examples include publicly funded land banks as well as privately funded land trusts that usually manage and acquire land in the public interest.

long range – in planning for management of growth and change, analysis of future trends and conditions and public services demand over a period up to 40 years.

Main Street – the National Trust for Historic Preservation’s four-point commercial revitalization program covering organization, economic restructuring, promotion, and design.

Major Public Open Space – an integrated system of lands and waters that have been designated as such in the Comprehensive Plan. The lands and waters or interests therein have been or shall be acquired, developed, used and maintained to retain their natural character to benefit people throughout the metropolitan area by conserving resources related to the natural environment, providing opportunities for outdoor education and recreation, or defining the boundaries of the urban environment.

mixed use – the development of a tract of land or building or structure in a compact urban form with two or more different uses such as, but not limited to residential, office, manufacturing, retail, public, or entertainment, in a compact urban form.

mixed use zoning – land use regulations which permit a combination of different uses within a single development.

native or naturalized vegetation – plant species capable of thriving and reproducing in a given region with minimal assistance from man.

neighborhood – an area of a community with characteristics that distinguish it from other community areas and which may include distinct ethnic or economic characteristics, schools or social clubs, or boundaries defined by physical barriers such as major highways and railroads or natural features such as rivers.

neighborhood scale shopping center – a commercial center with 30,000 to 99,999 square feet of floor area on 3 to 9.9 acres of land that serves a population of 2,500 to 40,000 persons. (Urban Land Institute)

noise sensitive uses – refers to land uses that are sensitive to noise sources including residences, hospitals, schools, libraries, etc.

northeast – the portion of the Plan area north of Central Avenue and east of the Atchison, Topeka and Santa Fe’s north-south railroad tracts.

northwest – the portion of the Plan area north of Central Avenue and west of the Atchison, Topeka and Santa Fe’s north-south railroad tracks.

northwest mesa – the portion of the Plan area north of Central Avenue and generally to the west of the river floodplain.

overlay zone – a set of mapped provisions that serve as an addition to an area’s existing zoning regulations. Where the provisions of the overlay zone conflict with existing zoning, the overlay standards prevail.

Open Space Network – Includes existing and proposed Major Public Open Space, parks, trail corridors, and other open areas such as public rights-of-way, environmentally sensitive areas that are preferably, but not necessarily, linked visually or actually to form a network of open spaces.

overzoning – the allocation of a zoning category with permissible uses which exceed the demand of the area for those uses.

paratransit – alternative forms of motorized travel including but not limited to trolley, private bus, carpool, vanpool, dial-a-ride, jitney bus, and shuttlejack.

performance zoning – a land use guidance system wherein the appropriateness of proposed development of any particular site is evaluated on its impacts on the environment and adjacent land uses rather than according to a predetermined zoning district classification; assumes any land use can, in most cases, be made compatible with any neighboring land use through careful site design and buffering.

permanent dwelling unit – a dwelling inhabited by a household on a long-term basis – as opposed to transient living quarters, including resort living quarters.

planned communities – communities in the Reserve Area or Rural Area whose character, size, and location are determined through detailed planning.

planning – the establishment of goals, policies, and procedures for social, physical, and economic order.

plat review – process by which either municipal or county agencies insure that parcels of land comply with appropriate subdivision and zoning regulations and ordinances.

proactive – actions which anticipate rather than follow trends.

public service area – those portions of the metropolitan area served by existing municipal services.

public services/facilities – City services and facilities funded through the Capital Implementation Program.

public/private venture – a development project involving joint public-private efforts and/or funds.

quality growth – the development and balance of growth components so as to promote the integration and function of the economic, social, natural, and built environments.

redevelopment – application of planning techniques linked with financial incentives and development strategies to encourage revitalization.

regional – the multi-jurisdictional geographic area strongly connected economically and functionally with Albuquerque, including all of Bernalillo County and the developed portions of Sandoval and Valencia Counties.

regional scale shopping center – a commercial site with a floor area of 300,000 or more square feet on 30 to 80 acres of land that serves a population of 150,000 or more persons. (Urban Land Institute)

Reserve Area – rural area designated by the Comprehensive Plan as particularly appropriate for possible future development in one or more planned communities.

resource capacity – the potential or suitability of a given resource (soil, water) to accommodate a certain level of use or development . . . implies balance between preservation and use of the resource.

Rural Area – an area with either agriculture or open space potential, ecologic limitations, cultural/life style preferences, or any combination of the aforementioned factors that prohibit or impede urban densities except in planned communities: the term does not apply to Indian pueblo/reservation lands, which are not included in this plan.

Sandia Foothills – a steep hilly area generally bounded by the municipal limits to the north, the Cibola National Forest on the east, the municipal limits to the south, and Tramway Boulevard on the west.

sector development plan – a plan, at a scale of 1 inch to 200 feet, or 1 inch to 400 feet, which covers a large area satisfactory to the Planning Commission, and specifies standards for the area's and subarea's character, allowed uses, structure height, and dwellings per acre; the plan may specify lot coverage, floor area ratio, major landscaping features, building massing, flood water management, parking, signs, provisions for maximum feasible solar access, provisions for transportation, and other such features. Such plan constitutes a detailed part of the Comprehensive Plan and must be essentially consistent with it.

Semi-Urban Area – former rural areas that, as a consequence of development pressures, are now urbanizing, thus combining aspects of both rural and urban lifestyles. The semi-urban areas exhibit development restraints as well as cultural/lifestyle preferences that will limit overall densities to between 1 and 3 dwelling units per acre.

service level (level of service) – a qualitative measure of operational conditions. As used regarding transportation the term describes these conditions in terms of travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

southeast – the portion of the Plan area south of Central Avenue and east of the Atchison Topeka and Santa Fe north-south railroad tracks.

southwest – the portion of the Plan area south of Central Avenue and west of the Atchison Topeka and Santa Fe north-south railroad tracks.

subdivision – the division of a lot, tract or parcel of land into two or more lots, tracts, or parcels or other divisions of land for sale, development or lease.

tax increment financing – the allocation of new development project taxes for public improvements financing.

trail – recreational paths for bicycles, pedestrians, equestrians, and off-road vehicles.

trail corridor – the dedicated portion of a trail which may include rights-of-way.

transit center – a strategically located, accessible structural facility and waiting area which serves users of the transit system who need to obtain system information, initiate a transit trip, or transfer from one route or mode to another.

transit development corridor – a linear area connecting concentrations of land uses and economic activities which generate a high volume of travel demand and in which transit vehicles can carry a significant proportion of trips.

transportation demand management – techniques designed to reduce the demand for travel, or control the distribution and timing of travel, or influence the mode choice for travel. TDM objectives may include elimination of trips, shifting trips from a congested to a non-congested route, or shifting trips to higher occupancy modes. Strategies for implementing TDM include controls on land use intensity and configuration, alternative work schedules, transit and ridesharing incentives, among others.

transportation systems management plan – an area-specific transportation plan which identifies short-range, low cost improvements for the transportation system.

urban center – a concentration of contiguous land uses that include high density residential and which contain the highest intensities and building mass in the metropolitan area; characterized by convenient mass transit, pedestrian and other amenities helping to provide a unique sense of place, and so designated by the City for special action designed to facilitate policy effectiveness.

zoning – the division of a municipality into parcel specific districts with regulations governing the use, placement, spacing, and size of land and buildings corresponding to the categories.

CENSUS OF POPULATION, 1880-2000

YEAR	ALBUQUERQUE CITY POPULATION	% CHANGE OVER LAST CENSUS	CITY AREA IN SQUARE MILES	CITY POPULATION PER SQ. MI.	BERNALILLO COUNTY POPULATION	% CHANGE OVER LAST CENSUS	NEW MEXICO POPULATION	% CHANGE OVER LAST CENSUS
1880	2,315	*	0.36	6,430.6	*	*	119,565	*
1890	3,785	63.5	2.50	1,514.0	*	*	160,282	34.1
1900	6,238	64.8	2.50	2,495.2	28,630	*	195,310	21.9
1910	11,020	76.7	2.50	4,408.0	23,606	-17.5	327,301	67.6
1920	15,157	37.5	2.80	5,413.2	29,855	26.5	360,350	10.1
1930	26,570	75.3	11.42	2,326.6	45,430	52.2	423,317	17.5
1940	35,449	33.4	11.50	3,082.5	69,631	53.3	531,818	25.6
1950	96,815	173.1	48.79	1,984.3	145,673	109.2	681,187	28.1
1960	201,189	107.8	61.93	3,248.7	262,199	80.0	951,023	39.6
1970	244,501	21.5	82.71	2,956.1	315,774	20.4	1,017,055	6.9
1980	332,920	36.2	100.31	3,318.9	420,262	33.1	1,303,303	28.1
1990	386,988	16.2	137.49	2,814.7	480,577	14.4	1,515,069	16.2
2000	448,607	15.9	186.92	2,400.0	556,678	15.8	1,819,046	20.1

*Figures not available. Decennial Census Years (years ending with "0") are as of April 1, of that year. All other years are as of July 1. Figures are subject to revision.

Sources: U.S. Bureau of the Census, City land area figures are from City of Albuquerque

Population 2000 Census			
	Population	Area (Sq. Mi.)	Density (Pop. Sq. Mi.)
New Mexico	1,819,046	121,589.48	14.96
Bernalillo County	556,678	1,168.65	476.34
Albuquerque	448,607	181.28	2,474.67
Corrales - Bernalillo County	676	1.75	385.25
Los Ranchos de Albuquerque	5,092	4.08	1,247.30
Tijeras	474	0.85	559.54

Bureau of the Census

CENSUS 2000 ALBUQUERQUE SUMMARY INFORMATION ^a

	1970	1980	1990	2000
Total Population	244,501	332,920	384,736	447,607
Female	52%	51%	52%	51.43%
Male	48%	49%	49%	48.57%
White	96%	81%	78%	75%
Black	2%	3%	3%	4%
American Indian	1%	2%	3%	5%
Asian	n/a	1%	2%	3%
Other	n/a	13%	14%	18%
Hispanic Origin ^b	35%	34%	35%	40%
Median Age (Years)	21.5	28.5	32.5	36.5
High school graduates (percent of persons over 25 years old)	71%	79%	84%	86%
Per Capita Income ^c	\$3,103	\$16,514	\$27,555	\$38,272
Median Income - Family ^c	\$9,641			
- Household ^c	\$8,120			
Number of Households	75,656	124,032	153,818	183,236
Persons per Household	3.17	2.65	2.46	2.40
Number of Housing Units	78,825	132,788	166,870	198,465
Percent owner-occupied	62%	61%	57%	60%
Median Value of Owner- occupied units ^c	\$16,000	\$55,100	\$85,900	\$127,600

^aData are not strictly comparable between the censuses. For year 2000, total population by race adds to more than 100% because some individuals reported more than one race on the Census questionnaire

^bIndividuals of Hispanic Origin could be of any race.

^cData based on a sample

Source: Bureau of the Census

POPULATION GROWTH: NATURAL INCREASE

ALBUQUERQUE

YEAR	BIRTHS	DEATHS	NATURAL INCREASE
1980-1989	72,222	27,289	44,933
1990-1999	76,723	34,970	41,753
2000	7,893	3,478	4,415
TOTAL	156,838	65,737	91,101

BERNALILLO COUNTY

YEAR	BIRTHS	DEATHS	NATURAL INCREASE
1980-1989	78,927	29,189	49,738
1990-1999	81,487	37,021	44,466
2000	8,232	3,689	4,543
TOTAL	168,646	69,899	98,747

Source: New Mexico Department of Health

POPULATION & HOUSING STATISTICS BY BERNALILLO COUNTY CENSUS TRACTS FOR 2000

Census Tracts east of Rio Grande and west of Cibola National Forest

CENSUS TRACTS	AREA SQ. MI.	POPULATION	DENSITY (POP./SQ. MI)	HOUSING UNITS	DENSITY (HOUSING UNITS/SQ. MI.)
1.07	1.259	2,771	2,200.6	1,264	1003.8
1.08	0.459	2,669	5,809.5	1,210	2633.7
1.09	0.474	2,597	5,483.8	1,024	2162.3
1.10	0.512	3,504	6,847.8	1,798	3513.8
1.11	0.535	2,381	4,451.7	919	1718.2
1.12	0.842	2,145	2,547.9	1,390	1177.1
1.13	0.494	3,145	2,547.9	1,390	2815.2
1.14	0.512	3,322	6,485.0	1,334	2604.1
1.15	0.504	3,057	6,062.7	1,576	3125.6
1.16	0.534	3,122	5,850.0	1,282	2402.2
1.17	0.487	2,263	4,651.4	980	2014.3
1.18	0.530	2,625	4,955.4	1,243	2346.5
1.19	0.478	1,819	3,804.4	798	1669.0
1.20	0.502	2,766	5,512.6	1,215	2421.5
1.21	0.995	5,774	5,804.4	2,899	2914.3
1.22	1.012	4,053	4,006.3	1,825	1804.0
1.23	0.964	5,035	5224.8	2,114	2193.7
1.24	0.663	3,483	5255.2	2,240	3379.7
1.25	1.034	4,494	4344.3	1,763	1704.3
1.26	0.507	2,923	5768.2	1,351	2666.6
1.27	0.501	2,907	5800.8	1,186	2366.5
1.28	0.511	3,302	6,560.5	1,320	2582.6
1.29	0.517	4,502	8709.5	2,419	4679.8

POPULATION & HOUSING STATISTICS BY BERNALILLO COUNTY CENSUS TRACTS FOR 2000

Census Tracts east of Rio Grande and west of Cibola National Forest

CENSUS TRACTS	AREA SQ. MI.	POPULATION	DENSITY (POP./SQ. MI)	HOUSING UNITS	DENSITY (HOUSING UNITS/SQ. MI.)
2.03	0.442	1,972	4461.0	1,058	2393.4
2.04	0.511	3,298	6458.9	1,390	3722.2
2.05	0.484	3,304	6831.3	1,631	3372.2
2.06	0.555	3,212	5788.3	1,308	2357.1
2.07	0.965	3,396	3521.0	1,529	1585.3
2.08	0.815	2,823	3464.2	1,252	1536.4
3.00	1.476	6,109	4139.0	3,064	2075.9
4.01	0.939	4,218	4491.7	2,052	2,185.1
4.02	0.757	3,568	4711.5	1,746	2305.6
5.00	1.494	7,630	5106.5	4,220	2824.3
6.01	0.931	3,765	4045.7	1,849	1986.8
6.03	0.577	5,109	8859.4	2,115	3,667.6
6.04	0.974	3,976	4081.9	1,962	2014.3
7.04	1.008	3,724	3693.2	1,539	1526.3
7.07	1.312	5,769	4397.9	2,553	1946.3
7.08	1.160	4,571	3941.6	2,314	1995.4
7.10	5.610	3,611	643.7	1,671	297.9
7.11	1.583	4,792	3027.3	1,998	1262.2
7.12	0.561	4,454	7937.0	1,874	3339.5
7.13	0.937	5,454	5819.6	2,649	2826.6
7.14	1.551	2,755	1776.3	1,141	735.7
8.01	47.943	4,757	99.2	1,650	34.4
9.01	0.608	7,633	12547.1	3,232	5312.8

POPULATION & HOUSING STATISTICS BY BERNALILLO COUNTY CENSUS TRACTS FOR 2000

Census Tracts east of Rio Grande and west of Cibola National Forest

CENSUS TRACTS	AREA SQ. MI.	POPULATION	DENSITY (POP./SQ. MI)	HOUSING UNITS	DENSITY (HOUSING UNITS/SQ. MI.)
9.03	0.808	5,372	6652.4	3,287	4070.4
9.04	0.664	3,933	5921.5	1,872	2,818.5
11.01	1.033	5,046	4886.1	2,650	2566.0
11.02	0.535	3,055	5713.9	1,491	2788.7
12.00	4.554	6,388	1402.8	2,893	635.3
13.00	1.095	4,837	4418.2	1,530	1397.5
14.00	0.654	3,270	5003.8	1,268	1940.3
15.00	0.446	2,932	6573.8	1,267	2,840.7
16.00	0.395	2,517	6379.9	1,660	4207.6
17.00	0.786	4,883	6215.5	2,926	3724.5
18.00	.7873	2,401	3049.7	433	550.0
19.00	.2884	1,065	3692.5	539	1868.8
20.00	.7445	2,197	2950.9	1,247	1674.9
21.00	.4911	1,738	3539.0	400	814.5
22.00	1.1635	3,367	2893.9	1,983	1704.3
25.00	1.3844	1,944	1404.2	821	593.0
26.00	.2878	1,367	4750.1	718	2495.0
27.00	1.1755	4,082	3472.5	2,176	1851.1
29.00	1.5395	3,950	2565.8	1,632	1060.1
30.01	1.1532	4,577	3968.8	1,847	1601.6
30.02	1.5494	3,912	2524.8	1,670	1077.8
31.00	1.7208	2,691	1563.8	1,175	683.4
32.01	.6833	2,918	4720.2	1,175	1719.5

**POPULATION & HOUSING STATISTICS
BY BERNALILLO COUNTY CENSUS TRACTS
FOR 2000**

Census Tracts east of Rio Grande and west of Cibola National Forest

CENSUS TRACTS	AREA SQ. MI.	POPULATION	DENSITY (POP./SQ. MI)	HOUSING UNITS	DENSITY (HOUSING UNITS/SQ. MI.)
32.02	1.1858	5,621	4740.4	2,352	1963.5
34.00	3.1619	4,196	1327.0	2,051	648.7
35.01	2.5068	5,300	2114.2	2,524	899.1
35.02	4.4479	5,172	1162.8	2,139	480.0
36.00	4.099	6,251	1525.0	2,500	609.9
37.07	1.1989	4,895	4082.9	2,414	2,013.5
37.12	.9902	5,435	5488.9	2,044	2064.3
37.14	.7961	6,323	7942.3	3,836	4818.4
37.15	1.553	4,459	2871.3	2,054	1322.6
37.17	.8634	5,391	6243.7	2,627	3042.5
37.18	.4609	2,474	5367.6	1,115	2419.1
37.19	.8933	4,887	5470.6	2,516	2816.5
37.20	8.0745	2,671	330.8	1,226	151.8
37.21	16.875	4,510	267.3	2,146	127.2
37.22	2.1866	2,620	1198.2	1,018	465.6
37.23	1.4664	6,376	4348.1	3,021	2060.1
37.24	.674	3,584	5317.6	1,658	2460.0
37.25	.8645	4,708	5445.7	2,099	2,427.9
37.26	.7155	2,406	3362.8	1,021	1427.0
37.27	1.1257	7,800	6,929.3	3,861	3,430.0
37.28	.6681	4,686	7013.7	2,321	3473.9
37.30	.9931	4,218	4247.2	1,546	1556.7
37.31	2.7058	2,398	886.2	839	310.1
37.32	.8954	4,788	3302.6	1,652	667.5
37.33	.8954	2,957	3302.6	1,467	1638.4
37.34	7.7801	4,786	615.2	2,081	267.5
40.01	38.698	4,314	111.5	1,449	37.4

POPULATION & HOUSING STATISTICS BY BERNALILLO COUNTY CENSUS TRACTS FOR 2000

Census Tracts east of the Albuquerque Municipal Limits/Cibola National Forest Boundary

CENSUS TRACTS	AREA SQ. MI.	POPULATION	DENSITY (POP./SQ. MI)	HOUSING UNITS	DENSITY (HOUSING UNITS/SQ. MI.)
38.03	36.8784	2,767	75.0	1,1154	31.3
38.04	23.6577	4,881	206.3	1,933	81.7
38.05	39.1861	2,460	62.8	1,138	29.0
38.06	38.4093	3,047	79.3	1,237	32.2
38.07	138.1027	4,402	31.9	1,961	14.2

Census Tracts west of the Rio Grande

23.00	2.2028	7,815	3547.8	2,816	1278.4
24.01	1.3577	5,268	3880.0	1,881	1385.4
24.02	1.0886	7,605	6,987.1	2,752	2,528.1
43.00	1.5145	5,102	3368.8	1,941	1281.6
44.01	1.1036	3,319	3007.5	1,132	1025.8
44.02	1.9819	3,926	1980.9	1,360	686.2
45.01	.9696	3,492	3601.6	1,161	1197.4
45.02	1.1242	4,562	3168.3	1,279	1137.7
46.02	4.5206	4,160	920.2	1,494	330.5
46.03	2.3626	3,496	1479.7	1,213	513.4
46.04	3.807	5,009	1315.7	1,673	439.4
47.05	5.0993	9,005	1765.9	3,340	655.0
47.12	2.4194	4,626	1912.1	1,534	634.1
47.13	1.4055	4,071	2896.4	1,196	850.0
47.14	6.877	3,276	776.4	1,195	284.4
47.15	20.4022	4,301	210.8	1,324	64.9
47.16	3.0397	2,315	761.6	1,225	403.0

POPULATION & HOUSING STATISTICS BY BERNALILLO COUNTY CENSUS TRACTS FOR 2000

Census Tracts west of the Rio Grande					
CENSUS TRACTS	AREA SQ. MI.	POPULATION	DENSITY (POP./SQ. MI)	HOUSING UNITS	DENSITY (HOUSING UNITS/SQ. MI.)
47.17	3.0397	2,315	761.6	1,225	403.0
47.18	4.2017	3,626	776.4	1,195	284.4
47.19	4.9391	5,926	1199.8	2,465	499.1
47.20	1.0631	3,643	3426.8	1,454	1367.7
47.21	2.2553	4,711	2088.8	1,746	774.2
47.22	2.3893	3,737	1564.1	1,620	678.0
47.23	1.7701	7,105	4014.0	2,396	1353.6
47.24	.7602	3,273	4305.5	1,075	1414.1
47.25	.6935	3,158	4553.6	1,164	1678.4
47.26	.5405	2,682	4692.4	1,009	1866.9
47.27	.4058	2,072	5105.8	709	1747.1
47.28	1.0073	3,221	3197.6	1,252	1242.9
47.29	1.9347	2,395	1237.9	1,025	529.8
47.30	1.4136	8,181	5787.4	3,460	2447.7
47.31	12.2481	8,419	687.4	3,284	268.1
47.32	2.2172	8,765	3953.1	2,839	1280.4
48.00	219.6603	846	3.9	83	.4
94.01	54.4199	10	.2	4	.1
94.02	108.5248	2,158	19.9	846	7.8
94.59	107.5978	1,531	14.2	479	4.5
Census Tracts both east of river and east of the Cibola National Forest					
94.03	70.5242	43	.6	17	.2
Census Tracts east of the Rio Grande and west of the Cibola National Forest					
94.04	9.3314	250	26.8	111	11.9

**CITY PARK
DEVELOPMENT***

	PARKS DEVELOPED	CUMULATIVE NUMBER OF PARKS	ACRES DEVELOPED	CUMULATIVE ACRES
Prior to 1960	39	39	124.65	124.65
1960	2	41	32.06	156.71
1961	5	46	35.62	192.33
1962	6	52	10.02	202.35
1963	4	56	8.01	210.36
1964	4	60	6.48	216.84
1965	6	66	27.49	244.33
1966	1	67	5.89	250.22
1967	5	72	28.05	278.27
1968	2	74	54.35	332.62
1969	5	79	12.19	344.81
1970	3	82	14.29	359.10
1971	7	89	21.17	380.27
1972	10	99	40.83	421.10
1973	2	101	6.66	427.76
1974	3	104	15.23	422.99
1975	4	108	15.04	458.03
1976	3	111	8.32	466.35
1977	5	116	56.73	523.08
1978	3	119	17.41	540.49
1979	11	130	34.65	575.14
1980	2	132	10.99	589.13
1981	5	137	15.27	601.40
1982	5	142	29.75	631.15
1983	4	146	47.38	678.53
1984	3	149	8.10	686.63
1985	8	157	49.80	736.43
1986**	3	160	9.16	745.59
1987***	3	163	19.53	765.09
1988****	3	160****	12.91	778.00
1989	5	165	16.95	794.95
1990	4	169	26.32	821.27

* The Open Space program began with 6,000 acres in 1969 under the guidance of the City/County Goals Program. In 1984, the Open Space Division was established and in 1990, responsible for approximately 20,000 acres of open space.

** Partial development of Heritage Hills Park

*** Partial development of Wildflower Park

**** Facilities previously designated as "parks" have been moved to a separate category.

Source: City of Albuquerque, Parks and Recreation Department

Redevelopment Area Locations

Redevelopment Area	Related Comprehensive Plan Policy
Phoenix Avenue	Established Urban Area and Central Urban Area
Los Candelarias Village Center	Established Urban Area
Sawmill/Wells Park	Central Urban Area
McClellan Park	Central Urban Area
Railroad	Central Urban Area
Alvarado	Central Urban Area
St. Joseph Hospital	Central Urban Area
Martineztown Santa Barbara	Central Urban Area
Sycamore	Central Urban Area and Established Urban Area
South Broadway	Central Urban Area
Barelas	Central Urban Area
Soldiers and Sailors Park	Established Urban Area
Tingley Beach	Established Urban Area
West Central	Established Urban Area
Highland/Central	Established Urban Area
Near Heights	Established Urban Area

Major Activity Center Location

Major Activity Center	Related Comprehensive Plan Policy
Downtown census tract: 21	Major Transit Corridor: Central Avenue Major Transit Corridor: Fourth Street Enhanced Transit Corridor: Lomas Blvd. Central Urban Area
University of New Mexico census tract: 12, 17, 18, 19	Major Transit Corridor: Central Avenue Enhanced Transit Corridor: Lomas Blvd. Enhanced Transit Corridor: University Blvd. Central Urban Area and Established Urban Area
T.V.I. census tracts: 12, 16	Enhanced Transit Corridor Central Urban Area and Established Urban Area
Renaissance Center census tract: 37.34	Express Corridor: I-25 Enhanced Transit Corridor: Montano Road
Uptown census tracts: 1.04, 1.22, 2.07	Express Corridor: I-40 Major Transit Corridor: Louisiana Blvd. Enhanced Transit Corridor: Menaul Blvd. Established Urban Area
Sunport/Airport (Special Activity Center) census tract: 12	Established Transit Corridor: Gibson Blvd. Established Urban Area

Community Activity Center Location

Community Activity Centers	Related Plan Policy
Old Town	Established Urban Area
Nob Hill	Established Urban Area
Highland Center	Established Urban Area
International Market	Established Urban Area
Four Hills Village	Established Urban Area
Los Altos/Market Center	Established Urban Area
Skyview Village	Established Urban Area
Glenwood Hills Village	Established Urban Area
Hoffmantown	Established Urban Area
American Square	Established Urban Area
Eldorado Village	Established Urban Area
Academy Center	Established Urban Area
Cherry Hills Village	Established Urban Area
San Mateo/Montgomery	Established Urban Area
Far North	Established Urban Area
Mountain Run	Established Urban Area
Indian School	Central Urban Area
Los Ranchos Cente	Semi-Urban Area
12th Candelaria	Established Urban Area
Guadalupe Plaza	Established Urban Area
Central/Unser	Established Urban Area
Coors/Bridge	Developing Urban Area
Coors/Rio Bravo	Semi-Urban Area
Coors/Montaño Village	Developing Urban Area
Coors/I-40	Established Urban Area
Rio Bravo	Semi-Urban Area
Golf Course/Paseo del Norte	Established Urban Area
Paseo del Norte	Established Urban Area
A trisco	Established Urban Area

REGISTERED HISTORIC DISTRICTS RELATIVE TO METROPOLITAN REDEVELOPMENT AREAS, ACTIVITY CENTERS, AND TRANSPORTATION CORRIDORS

SR - State Register of Cultural Properties

NR - National Register of Historic
Places

HISTORIC DISTRICT	COMPREHENSIVE PLAN POLICY
Old Albuquerque SR October 26, 1979	Old Town Community Activity Center Mass Transit Corridor Central Avenue
Orilla de Acequia SR October 26, 1979	Mass Transit Corridor: Central Avenue
Fourth Ward SR August 24, 1979 NR December 1, 1980	Adjacent to Major Activity Center: Downtown Mass Transit Corridor: Central Avenue Mass Transit Corridor: Lomas Blvd.
Aldo Leopold Neighborhood SR August 16, 2002 NR October 16, 2002	Adjacent to Soldiers and Sailors Park M.R.A. Mass Transit Corridor: Central Avenue
Barelas - South Fourth Street SR August 16, 2002 NR October 16, 2002	Within Barelas M.R.A. Mass Transit Corridor: Fourth Street
Eighth Street - Forrester SR August 24, 1979 NR December 1, 1980	Adjacent to McClellan Park M.R.A. Adjacent to Major Activity Center: Downtown Mass Transit Corridor: Lomas Blvd.
Watson SR August 24, 1979	Adjacent to Sawmill - Wells Park M.R.A. Adjacent to Orilla de Acequia Hist. District Mass Transit Corridor: Lomas Blvd.

REGISTERED HISTORIC DISTRICTS RELATIVE TO METROPOLITAN REDEVELOPMENT AREAS, ACTIVITY CENTERS, AND TRANSPORTATION CORRIDORS

SR - State Register of Cultural Properties NR - National Register of Historic Places

HISTORIC DISTRICT	COMPREHENSIVE PLAN POLICY
Hunning-Highlands SR August 27, 1976 NR December 9, 1978	Includes St. Joseph Hospital M.R.A. Includes Albuquerque High School M.R.A. Adjacent to Major Activity Center: Downtown Includes Mass Transit Corridor segment: Central Avenue
Silver Hill SR February 28, 1986 NR September 18, 1986	Adjacent to Major Activity Center: University of NM Partially within Sycamore M.R.A.
Spruce Park SR February 27, 1982 NR July 6, 1982	Adjacent to Major Activity Center: University of NM
Monte Vista and College View SR September 18, 1998 NR August 3, 2001	Adjacent to Major Activity Center: University of NM Mass Transit Corridor: Lomas Blvd.
Veterans Administration Medical Center SR August 25, 1983 NR August 19, 1983	Enhanced Transit Corridor: Gibson Blvd. Enhanced Transit Corridor - San Mateo Blvd.
Menaul School SR November 22, 1975 NR February 14, 1983	Enhanced Transit Corridor: Menaul Blvd
Los Griegos SR August 25, 1983 NR February 9, 1984	

WATER PRODUCTION FACILITIES, 1990

Annual Production:	38,129
Peak Daily:	213 MG
Miles of Water Line:	2,527
Total Number of Taps:	124,641
Prices:	July 1981 - August 1982 40¢/unit** August 1982 - 1988 47¢/unit September 1988 - June 1991 52¢/unit July 1991 - Present 55¢/unit

SANITARY SEWER FACILITIES AND WASTEWATER TREATMENT, 1990

Annual Treatment:	18,651 Million Gallons
Daily Treatment:	51.1 Million Gallons
Miles of Sanitary Sewer Line:	1,800 Miles
Prices:	February 1981 - August 1982 36¢/unit August 1982 - July 1990 46¢/unit July 1990 - Present 57¢/unit
Total Water and Sewer Revenues	\$64,257, 836

** 1 Unit = 748 gallons = 100 cubic feet

Source: City of Albuquerque, Public Works Department

ALBUQUERQUE WATER CONSUMPTION

	WITHIN CITY LIMITS		OUTSIDE CITY LIMITS		BILLED* (ACCT/DAY/ GALLONS)
	ACCOUNTS	BILLED* MG**	ACCOUNTS	BILLED* MG**	
1976	84,248	21,280	5,708	678	692
1977	87,216	20,532	6,027	704	645
1978	84,840	22,256	6,550	942	694
1979	91,629	20,103	7,065	868	601
1980	95,001	21,385	7,373	981	617
1981	96,453	22,260	7,603	1,043	632
1982	98,121	24,186	7,748	1,093	675
1983	98,354	24,648	8,792	1,142	687
1984	100,959	25,459	9,175	1,274	691
1985	103,371	35,829	9,641	1,339	685
1986	105,972	26,836	10,141	1,792	694
1987	108,656	28,357	10,489	2,076	700
1988	110,550	28,667	10,975	2,138	694
1989	111,823	33,555	11,268	2,517	803
1990	112,926	31,185	11,715	2,314	736

*Billed Consumption: Amount of water for which customers are billed.

Note: Accounts are customers.

Source: City of Albuquerque, Public Works Department

ALBUQUERQUE WATER PRODUCTION

YEAR	CITY POPULATION	WATER METERS	PERSONS/METER	PRODUCTION MILLION GALLONS	PRODUCTION/METER*/DAY (GALLONS)	PRODUCTION/PERSON/DAY (GALLONS)
1930	26,570	6,714	3.96	718	293	74
1940	35,449	8,156	4.35	1,414	475	109
1945	44,396	11,869	3.74	2,399	554	148
1950	96,815	25,371	3.82	5,364	579	151
1955	155,364	39,842	3.90	8,538	591	153
1960	201,189	53,037	3.79	13,587	702	185
1965	220,103	62,143	3.54	16,608	732	207
1970	240,700	67,705	3.55	19,282	780	219

In 1980 the City began keeping billing records by account (customer) rather than meter. It is possible to have more than one meter per account.

YEAR	POPULATION SERVED	ACCOUNTS	PERSONS/ACCOUNT	PRODUCTION MILLION GALLONS	PRODUCTION/ACCOUNT*/DAY (GALLONS)	PRODUCTION/PERSON/DAY (GALLONS)
1980	360,339	102,374	3.52	30,058	804	221
1981	366,364	104,056	3.52	30,089	792	225
1982	372,018	105,869	3.51	29,793	771	219
1983	380,464	107,146	3.55	31,414	803	226
1984	386,251	110,134	3.51	32,676	813	232
1985	392,358	113,012	3.47	32,668	792	228
1986	405,978	116,113	3.50	34,061	804	230
1987	415,705	119,145	3.49	36,003	828	237
1988	425,976	121,525	3.50	36,864	831	237
1989	431,324	123,091	3.50	42,085	936	267
1990	437,176	124,641	3.50	38,129	838	239

Source: City of Albuquerque, Public Works Department

Transportation Corridors

EXPRESS CORRIDOR	MASS TRANSIT CORRIDOR	ENHANCED TRANSIT CORRIDOR
I-40		
I-25		
TRAMWAY BLVD. Central Ave./Tramway Rd.	CENTRAL AVENUE Louisiana Blvd./Atrisco Rd.	CENTRAL AVENUE Tramway/Louisiana
TRAMWAY RD. Tramway Blvd./I-25	FOURTH STREET Bridge Blvd./Osuna Rd.	GIBSON BOULEVARD Broadway to Louisiana
SECOND STREET Roy Rd./Lomas Blvd.	LOUISIANA BLVD. Gibson Blvd./I-40	SAN MATEO BOULEVARD Gibson Blvd./Academy Rd.
ALAMEDA BLVD. I-25/County Line		WYOMING BOULEVARD Gibson Blvd./Alameda Blvd.
RIO BRAVO BLVD. I-25/Coors Blvd.		JUAN TABO BOULEVARD (Gibson) Central Ave./Paseo del Norte
DENNIS CHAVEZ BLVD. Coors Blvd./Paseo del Volcan		MONTGOMERY BLVD. Tramway Blvd./Unser Blvd.
PASEO DEL VOLCAN Dennis Chavez/I-40		MENAU BOULEVARD Tramway Blvd./Rio Grande
COORS BOULEVARD I-25/I-40		ALAMEDA BOULEVARD Wyoming Blvd./I-25
UNSER BOULEVARD Central Ave./Montaño Rd.		RIO GRANDE BOULEVARD Central Avenue/Menaul Blvd.
WESTSIDE BOULEVARD		LOMAS BOULEVARD Central Avenue/Wyoming Blvd.
		ISLETA BOULEVARD Bridge Blvd./Rio Bravo Blvd.

**MEANS OF TRANSPORTATION TO WORK FOR WORKERS 16 YEARS AND OVER
CENSUS 1990 AND 2000**

	NEW MEXICO		BERNALILLO COUNTY		ALBUQUERQUE		CORRALES (BERNALILLO COUNTY)		LOS RANCHOS		TIJERAS	
	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000
Car, Truck or Van	687,676	568,516	236,704	206,847	194,130	168,880	273	NA	2,204	1,559	169	132
Drove Alone	575,187	472,440	202,555	177,602	167,203	146,142	266	NA	2,042	1,417	133	115
Carpooled	112,489	9,6076	34,149	29,245	26,927	22,738	7	NA	162	142	36	17
Public Transportation	6,074	6,355	3,866	3,981	3,622	3,686	0	NA	19	40	0	0
Bus/Trolley Bus	5,465	6,069	3,681	3,905	3,437	3,620	0	NA	19	40	0	0
Streetcar/Trolley Car	138	23	23	7	23	7	0	NA	0	0	0	0
Subway/Elevated Rail	163	17	97	4	97	4	0	NA	0	0	0	0
Railroad	58	25	0	0	0	0	0	NA	0	0	0	0
Ferryboat	43	49	6	11	6	11	0	NA	0	0	0	0
Taxicab	207	172	59	54	59	44	0	NA	0	0	0	0
Motorcycle	1,530	2,843	604	1,351	485	1,128	0	NA	17	34	0	0
Bicycle	4,287	4,389	2,450	2,387	2,408	2,174	0	NA	0	0	0	0
Walked	21,435	21,923	6,661	6,257	5,785	5,358	10	NA	40	33	1	3
Other Means	6,202	5,539	1,404	1,357	994	1,013	8	NA	3	15	4	0
Worked at Home	31,973	23,570	10,019	6,775	7,798	5,129	15	NA	226	110	8	16

Bureau of the Census

**2000 Census
Tenure by Vehicles Available**

	New Mexico	Bernalillo County	Albuquerque	Corrales (Bernalillo County)	Los Ranchos de Albuquerque	Tijeras
Total Occupied Housing Units	677,971	220,936	183,406	289	1,975	188
Owner Occupied:	474,435	140,605	110,782	247	1,580	137
No Vehicle Available	19,316	4,364	3,212	0	62	5
1 Vehicle Available	133,522	39,935	32,819	8	296	38
2 Vehicles Available	201,301	63,158	50,969	56	676	60
3 Vehicles Available	85,737	24,427	18,081	122	363	29
4 Vehicles Available	24,867	6,620	4,502	30	130	4
5 or More Vehicles Available	9,692	2,101	1,199	31	53	1
Renter Occupied:	203,536	80,331	72,624	42	395	51
No Vehicle Available	26,370	10,729	10,079	0	15	3
1 Vehicle Available	103,967	42,742	39,313	24	235	26
2 Vehicles Available	57,832	21,544	18,836	10	94	22
3 Vehicles Available	11,960	4,105	3,429	0	40	0
4 Vehicles Available	2,404	849	661	0	11	0
5 or More Vehicles Available	1,003	362	306	8	0	0

Bureau of the Census

**1990 and 2000 Census
Places of Work for Workers 16 Years and Over**

	New Mexico		Bernalillo County		Albuquerque	
	1990	2000	1990	2000	1990	2000
Living in a Place						
Worked in Place of Residence	380,534	348,497	186,676	174,733	171,250	183,244
Worked Outside Place of Residence	203,827	158,678	52,697	42,510	161,118	31,978
Not Living in a Place	174,816	125,960	22,335	11,712	0	0

	Corrales (Bernalillo County)		Los Ranchos de Albuquerque		Tijeras	
	1990	2000	1999	2000	1999	2000
Living in a Place						
Worked in Place of Residence	N/A	31	184	361	25	20
Worked Outside Place of Residence	N/A	275	1,607	2,148	126	162
Not Living in a Place	N/A	0	0	0	0	0

Bureau of the Census

Housing 2000 Census					
	Housing Units	Density Housing Sq. Mi.	Total Occupied Housing Units	Owner Occupied	Renter Occupied
New Mexico	780,579	6.42	677,971	474,445	203,526
Bernalillo County	239,074	204.57	220,936	140,634	80,302
Albuquerque	198,465	1094.80	183,236	110,606	72,630
Corrales - Bernalillo County	273	155.58	267	229	38
Los Ranchos de Albuquerque	2,107	516.12	1,997	1,649	348
Tijeras	210	247.90	191	145	46
Bureau of the Census					

2000 HOUSING TENURE BY DWELLING UNITS

	NEW MEXICO	BERNALILLO COUNTY	ALBUQUERQUE	CORRALES (BERN. CO.)	LOS RANCHOS DE ALBUQ.	TIJERAS
OWNER OCCUPIED	474,435	140,605	110,782	247	1,580	137
Single Family Detached	349,779	118,416	94,534	231	1,392	110
Single Family Attached	18,418	8,516	7,780	16	62	2
Duplex	1,600	448	339	0	0	0
3 or 4 D.U.	1,800	800	747	0	10	0
5-9 D.U.	933	333	317	0	0	2
10-19 D.U.	556	184	177	0	0	0
20-49 D.U.	326	143	143	0	0	0
50+	403	270	262	0	0	0
Mobile Home	98,799	11,313	6,391	0	107	23
Boat, RV, Van, Etc.	1,821	182	92	0	9	0
RENTER OCCUPIED	203,536	80,331	72,624	42	395	51
Single Family Detached	72,154	20,219	16,037	24	194	24
Single Family Attached	12,457	4,181	3,440	8	34	3
Duplex	11,129	3,290	2,964	0	40	7
3 or 4 D.U.	21,184	10,783	10,459	0	23	7
5-9 D.U.	15,100	8,165	7,932	0	19	0
10-19 D.U.	13,795	8,547	8,413	0	0	0
20-49 D.U.	11,275	6,770	6,678	0	0	0
50+	21,467	15,494	15,185	0	0	0
Mobile Home	24,583	2,839	1,480	10	85	10
Boat, RV, Van, Etc.	392	43	36	0	0	0

Source: Bureau of the Census

EMPLOYED CIVILIAN POPULATION 16 YEARS AND OVER BY INDUSTRY IN THE YEAR 2000

	NEW MEXICO		BERNALILLO		ALBUQUERQUE		CORRALES		LOS RANCHOS DE ALBUQUERQUE		TIJERAS	
	POPULATION	JOBS/ SQ. MI.	POPULATION	JOBS/ SQ. MI.	POPULATION	JOBS/ SQ. MI.	POPULATION	JOBS/ SQ. MI.	POPULATION	JOBS/ SQ. MI.	POPULATION	JOBS/ SQ. MI.
Agricultural, Forestry, Fishing, Hunting, Mining	30,529	0.25	1,092	0.93	763	4.21	18	10.29	14	3.43	0	0.00
Agricultural, Forestry, Fishing, Hunting	16,169	0.25	839	0.72	563	3.11	18	10.29	6	1.47	0	0.00
Mining	14,360	0.12	253	0.22	200	1.10	0	0.00	8	1.96	0	0.00
Construction	60,602	9.50	18,522	15.85	13,080	72.04	15	8.57	179	43.87	21	24.71
Manufacturing	49,728	0.41	20,333	17.40	16,402	90.48	15	8.57	260	63.73	18	21.18
Wholesale Trade	20,747	0.17	8,922	7.63	7,423	40.95	0	0.00	62	15.20	9	10.59
Retail Trade	92,766	0.76	31,460	26.92	26,588	146.67	22	12.57	245	60.05	31	36.47
Transportation, Warehousing, Utilities	35,710	0.29	10,812	9.25	8,524	47.02	0	0.00	104	25.49	10	11.76
Transportation, Warehousing	26,501	0.22	8,878	7.60	7,043	38.85	0	0.00	81	14.95	10	11.76
Utilities	9,209	0.08	1,934	1.65	1,481	8.17	0	0.00	43	10.54	0	0.00
Information	18,614	0.15	8,932	7.64	7,687	42.40	0	0.00	67	16.42	1	1.18
Finance, Insurance, Real Estate, Rental, Leasing	41,649	0.34	18,308	15.67	15,656	86.36	72	41.14	220	53.92	4	4.71
Finance, Insurance	26,411	0.22	12,444	10.65	10,614	58.55	51	29.14	144	35.29	3	3.53
Real Estate, Rental, Leasing	15,238	0.13	5,864	5.02	5,042	27.81	21	12.00	76	18.63	1	1.18
Professional, Scientific, Management, Administrative, Waste Management Services	71,715	0.59	34,870	29.84	29,241	161.30	66	37.71	404	99.02	19	22.35
Professional, Scientific, Technical Services	47,689	0.39	24,710	21.14	20,635	113.83	66	37.71	304	74.51	7	8.24
Management of Companies and Enterprises	102	0.00	38	0.03	38	0.21	0	0.00	0	0.00	0	0.00
Administrative, Support, Waste Management Services	23,924	0.20	10,122	8.66	8,568	47.26	0	0.00	100	24.51	12	14.12
Educational, Health, Social Services	165,897	1.36	55,289	47.31	46,485	256.43	53	30.29	525	128.92	36	42.35
Educational Services	83,067	0.68	25,247	21.60	21,349	117.77	15	8.57	199	48.77	14	16.47
Health Care, Social Assistance	82,830	0.68	30,042	25.71	25,136	138.66	38	21.71	327	80.15	22	25.88
Arts, Entertainment, Recreation, Accommodation, Food Services	74,789	0.62	25,840	22.11	22,036	121.56	15	8.57	214	52.45	19	22.35
Arts, Entertainment, Recreation	17,967	0.15	5,663	4.85	4,516	24.91	0	0.00	50	12.25	4	4.71
Accommodation, Food Services	56,822	0.47	20,177	17.27	17,520	96.65	15	8.57	164	40.20	15	17.65
Other Services (except public administration)	39,988	0.32	12,761	10.92	10,473	57.77	7	4.00	84	20.59	9	10.59
Public Administration	61,382	0.50	15,447	13.22	12,575	69.37	23	13.14	150	36.76	6	7.06
Total	763,116	6.28	262,588	224.69	216,913	1,196.56	305	174.86	2,529	619.85	183	215.29

Educational Attainment for the Population 25 Yrs. and Over by Gender						
	New Mexico	Bernalillo County	Albuquerque	Corrales Bern. Cty.	Los Ranchos de Albuquerque	Tijeras
Male	543,977	170,972	138,084	245	1,656	158
No schooling completed	10,956	2,053	1,476	0	14	2
Nursery to 4th grade	7,005	1,209	811	0	22	0
5th and 6th grade	15,809	3,821	2,794	0	17	3
7th and 8th grade	17,792	3,836	2,721	0	44	9
9th grade	12,444	2,689	1,961	0	12	8
10th grade	16,001	3,587	2,512	0	20	7
11th grade	16,678	4,030	2,981	0	31	0
12th grade, no diploma	20,049	5,724	4,300	0	35	6
High School graduate (includes equivalency)	142,806	40,001	30,880	30	281	55
Some college, less than 1 year	35,935	10,946	8,856	7	29	17
Some college, 1 or more years, no degree	84,356	27,283	23,210	18	235	13
Associate Degree	29,803	9,362	7,802	0	51	12
Bachelor's Degree	74,926	30,646	26,431	114	362	9
Master's Degree	36,097	15,750	13,299	29	176	6
Professional School Degree	11,461	5,173	4,095	21	231	6
Doctorate Degree	11,859	4,862	3,955	26	96	5
Female	590,824	187,708	153,401	251	1,907	126
No schooling completed	11,780	1,997	1,507	0	11	2
Nursery to 4th grade	6,565	1,238	854	0	29	2
5th and 6th grade	15,570	3,111	2,347	0	26	0
7th and 8th grade	19,508	4,409	3,185	0	64	5
9th grade	14,475	3,517	2,618	0	9	0
10th grade	17,397	4,116	3,046	0	44	6
11th grade	17,641	4,508	3,403	0	0	1
12th grade, no diploma	20,311	6,013	4,525	0	59	4
High School graduate (includes equivalency)	158,940	48,852	39,341	20	369	42
Some college, less than 1 year	46,457	14,846	12,357	8	99	15
Some college, 1 or more years, no degree	93,176	31,045	26,095	34	288	29
Associate Degree	37,198	11,051	9,268	0	100	5
Bachelor's Degree	79,446	31,820	27,131	97	477	8
Master's Degree	39,931	15,791	13,312	65	229	5
Professional School Degree	7,971	3,504	2,786	20	82	2
Doctorate Degree	4,458	1,890	1,626	7	21	0

Bureau of the Census

Annual Public School Enrollment

School Yr.	Students	School Yr.	Students
1949-1950	21,335	1975-1976	84,634
1950-1951	24,073	1976-1977	85,639
1951-1952	25,944	1977-1978	83,910
1952-1953	28,424	1978-1979	82,655
1953-1954	31,245	1979-1980	80,982
1954-1955	34,210	1980-1981	78,668
1955-1956	37,286	1981-1982	76,177
1956-1957	39,835	1982-1983	75,210
1957-1958	43,571	1983-1984	75,303
1958-1959	48,803	1984-1985	76,057
1959-1960	53,561	1986-1987	79,119
1960-1961	56,161	1987-1988	82,296
1961-1962	N/A	1988-1989	84,783
1962-1963	N/A	1989-1990	86,716
1963-1964	68,301	1990-1991	88,112
1964-1965	71,889	1992-1993	90,153
1965-1966	74,477	1993-1994	91,516
1966-1967	76,429	1994-1995	88,624
1967-1968	77,644	1995-1996	88,891
1968-1969	78,793	1996-1997	88,886
1969-1970	80,751	1997-1998	87,033
1970-1971	84,362	1998-1999	
1971-1972	86,016	1999-2000	
1972-1973	87,211	2000-2001	
1973-1974	85,967	2001-2002	
1974-1975	84,772	2002-2003	

Source:

PLAN AMENDMENTS APPROVED DIFFERENTLY BY CITY AND COUNTY

Different language was approved by the City Council and Bernalillo County Commission for several policy amendments recommended by the 1980 Biennial Report. Therefore, the existing Comprehensive Plan language adopted in 1988 by both governing bodies remains in effect for those particular policies, and will continue to be printed in the Comprehensive Plan until amended with identical language by both bodies. The affected policies and the respective language are:

D. Community Resource Management

2. Water Management

a. City language • The water resource of the metropolitan area shall be managed to ensure permanent adequate supply. County language • The City's average annual water use should be managed to correspond to average annual recharge of the aquifer.

4. Transportation and Transit

New Policy h. City language • Land use strategies shall be used to promote transit use in transit development corridors. County language • Land use procedures shall be established to promote transit use in transit development corridors.

Possible Techniques

1. Reserve opportunities for park-and-ride lots, transit centers, bus bays, transit lanes as necessary upon subdivision or plan approval.
2. Encourage high density development in urban centers and in activity centers.
3. Minimize off-street parking requirements for commercial and office uses where effective transportation alternatives exist or can be implemented.
4. Revise the City and County Subdivision Ordinances to provide for dedication of land or cash in lieu of dedication for park-and-ride lots and transit (transfer) centers.

New Policy i. City language • Transportation strategies shall be used to promote transit use in transit development corridors. County language • Transportation procedures shall be established to promote transit use in transit development corridors.

Possible Techniques

1. Operate express bus service to employment centers for work trips.
2. Operate bus service for special events.
3. Integrate conventional bus service with intercity bus, rail, and air service.
4. Coordinate transit service improvements and system links with development in activity centers, urban centers and with new planned communities.
5. Supplement conventional transit with specialized local service, taxi and para-transit.
6. Explore the use of private and public lots for park-and-ride facilities.
7. Advertise and develop incentives for participation in the system.

1. City language • In currently developed areas, the efficiency and safety of existing arterial streets shall be improved to reduce the need for the expansion of freeways and future arterials. County language • In currently developed areas, the efficiency and safety of existing arterial streets shall be improved to minimize the need for the expansion of freeways and future arterials.

m. City language • In newly developing areas, efficiency and safety of the arterial street system shall be emphasized in order to reduce the need for additional future arterials. County language • In newly developing areas, efficiency and safety of the arterial street system shall be emphasized in order to reduce or preclude the need for additional future arterials.

Possible Techniques

1. Maximize potential use of all forms of ridesharing (buses, carpools, vanpools, etc.) by providing priority treatments such as park-and-ride lots, special lanes and other such transportation system management (TSM) programs determined effective.
2. Maximize potential use of efficiency and safety measures including improved signalization, median control, vehicle type restrictions, grade separated intersections, all-weather bridge crossings, intersection capacity, pavement striping, channelization and other transportation system management (TSM) programs determined effective.
3. Apply regional travel demand forecasting techniques in developing a comparative understanding of the benefit/cost values of implementing or expanding ridesharing and other TSM programs.

BERNALILLO COUNTY
EXTRATERRITORIAL LAND USE AUTHORITY

RESOLUTION NO. ELUA 2-2002

1 **A Resolution amending the Albuquerque/Bernalillo County Comprehensive Plan, adding and**
2 **revising text, policies and map, relating to identifying and enhancing activity centers and linking**
3 **transportation corridors.**

4 **WHEREAS**, there are numerous legislative and public forum directives including Shared Vision town
5 halls, stakeholder and community input meetings, Resolutions R-70 and R-55, all of which call for future
6 development and enhancement of mixed use activity centers and linking transportation corridors; and

7 **WHEREAS**, present land use development patterns in Albuquerque and Bernalillo County are resulting in
8 growing shortages of funding for public services, a built environment more conducive to car travel than alternative
9 transportation modes, greater distances from home to work and increasing vehicle miles traveled; and

10 **WHEREAS**, the Comprehensive Plan already contains certain limited material pertaining to development
11 of centers and corridors; and

12 **WHEREAS**, the proposed Centers and Corridors amendment to the Comprehensive Plan would refine and
13 provide more detail with respect to policies encouraging their development; and

14 **WHEREAS**, implementation of the Centers and Corridors concept could result in more efficient delivery,
15 maintenance and rehabilitation of public services and infrastructure, a built environment offering greater options that
16 enhance quality of life, and more transportation choices for citizens of the City and County; all of which would
17 support the concept of sustainability; and

18 **WHEREAS**, Shared Vision, Inc. has offered extensive opportunities for public involvement in the form of
19 community meetings, focus groups, and stakeholder discussions, as well as through broad based representation on
20 the Comprehensive Plan Public Advisory Committee and documented broad based support; and

21 **WHEREAS**, the Environmental Planning Commission, Bernalillo County Planning Commission, and the
22 Extraterritorial Land Use Commission have held public hearings allowing for extensive discussion of the centers and
23 corridors concept and have unanimously approved the proposed amendments; and

24 **WHEREAS**, the Board of County Commissioners has the authority to adopt and amend plans for the
25 development of the area.

26 **BE IT RESOLVED BY THE EXTRATERRITORIAL LAND USE AUTHORITY**

27 **Section 1.** That "Introduction and Context" Section I.B.6. of the Comprehensive Plan is amended by re-
28 titling the section from Urban Centers to "Activity Centers" and replacing the section in its entirety with the attached
29 narrative of the same title.

30 **Section 2.** That "Introduction and Context" Section I.D.4., "Transportation and Transit" is amended and
31 revised to include the attached narrative pertaining to development and enhancement of transportation corridors.

CONTINUATION PAGE 2, A Resolution amending the Albuquerque/Bernalillo County Comprehensive Plan, adding and revising text, policies and map, relating to identifying and enhancing activity centers and linking transportation corridors.

1 **Section 3.** That “Goals and Policies” Section II.B.6., re-titled “Activity Centers”, is amended by
2 replacing the policies with the attached Policies a through j and including the list of “Possible Techniques for
3 Implementing Activity Centers.”

4 **Section 4.** That “Goals and Policies” Section II.D.4., “Transportation and Transit” is amended by
5 replacing the Goal and Policies with the attached Policies a through e, and including the list of “Possible Techniques
6 for Implementing Corridors.”

7 **Section 5.** That the Comprehensive Plan map be replaced with the map entitled “Comprehensive Plan
8 with Centers and Corridors Concept for Bernalillo County.”

9 **Section 6.** Findings accepted.

10 1. The request is to amend the Albuquerque/Bernalillo County Comprehensive Plan, adding
11 and revising text, policies and map, relating to identifying and enhancing activity centers and linking transportation
12 corridors.

13 2. There are a number of legislative and public forum directives (e.g. R-70, Shared Vision
14 town halls, focus groups, stakeholder and community input meetings) that call for future development and
15 redevelopment of the type called for in the requested amendments.

16 3. Present land use, design and development patterns in the Albuquerque and Bernalillo
17 County, frequently noted as undesirable by the public, are resulting in:

- 18 • Growing shortages of funding necessary to deliver, maintain and rehabilitate infrastructure and
19 public services;
- 20 • a build environment more conducive to car travel than bus transit, walking or bicycling;
- 21 • greater distances from homes to work, and transportation costs that take from potential housing
22 expenditures;
- 23 • increasing vehicle miles traveled and eroding drive time despite construction of more lane miles.

24 4. The amendments would establish basic policy agreement among City and County
25 government agencies in support of creating vital urban and rural places in designated activity centers and
26 transportation corridors made up of concentrations of retail, offices and other employment uses, entertainment and
27 recreation, as well as residential uses.

28 5. Regulatory modifications and changes to the Capital Implementation Program and other
29 public investment programs and strategies will be necessary to realize the vision expressed by the amendments for
30 centers and corridors.

31 6. A continuing update and reformatting of the Comprehensive Plan by the Planning
32 Department will address many of the detail concerns raised in other agency and jurisdiction comments.

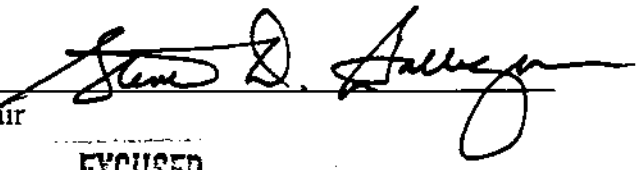
33 7. Discernable progress on implementation of activity centers and transportation corridors
34 as described in these amendments will require continued commitment of public financial resources for 20 to 25
35 years. A lesser commitment will translate into less discernable progress.

CONTINUATION PAGE 3, A Resolution amending the Albuquerque/Bernalillo County Comprehensive Plan, adding and revising text, policies and map, relating to identifying and enhancing activity centers and linking transportation corridors.

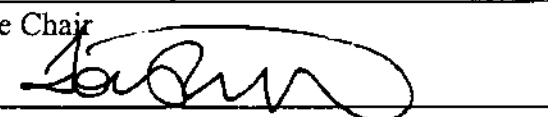
8. Issues raised by neighborhoods, developers, environmental advocates and the business community illustrate the breadth and depth of the implementation challenge facing centers and corridors development, and will have to be addressed by the City and County in subsequent work on detailed planning and implementation programs and policies.

9. An issue has been raised concerning whether the note added to the map by Open Space which states in part, "It is not the intent of any proposed corridor on this map to take land from either existing or proposed major public open space or from the Petroglyph National Monument" should appropriately be included on a map that is specifically labeled conceptual.

DONE this 22 day of January 2002

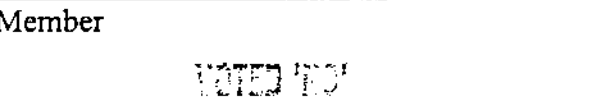
Chair 

EXCUSED

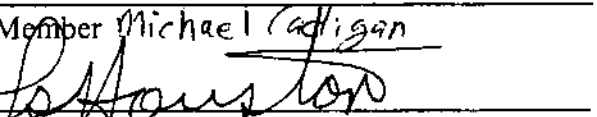
Vice Chair 

Member 

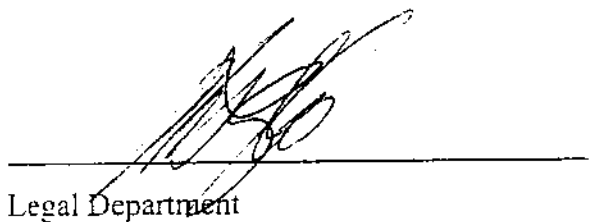
EXCUSED

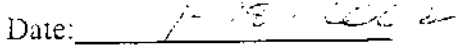
Member 

VOTED 'NO'

Member Michael Cadigan 

Member 


Legal Department

Date: 

**CONTINUATION PAGE 4, A Resolution amending the Albuquerque/Bernalillo County
Comprehensive Plan, adding and revising text, policies and map, relating to identifying and enhancing
activity centers and linking transportation corridors.**

1 ATTEST:

2 _____ 

3 Mary Herrera, Clerk

4 Date: 1/22/07

5

BERNALILLO COUNTY
EXTRATERRITORIAL LAND USE AUTHORITY

RESOLUTION NO. ELUA 3-2002

1 **A Resolution amending the Albuquerque/Bernalillo County Comprehensive Plan, adding and**
2 **revising text, policies and map, relating to Community Identity.**

3 WHEREAS, there are many years of documented public support for the preservation and enhancement of
4 unique community identity within sub-areas of the city and county; and

5 WHEREAS, amendments to the Comprehensive Plan as proposed would strengthen the Plan's foundation
6 and support of unique sub-areas across Albuquerque and Bernalillo County; and

7 WHEREAS, community identity is among fundamental values and goals guiding design and development
8 for the next generation; and

9 WHEREAS, recognition of community areas' special history and character is of special significance to the
10 residents and businesses of each of the areas; and

11 WHEREAS, public workshops were held throughout the metropolitan area gathering public perceptions of
12 Community Identity, what characteristics contribute to each area's uniqueness, and how positive community identity
13 might be reinforced; and

14 WHEREAS, community identity links to important activity centers and corridors which serve to reinforce
15 local commerce and social interaction of each community area; and

16 WHEREAS, the Environmental Planning Commission, Bernalillo County Planning Commission and the
17 Extra-Territorial Land Use Commission have held public hearings allowing for extensive discussion of the
18 Community Identity concept and have unanimously approved the proposed amendments; and

19 WHEREAS, the Board of County Commissioners has the authority to adopt and amend plans for the
20 development of the area.

21 **BE IT RESOLVED BY THE EXTRATERRITORIAL LAND USE AUTHORITY:**

22 Section 1. That "Introduction and Context" Section I.C.9., Community Identity and Urban Design, is
23 added; it includes the attached narrative pertaining to preservation and enhancement of community identity in each
24 unique area identified on the map of Albuquerque/Bernalillo County Communities.

25 Section 2. That "Goals and Policies" Section II.C.9., also entitled Community Identity and Urban Design
26 is added; it includes Policies a thru e establishing community and identity areas and policies for the preservation and
27 enhancement of each areas special historic, social, environmental and economic character.

28 Section 3. That the map entitled "Albuquerque/Bernalillo County Communities" is part of a new
29 Community Identity and Urban Design policy section of the Comprehensive Plan.

30 Section 4. Findings accepted.

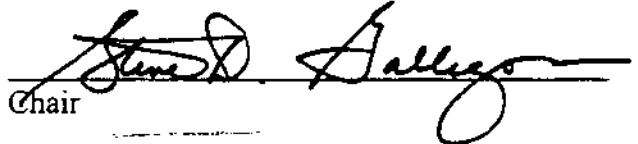
31 1. The request is to amend the Albuquerque/Bernalillo County Comprehensive Plan, adding
32 new text, policies and a map relating to protecting and enhancing unique community identity area by area.

CONTINUATION PAGE 2, A Resolution amending the Albuquerque/Bernalillo County
Comprehensive Plan, adding and revising text, policies and map, relating to Community Identity.

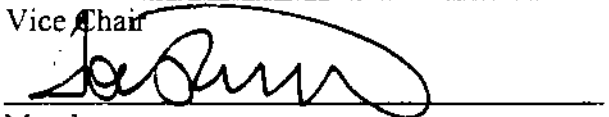
1 2. A series of public workshops, Council Resolution 70 and other initiatives support the
2 concepts put forth in the request.

3 3. The amendments would establish basic policy agreement within City and County
4 government in support of promoting and enhancing community identity.

5
6 DONE this 22 day of January 2002.
7

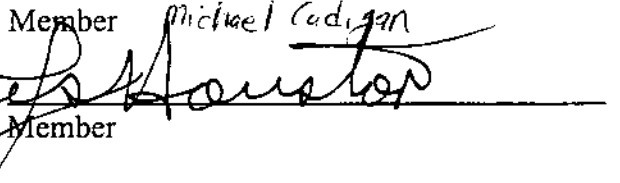
8 
9 Chair

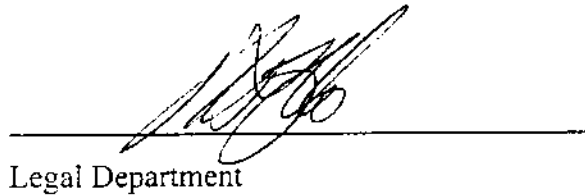
10 **EXCUSED**

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12 Vice Chair
13 

14 Member
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16 Member

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21 Member ERIC C. FIEGO

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23
24 Member Michael Cadigan
25 
26 Member

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31 
32 Legal Department

33 Date: 1-18-2002

34
35 ATTEST:
36 
37 Mary Herrera, Clerk

38 Date: 1/22/02

BERNALILLO COUNTY

BOARD OF COUNTY COMMISSIONERS

RESOLUTION NO. 6-2002

1 **A Resolution amending the Albuquerque/Bernalillo County Comprehensive Plan, adding and**
2 **revising text, policies and map, relating to identifying and enhancing activity centers and linking**
3 **transportation corridors.**

4 **WHEREAS**, there are numerous legislative and public forum directives including Shared Vision town
5 halls, stakeholder and community input meetings, Resolutions R-70 and R-55, all of which call for future
6 development and enhancement of mixed use activity centers and linking transportation corridors; and

7 **WHEREAS**, present land use development patterns in Albuquerque and Bernalillo County are resulting in
8 growing shortages of funding for public services, a built environment more conducive to car travel than alternative
9 transportation modes, greater distances from home to work and increasing vehicle miles traveled; and

10 **WHEREAS**, the Comprehensive Plan already contains certain limited material pertaining to development
11 of centers and corridors; and

12 **WHEREAS**, the proposed Centers and Corridors amendment to the Comprehensive Plan would refine and
13 provide more detail with respect to policies encouraging their development; and

14 **WHEREAS**, implementation of the Centers and Corridors concept could result in more efficient delivery,
15 maintenance and rehabilitation of public services and infrastructure, a built environment offering greater options that
16 enhance quality of life, and more transportation choices for citizens of the City and County; all of which would
17 support the concept of sustainability; and

18 **WHEREAS**, Shared Vision, Inc. has offered extensive opportunities for public involvement in the form of
19 community meetings, focus groups, and stakeholder discussions, as well as through broad based representation on
20 the Comprehensive Plan Public Advisory Committee and documented broad based support; and

21 **WHEREAS**, the Environmental Planning Commission, Bernalillo County Planning Commission, and the
22 Extraterritorial Land Use Commission have held public hearings allowing for extensive discussion of the centers and
23 corridors concept and have unanimously approved the proposed amendments; and

24 **WHEREAS**, the Board of County Commissioners has the authority to adopt and amend plans for the
25 development of the area.

26 **BE IT RESOLVED BY BOARD OF COUNTY COMMISSIONERS:**

27 **Section 1.** That "Introduction and Context" Section I.B.6. of the Comprehensive Plan is amended by re-
28 titling the section from Urban Centers to "Activity Centers" and replacing the section in its entirety with the attached
29 narrative of the same title.

30 **Section 2.** That "Introduction and Context" Section I.D.4.. "Transportation and Transit" is amended and
31 revised to include the attached narrative pertaining to development and enhancement of transportation corridors

CONTINUATION PAGE 2, A Resolution amending the Albuquerque/Bernalillo County Comprehensive Plan, adding and revising text, policies and map, relating to identifying and enhancing activity centers and linking transportation corridors.

1 **Section 3.** That “Goals and Policies” Section II.B.6., re-titled “Activity Centers”, is amended by
2 replacing the policies with the attached Policies a through j and including the list of “Possible Techniques for
3 Implementing Activity Centers.”

4 **Section 4.** That “Goals and Policies” Section II.D.4., “Transportation and Transit” is amended by
5 replacing the Goal and Policies with the attached Policies a through e, and including the list of “Possible Techniques
6 for Implementing Corridors.”

7 **Section 5.** That the Comprehensive Plan map be replaced with the map entitled “Comprehensive Plan
8 with Centers and Corridors Concept for Bernalillo County.”

9 **Section 6.** Findings accepted.

10 1. The request is to amend the Albuquerque/Bernalillo County Comprehensive Plan, adding
11 and revising text, policies and map, relating to identifying and enhancing activity centers and linking transportation
12 corridors.

13 2. There are a number of legislative and public forum directives (e.g. R-70, Shared Vision
14 town halls, focus groups, stakeholder and community input meetings) that call for future development and
15 redevelopment of the type called for in the requested amendments.

16 3. Present land use, design and development patterns in the Albuquerque and Bernalillo
17 County, frequently noted as undesirable by the public, are resulting in:

- 18 • Growing shortages of funding necessary to deliver, maintain and rehabilitate infrastructure and public
19 services;
- 20 • a build environment more conducive to car travel than bus transit, walking or bicycling;
- 21 • greater distances from homes to work, and transportation costs that take from potential housing
22 expenditures;
- 23 • increasing vehicle miles traveled and eroding drive time despite construction of more lane miles.

24 4. The amendments would establish basic policy agreement among City and County
25 government agencies in support of creating vital urban and rural places in designated activity centers and
26 transportation corridors made up of concentrations of retail, offices and other employment uses, entertainment and
27 recreation, as well as residential uses.

28 5. Regulatory modifications and changes to the Capital Implementation Program and other
29 public investment programs and strategies will be necessary to realize the vision expressed by the amendments for
30 centers and corridors.

31 6. A continuing update and reformatting of the Comprehensive Plan by the Planning
32 Department will address many of the detail concerns raised in other agency and jurisdiction comments.

33 7. Discernable progress on implementation of activity centers and transportation corridors
34 as described in these amendments will require continued commitment of public financial resources for 20 to 25
35 years. A lesser commitment will translate into less discernable progress.

CONTINUATION PAGE 3, A Resolution amending the Albuquerque/Bernalillo County Comprehensive Plan, adding and revising text, policies and map, relating to identifying and enhancing activity centers and linking transportation corridors.

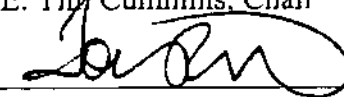
8. Issues raised by neighborhoods, developers, environmental advocates and the business community illustrate the breadth and depth of the implementation challenge facing centers and corridors development, and will have to be addressed by the City and County in subsequent work on detailed planning and implementation programs and policies.

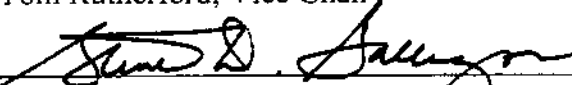
9. An issue has been raised concerning whether the note added to the map by Open Space which states in part, "It is not the intent of any proposed corridor on this map to take land from either existing or proposed major public open space or from the Petroglyph National Monument" should appropriately be included on a map that is specifically labeled conceptual.

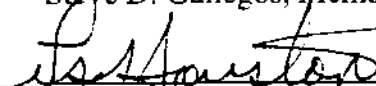
DONE this 22 day of January, 2002.


BOARD OF COUNTY COMMISSIONERS

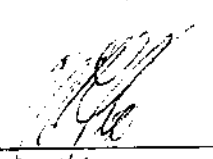

E. Tim Cummins, Chair


Tom Rutherford, Vice Chair


Steve D. Gallegos, Member


Les Houston, Member

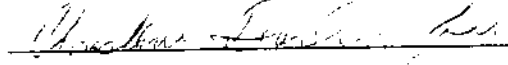

Ken Sanchez, Member



Legal Department

Date: 1-14-2002

ATTEST:



Mary Herrera, Clerk

Date: 1/14/02

BERNALILLO COUNTY

BOARD OF COUNTY COMMISSIONERS

RESOLUTION NO. 7-2002

1 **A Resolution amending the Albuquerque/Bernalillo County Comprehensive Plan, adding and**
2 **revising text, policies and map, relating to Community Identity.**

3 WHEREAS, the City has documented many years of public support for the preservation and enhancement
4 of unique community identity within sub-areas of the city and county; and

5 WHEREAS, amendments to the Comprehensive Plan as proposed would strengthen the Plan's foundation
6 and support of unique sub-areas across Albuquerque and Bernalillo County; and

7 WHEREAS, community identity is among fundamental values and goals guiding design and development
8 for the next generation; and

9 WHEREAS, recognition of community areas' special history and character is of special significance to the
10 residents and businesses of each of the areas; and

11 WHEREAS, public workshops were held throughout the metropolitan area gathering public perceptions of
12 Community Identity, what characteristics contribute to each area's uniqueness, and how positive community identity
13 might be reinforced; and

14 WHEREAS, community identity links to important activity centers and corridors which serve to reinforce
15 local commerce and social interaction of each community area; and

16 WHEREAS, the Environmental Planning Commission, Bernalillo County Planning Commission and the
17 Extra-Territorial Land Use Commission have held public hearings allowing for extensive discussion of the
18 Community Identity concept and have unanimously approved the proposed amendments; and

19 WHEREAS, the Council has the authority to adopt and amend plans for the development of the area.

20 **BE IT RESOLVED BY BOARD OF COUNTY COMMISSIONERS:**

21 Section 1. That "Introduction and Context" Section I.C.9., Community Identity and Urban Design, is
22 added; it includes the attached narrative pertaining to preservation and enhancement of community identity in each
23 unique area identified on the map of Albuquerque/Bernalillo County Communities.

24 Section 2. That "Goals and Policies" Section II.C.9., also entitled Community Identity and Urban Design
25 is added; it includes Policies a thru e establishing community and identity areas and policies for the preservation and
26 enhancement of each areas special historic, social, environmental and economic character.

27 Section 3. That the map entitled "Albuquerque/Bernalillo County Communities" is part of a new
28 Community Identity and Urban Design policy section of the Comprehensive Plan.

29 Section 4. Findings accepted.

30 1. The request is to amend the Albuquerque/Bernalillo County Comprehensive Plan, adding
31 new text, policies and a map relating to protecting and enhancing unique community identity area by area.

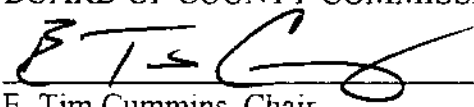
32 2. A series of public workshops, Council Resolution 70 and other initiatives support the
33 concepts put forth in the request.

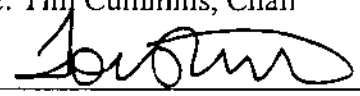
CONTINUATION PAGE 2, A Resolution amending the Albuquerque/Bernalillo County
Comprehensive Plan. adding and revising text, policies and map. relating to Community Identity.

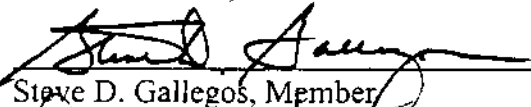
3. The amendments would establish basic policy agreement within City and County
government in support of promoting and enhancing community identity.

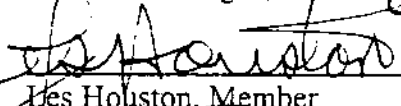
DONE this 22 day of January 2002.

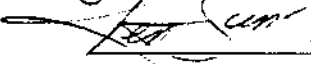
BOARD OF COUNTY COMMISSIONERS

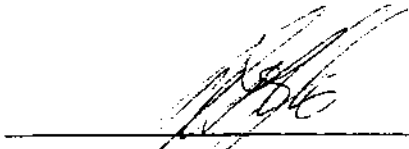

E. Tim Cummins, Chair


Tom Rutherford, Vice Chair


Steve D. Gallegos, Member

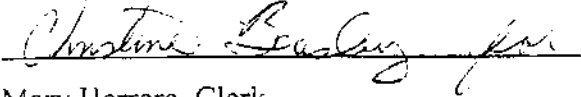

Les Holston, Member


Ken Sanchez, Member


Legal Department

Date: 1-18-2002

ATTEST:


Mary Herrera, Clerk

Date: 1/22/02

**CITY of ALBUQUERQUE
FOURTEENTH COUNCIL**

COUNCIL BILL NO. R-01-343 ENACTMENT NO. 171-2001

SPONSORED BY: *Alan B. Amigo*
Hes Gutema

RESOLUTION

1
2 **AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE**
3 **PLAN, ADDING AND REVISING TEXT, POLICIES AND MAP, RELATING TO**
4 **COMMUNITY IDENTITY.**

5 **WHEREAS, the City has documented many years of public support for the**
6 **preservation and enhancement of unique community identity within sub-areas**
7 **of the city and county; and**

8 **WHEREAS, amendments to the Comprehensive Plan has proposed would**
9 **strengthen the Plan's foundation and support of unique sub-areas across**
10 **Albuquerque and Bernalillo County; and**

11 **WHEREAS, community identity is among fundamental values and goals**
12 **guiding design and development for the next generation; and**

13 **WHEREAS, recognition of community areas' special history and character**
14 **has been documented as very important to the residents and businesses of**
15 **each of the areas; and**

16 **WHEREAS, public workshops were held throughout the metropolitan area**
17 **gathering public perceptions of Community Identity, what characteristics**
18 **contribute to each area's uniqueness, and how positive community identity**
19 **might be reinforced; and**

20 **WHEREAS, community identity links to important activity centers and**
21 **corridors which serve to reinforce local commerce and social interaction of**
22 **each community area; and**

23 **WHEREAS, the Environmental Planning Commission, Bernalillo County**
24 **Planning Commission and the Extra-Territorial Land Use Commission have**
25 **held public hearings allowing for extensive discussion of the Community**

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1 Identity concept and have unanimously approved the proposed amendments;
2 and
3 WHEREAS, the Council has the authority to adopt and amend plans for the
4 development of the area.
5 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY THE CITY OF
6 THE ALBUQUERQUE;
7 Section 1. That "Introduction and Context" Section I.C.9., Community
8 Identity and Urban Design, is added; it includes the attached narrative
9 pertaining to preservation and enhancement of community identity in each
10 unique area identified on the map of Albuquerque/Bernalillo County
11 Communities.
12 Section 2. That "Goals and Policies" Section II.C.9., also entitled
13 Community Identity and Urban Design is added; it includes Policies a thru e
14 establishing community and identity areas and policies for the preservation
15 and enhancement of each areas special historic, social, environmental and
16 economic character.
17 Section 3. That the map entitled "Albuquerque/Bernalillo County
18 Communities" is part of a new Community Identity and Urban Design policy
19 section of the Comprehensive Plan.
20 Section 4. Findings accepted.
21 1. The request is to amend the Albuquerque/Bernalillo
22 County Comprehensive Plan, adding new text, policies and a map relating to
23 protecting and enhancing unique community identity area by area.
24 2. A series of public workshops, Council Resolution 70
25 and other initiatives support the concepts put forth in the request.
26 3. The amendments would establish basic policy
27 agreement within City and County government in support of promoting and
28 enhancing community identity.
29 Section 5. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
30 clause, word or phrase of this resolution is for any reason held to be invalid or
31 unenforceable by any court of competent jurisdiction, such decision shall not
32 affect the validity of the remaining provisions of this resolution. The Council
33 hereby declares that it would have passed this resolution and each section,

1 paragraph, sentence, clause, word or phrase thereof irrespective of any
2 provisions being declared unconstitutional or otherwise invalid.

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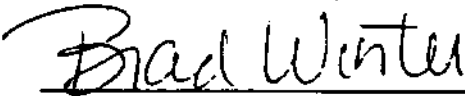
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1 PASSED AND ADOPTED THIS 19th DAY OF NOVEMBER, 2001
2 BY A VOTE OF: 9 FOR 0 AGAINST.

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Brad Winter, President
City Council

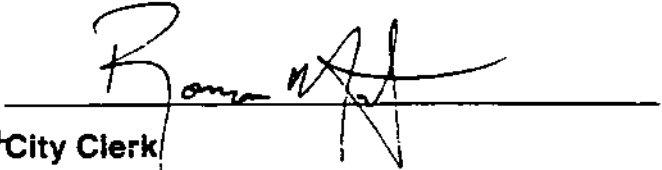
APPROVED THIS 30th DAY OF November, 2001

Bill No. R-343



Jim Baca, Mayor
City of Albuquerque

ATTEST:



City Clerk

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**CITY of ALBUQUERQUE
FOURTEENTH COUNCIL**

COUNCIL BILL NO. R-01-344 ENACTMENT NO. 172-2001

SPONSORED BY: *Hen Gutierrez
Alan B. Arriaga*

RESOLUTION

1
2 **AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE**
3 **PLAN, ADDING AND REVISING TEXT, POLICIES AND MAP, RELATING TO**
4 **IDENTIFYING AND ENHANCING ACTIVITY CENTERS AND LINKING**
5 **TRANSPORTATION CORRIDORS.**

6 **WHEREAS, there are numerous legislative and public forum directives**
7 **including Shared Vision town halls, stakeholder and community input**
8 **meetings, Resolutions R-70 and R-55, all of which call for future development**
9 **and enhancement of mixed use activity centers and linking transportation**
10 **corridors; and**

11 **WHEREAS, present land use development patterns in Albuquerque and**
12 **Bernalillo County are resulting in growing shortages of funding for public**
13 **services, a built environment more conducive to car travel than alternative**
14 **transportation modes, greater distances from home to work and increasing**
15 **vehicle miles traveled; and**

16 **WHEREAS, the Comprehensive Plan already contains certain limited**
17 **material pertaining to development of centers and corridors; and**

18 **WHEREAS, the proposed Centers and Corridors amendment to the**
19 **Comprehensive Plan would refine and provide more detail with respect to**
20 **policies encouraging their development; and**

21 **WHEREAS, implementation of the Centers and Corridors concept could**
22 **result in more efficient delivery, maintenance and rehabilitation of public**
23 **services and infrastructure, a built environment offering greater options that**
24 **enhance quality of life, and more transportation choices for citizens of the City**
25 **and County; all of which would support the concept of sustainability; and**

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1 WHEREAS, Shared Vision, Inc. has offered extensive opportunities for
2 public involvement in the form of community meetings, focus groups, and
3 stakeholder discussions, as well as through broad based representation on
4 the Comprehensive Plan Public Advisory Committee and documented broad
5 based support; and

6 WHEREAS, the Environmental Planning Commission, Bernalillo County
7 Planning Commission, and the Extraterritorial Land Use Commission have
8 held public hearings allowing for extensive discussion of the centers and
9 corridors concept and have unanimously approved the proposed
10 amendments; and

11 WHEREAS, the Council has the authority to adopt and amend plans for the
12 development of the area.

13 **BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF**
14 **ALBUQUERQUE:**

15 Section 1. That "Introduction and Context" Section I.B.6. of the
16 Comprehensive Plan is amended by re-titling the section from Urban Centers
17 to "Activity Centers" and replacing the section in its entirety with the attached
18 narrative of the same title.

19 Section 2. That "Introduction and Context" Section I.D.4., "Transportation
20 and Transit" is amended and revised to include the attached narrative
21 pertaining to development and enhancement of transportation corridors.

22 Section 3. That "Goals and Policies" Section II.B.6., re-titled "Activity
23 Centers", is amended by replacing the policies with the attached Policies a
24 through j and including the list of "Possible Techniques for Implementing
25 Activity Centers."

26 Section 4. That "Goals and Policies" Section II.D.4., "Transportation and
27 Transit" is amended by replacing the Goal and Policies with the attached
28 Policies a through e, and including the list of "Possible Techniques for
29 Implementing Corridors."

30 Section 5. That the Comprehensive Plan map be replaced with the map
31 entitled "Comprehensive Plan with Centers and Corridors Concept for
32 Bernalillo County."

33 Section 6. Findings accepted.

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- 1 1. The request is to amend the Albuquerque/Bernalillo
2 County Comprehensive Plan, adding and revising text, policies and map,
3 relating to identifying and enhancing activity centers and linking
4 transportation corridors.
- 5 2. There are a number of legislative and public forum
6 directives (e.g. R-70, Shared Vision town halls, focus groups, stakeholder and
7 community input meetings) that call for future development and
8 redevelopment of the type called for in the requested amendments.
- 9 3. Present land use, design and development patterns in
10 the Albuquerque and Bernalillo County, frequently noted as undesirable by the
11 public, are resulting in:
 - 12 • Growing shortages of funding necessary to deliver, maintain and
 - 13 rehabilitate infrastructure and public services;
 - 14 • a build environment more conducive to car travel than bus transit, walking
 - 15 or bicycling;
 - 16 • greater distances from homes to work, and transportation costs that take
 - 17 from potential housing expenditures;
 - 18 • increasing vehicle miles traveled and eroding drive time despite
 - 19 construction of more lane miles.
- 20 4. The amendments would establish basic policy
21 agreement among City and County government agencies in support of
22 creating vital urban and rural places in designated activity centers and
23 transportation corridors made up of concentrations of retail, offices and other
24 employment uses, entertainment and recreation, as well as residential uses.
- 25 5. Regulatory modifications and changes to the Capital
26 Implementation Program and other public investment programs and strategies
27 will be necessary to realize the vision expressed by the amendments for
28 centers and corridors.
- 29 6. A continuing update and reformatting of the
30 Comprehensive Plan by the Planning Department will address, many of the
31 detail concerns raised in other agency and jurisdiction comments.
- 32 7. Discernable progress on implementation of activity
33 centers and transportation corridors as described in these amendments will

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1 require continued commitment of public financial resources for 20 to 25 years
2 A lesser commitment will translate into less discernable progress.
3 8. Issues raised by neighborhoods, developers,
4 environmental advocates and the business community illustrate the breadth
5 and depth of the implementation challenge facing centers and corridors
6 development, and will have to be addressed by the City and County in
7 subsequent work on detailed planning and implementation programs and
8 policies.
9 9. An issue has been raised concerning whether the note
10 added to the map by Open Space which states in part, "It is not the intent of
11 any proposed corridor on this map to take land from either existing or
12 proposed major public open space or from the Petroglyph National
13 Monument" should appropriately be included on a map that is specifically
14 labeled conceptual.
15 Section 7. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
16 clause, word or phrase of this resolution is for any reason held to be invalid or
17 unenforceable by any court of competent jurisdiction, such decision shall not
18 affect the validity of the remaining provisions of this resolution. The Council
19 hereby declares that it would have passed this resolution and each section,
20 paragraph, sentence, clause, word or phrase thereof irrespective of any
21 provisions being declared unconstitutional or otherwise invalid.
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1 PASSED AND ADOPTED THIS 19th DAY OF NOVEMBER, 2001
2 BY A VOTE OF: 9 FOR 0 AGAINST.

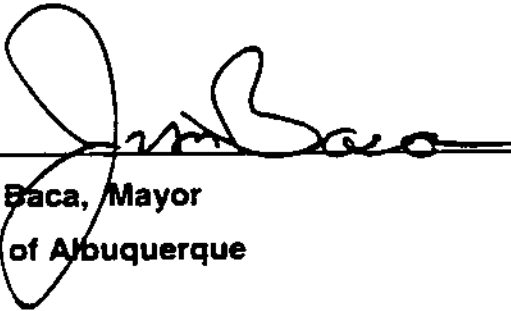
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**Brad Winter, President
City Council**

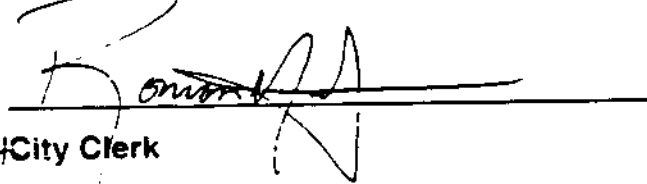
APPROVED THIS 30 DAY OF November, 2001 Ray

Bill No. R-344



**Jim Baca, Mayor
City of Albuquerque**

ATTEST:



City Clerk

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[-Bracketed Material-] - Deletion

NINTH COUNCIL

COUNCIL BILL NO. R-420 ENACTMENT NO. 160-1991

SPONSORED BY: Pauline K. Gubbels

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1 **RESOLUTION**
2 **AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE**
3 **PLAN, BASED ON RECOMMENDATIONS FROM THE 1990 BIENNIAL**
4 **MONITORING/IMPLEMENTATION REPORT ON THE COMPREHENSIVE PLAN**

5 **WHEREAS, the Albuquerque/Bernalillo County Comprehensive Plan was**
6 **adopted in August, 1988 with a provision for periodic and systematic evaluation**
7 **of the Plan's implementation and shortcomings; and**

8 **WHEREAS, a Biennial Report has been prepared by the Planning**
9 **Department with assistance from numerous other local government, public, and**
10 **quasi-public organizations to study present conditions and trends and evaluate**
11 **the policies of the Plan and how well the policies are being implemented; and**

12 **WHEREAS, the Biennial Report concludes each policy evaluation with a**
13 **recommendation for retention as is or modification to improve upon the policy**
14 **and its implementability; and**

15 **WHEREAS, the Biennial Report has been reviewed by participating**
16 **organizations, the Albuquerque/Bernalillo County Goals Commission, the**
17 **Environmental Planning Commission and Bernalillo County Planning Commission;**
18 **and**

19 **WHEREAS, the Environmental Planning Commission acting as advisory to**
20 **the City Council in matters related to planning, has reviewed and recommended**
21 **the amendments.**

22 **BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF**
23 **ALBUQUERQUE.**

24 **Section 1. That Section II.B. LAND USE policies be amended as follows:**
25 **A. Policy B.1.h. "Developing areas shall have neighborhood parks**
26 **and open areas located to serve the population of the area."**

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[Bracketed Material] - Deletion

1 B. Policy B.2.a. "A proportion of new growth may be accommodated
2 in new planned communities in Reserve Areas. Such communities should meet the
3 following guidelines:

- 4 • Political unification with the central urban government.
- 5 • Substantial self-sufficiency in provision of employment, goods,
6 and public services--with at least one community center; normally, there shall be
7 adequate jobs and housing in the planned community to support the concept of
8 self-sufficiency; within the planned community, housing should correspond to
9 employment opportunities as to its quantity, type and price, and location.
- 10 • Negotiated sharing of service costs by the developer and local
11 government(s), with water, sewer and street systems installed to meet City
12 requirements; planned communities shall not be a net expense to local government(s).
- 13 • Transit/paratransit capability to provide service within the planned
14 community and to connect with other urban areas.
- 15 • Designate portions of the open space network in order to
16 distinguish a new community from ultimate Developing Urban Area development;
17 dedication of open space adequate to create a clear sense of separation from the
18 contiguous Albuquerque urban area.
- 19 • Variety in economic levels and types of housing within carefully
20 planned areas to ensure compatibility.
- 21 • Contiguous acreage sufficient to meet the above guidelines."

22 C. Policy B.3.c. "Development shall be carefully controlled in flood
23 plains and valley areas where flood danger, high water table, soils and air inversions
24 inhibit extensive urbanization."

25 D. Policy B.4.c. "The following policies shall govern industrial and
26 commercial development in semi-urban areas:

- 27 • Neighborhood-scale rather than regional-scale commercial centers
28 are appropriate.
- 29 • Strip commercial development is discouraged in favor of clustered
30 commercial development.
- 31 • Mixed-use areas should protect residential uses in the area, while
32 offering a variety of local employment opportunities.
- 33 • Mineral extraction should be discouraged in highly scenic or prime

1 recreational, agricultural or residential areas."

2 E. Policy B.5.k. "Land adjacent to arterial streets shall be planned to
3 minimize harmful effects of traffic; livability and safety of established residential
4 neighborhoods shall be protected in transportation planning and operations."

5 F. Policy B.6.g. Add a new policy g to read: "Existing urban center
6 locations shown on the Comprehensive Plan map, and their predominate uses in
7 accordance with their unique roles and expected needs of the community, shall be
8 developed in accordance with their respective sector plans:

- 9 • Downtown
- 10 • Uptown
- 11 • University of Albuquerque
- 12 • University of New Mexico
- 13 • Westgate

14 Section 2. That the Comprehensive Plan map is hereby amended to indicate the
15 locations of the Westgate and University of New Mexico urban centers.

16 Section 3. That Section II.D. COMMUNITY RESOURCE MANAGEMENT be
17 amended as follows:

18 A. Policy D.2.a. "The water resources of the metropolitan area shall be
19 managed to ensure permanent adequate supply."

20 B. Policy D.2.b. "Maximum absorption of precipitation shall be
21 encouraged through retention of natural arroyos and other means of runoff
22 conservation within the context of overall water resource management."

23 C. Policy D.3.b. "Efficient and economic use of alternative and
24 renewable energy sources such as solar, wind, solid and liquid waste, and geothermal
25 supplies shall be encouraged."

26 D. Policy D.3.d. "A transportation system that is more energy efficient
27 shall be developed. In particular, promote:

- 28 • a variety of transportation modes including expansion of transit,
29 paratransit, and railway systems; and
- 30 • fuel efficiency standards for automobiles.

31 E. Policy D.4.a. "Transportation system improvements among all
32 modes shall be made in accordance with land use, environmental, and public service
33 policies of the Comprehensive Plan."

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[Bracketed Material] - Deletion

- 1 F. Delete policy D.4.b.
- 2 G. Reletter subsequent policies of the Comprehensive Plan Section
3 II.D.4.appropriately.
- 4 H. Policy D.4.c. "Travel needs shall be reduced and alternative mobility,
5 including transit, shall be promoted through management of land use, transportation
6 demand, building and site design."
- 7 I. Policy D.4.d. "Land use changes shall be managed to maintain
8 acceptable minimum service levels on arterial streets."
- 9 J. Policy D.4.e. "Public transit should serve a variety of trip purposes,
10 schedule needs, and connections among activity centers to make it more competitive
11 with the automobile."
- 12 K. Policy D.4.f. "Alternative mobility shall be provided to those who
13 cannot be served by conventional transit or private automobiles."
- 14 L. Policy D.4.g. "Transit planning and implementation shall be
15 coordinated among agencies and area jurisdictions, including identification of high
16 capacity corridors for high occupancy vehicles."
- 17 M. Add a new policy D.4.h, to read: "Land use strategies shall be used
18 to promote transit use in transit development corridors."
- 19 N. Add a new policy D.4.i, to read: "Transportation strategies shall be
20 used to promote transit use in transit development corridors."
- 21 O. Renumber subsequent policies of the Comprehensive Plan
22 Section II.D.4. appropriately.
- 23 P. Policy D.4.h. "Pedestrian opportunities shall be promoted and
24 integrated into development to create safe and pleasant nonmotorized travel
25 conditions."
- 26 Q. Policy D.4.i. "A metropolitan area-wide recreational and commuter
27 bicycle and trail network which emphasizes connections among activity centers shall
28 be constructed and promoted."
- 29 R. Policy D.4.j. "Street and highway projects shall include paralleling
30 paths and safe crossings for bicycles, pedestrians, and equestrians where appropriate."
- 31 S. Policy D.4.k. "For each mode, potential transportation/emergency
32 response hazards such as grade crossings, obsolete street geometry, and inadequate
33 street lighting shall be minimized."

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T. Policy D.4.l. "In currently developed areas, the efficiency and safety of existing arterial streets shall be improved to reduce the need for the expansion of freeways and future arterials."

U. Policy D.4.m. "In newly developing areas, efficiency and safety of the arterial street system shall be emphasized in order to reduce the need for additional future arterials."

V. Policy D.4.q. "Efficient, safe access and transfer capability shall be provided between all modes of transportation."

W. Policy D.4.r. "Transportation investments should emphasize overall mobility needs and choice among modes in the regional and intra-city movement of people and goods."

X. Add a new policy D.6.g. to read: "g. Concentrations of employment in activity centers should be promoted in an effort to balance jobs with housing and population and reduce the need to travel."

"Section 4. That in addition to the above amendments of the adopted Albuquerque/Bernalillo County Comprehensive Plan, non-policy changes, including amendments of the unadopted "Possible Techniques," are authorized for publication in the Comprehensive Plan book as specified in the attachment hereto." (see Attached)

1 PASSED AND ADOPTED THIS 7th DAY OF October, 1991.

2 BY A VOTE OF 7 FOR AND 0 AGAINST.

3 Yes: 7
4 No:

5 Excused: Griego, Kline

Michael Brasher

Michael Brasher, President
City Council

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9 APPROVED THIS 25 DAY OF October, 1991.

10

Louis E. Saavedra

Louis E. Saavedra, Mayor
City of Albuquerque

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13 ATTEST:

Karen Reeves

City Clerk

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CITY OF ALBUQUERQUE
TENTH COUNCIL

COUNCIL BILL NO. R-254 ENACTMENT NO. 56-1993

SPONSORED BY: Vincent E. Griego

RESOLUTION

1
2 AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN
3 BOUNDARIES CONSISTENT WITH RECOMMENDATIONS OF THE NORTH
4 VALLEY AREA PLAN.

5 WHEREAS, the Comprehensive Plan and Article 7-4 Revised Ordinances
6 1974, the City Plans Ordinance, provide amendment procedures for the
7 Comprehensive Plan; and

8 WHEREAS, the Albuquerque/Bernalillo County Comprehensive Plan
9 provides for revisions to Comprehensive Plan Map boundaries for compelling
10 reasons of planning policy; and

11 WHEREAS, the North Valley Area Plan recommends boundary
12 amendments for five areas, based upon analysis and public review; and

13 WHEREAS, the boundary changes will alter existing area boundaries to
14 better reflect existing character, resources and development potential by
15 enlarging and consolidating Semi-Urban and Rural areas with like features and
16 characteristics and will also allow consistent application of Comprehensive Plan
17 and Area Plan policies directed at Semi-Urban and Rural areas; and

18 WHEREAS, the above items constitute compelling reasons of planning
19 policy; and

20 WHEREAS, a goal of the Comprehensive Plan is to maintain the character
21 and identity of Semi-Urban Areas which have environmental, social or cultural
22 conditions limiting urban land uses; and

23 WHEREAS, Semi-Urban designation applied to selected areas presently
24 designated Established Urban would provide for recognition of those areas'
25 agricultural history and potential; and

26 WHEREAS, staff analysis within the North Valley Area Plan has shown

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[Bracketed Material] - Deletion

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1 that Areas B, C, D and E exhibit characteristics and development potential appropriate
2 for designation as Semi-Urban rather than Developing or Established Urban, and that
3 Semi-Urban designation does not affect significant reduction or increase of
4 development potential to which there is public or individual landowner opposition; and

5 WHEREAS, Rural area designation would provide for maintenance of the
6 separate identity of rural areas as alternatives to urbanization by guiding development
7 compatible with their open character, natural resources and traditional settlement
8 patterns; and

9 WHEREAS, staff analysis has shown that Area A exhibits characteristics and
10 potential appropriate for designation as Rural then Established Urban and that Rural
11 designation does not affect a significant reduction or increase of development potential
12 to which there is public or individual landowner opposition.

13 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
14 ALBUQUERQUE:

15 Section 1. Area A, bounded by the North Diversion Channel on the east and
16 on the north, Edith Boulevard and the Rural area boundary on the west and eastward
17 extension of the right-of-way line of Calle del Fuego on the south, shall be designated
18 as Rural on the Comprehensive Plan Map.

19 Section 2. Area B, bounded by the Alameda Lateral on the west, the municipal
20 limits on the east, Osuna Road on the south and Ranchitos Road on the north, shall be
21 designated as Semi-Urban on the Comprehensive Plan Map.

22 Section 3. Area C, bounded by the AT&SF Railroad tracks on the east, the
23 Chamisal Lateral on the west, the Gallegos and Stotts Lateral on the south, Willow
24 Road and Osuna Road on the north, shall be designated as Semi-Urban on the
25 Comprehensive Plan Map.

26 Section 4. Area D, bounded by Municipal limits on the east, the AT&SF
27 Railroad tracks on the west, Montano Road on the south and Osuna Road on the north,
28 shall be designated as Semi-Urban on the Rio Grande on the west, the Municipal limits
29 on the north and I-40 on the Comprehensive Plan Map.

30 Section 5. Area E, bounded by Gabaldon Road on the east, the Rio Grande
31 south, shall be designated as Semi-Urban on the Comprehensive Plan Map.

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33

1 PASSED AND ADOPTED THIS 17TH DAY OF MAY, 1993.

2 BY A VOTE OF: 8 FOR 0 AGAINST.

3 Yes: 8

4 Excused: Griego

5

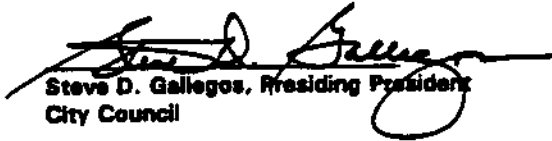
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Steve D. Gallegos, Presiding President
City Council

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APPROVED THIS 20th DAY OF JUNE, 1993.

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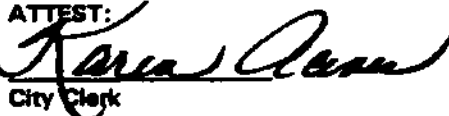
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Louis E. Seavedra, Mayor
City of Albuquerque

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ATTEST:

City Clerk

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RESOLUTION NO. AR 37-93

1___
2___ AMENDING THE COMPREHENSIVE PLAN BOUNDARIES CONSISTENT WITH
3___ RECOMMENDATIONS OF THE NORTH VALLEY AREA PLAN.

4___ WHEREAS, the Comprehensive Plan and Article 7-4 Revised Ordinances
5___ 1974, City Plans Ordinance provides amendment procedures for the
6___ Comprehensive Plan; and

7___ WHEREAS, the Albuquerque/Bernalillo County Comprehensive Plan
8___ provides for revisions to Comprehensive Plan Map boundaries for
9___ compelling reasons of planning policy; and

10___ WHEREAS, the North Valley Area Plan recommends boundary amendments
11___ for five areas, based upon analysis and public review, and

12___ WHEREAS, the boundary changes will alter existing area boundaries
13___ to better reflect existing character, resources and development
14___ potential by enlarging and consolidating Semi-Urban and Rural areas
15___ with like features and characteristics and allow consistent application
16___ of Comprehensive Plan and Area Plan policies directed at Semi-Urban and
17___ Rural Areas and

18___ WHEREAS, the above items constitute compelling reasons of planning
19___ policy; and

20___ WHEREAS, a goal of the Comprehensive Plan is to maintain the
21___ character and identity of Semi-Urban Areas which have environmental,
22___ social or cultural conditions limiting urban land uses; and

23___ WHEREAS, Semi-Urban designation applied to selected areas presently
24___ designated Established Urban would provide for recognition of those
25___ areas' agricultural history and potential; and

26___ WHEREAS, staff analysis within the North Valley Area Plan has shown

AMENDING THE COMPREHENSIVE PLAN BOUNDARIES CONSISTENT WITH RECOMMENDATIONS OF THE NORTH VALLEY AREA PLAN.

1___ that Areas B, C, D, and E exhibit characteristics and development
2___ potential appropriate for designation as Semi-Urban rather than
3___ Developing or Established Urban, and that Semi-Urban designation does
4___ not affect significant reduction or increase of development potential
5___ to which there is public or individual landowner opposition; and

6___ WHEREAS, Rural area designation would provide for maintenance of
7___ the separate identity of rural areas as alternatives to urbanization by
8___ guiding development compatible with their open character, natural
9___ resources, and traditional settlement patterns; and

10___ WHEREAS, staff analysis has shown that Area A exhibits
11___ characteristics and potential appropriate for designation as Rural than
12___ Established Urban and that Rural designation does not affect a
13___ significant reduction or increase of development potential to which
14___ there is public or individual landowner opposition.

15___ THEREFORE BE IT RESOLVED BY THE COUNTY COMMISSION, THE GOVERNING BODY
16___ OF THE COUNTY OF BERNALILLO THAT:

17___ Section 1. Area A, bounded by the North Diversion Channel on the
18___ east and on the north, Edith Boulevard and the Rural area boundary on
19___ the west, and eastward extension of the right-of-way line of Calle del
20___ Fuego on the south, shall be designated as Rural on the Comprehensive
21___ Plan Map.

22___ Section 2. Area B, bounded by the the Alameda Lateral on the west
23___ the municipal limits on the east, Osuna Road on the south, and Ranchitos
24___ Road on the north, shall be designated as Semi-Urban on the Comprehen-
25___ sive Plan Map.

26___ Section 3. Area C, bounded by the AT&SF Railroad tracks on the

AMENDING THE COMPREHENSIVE PLAN BOUNDARIES CONSISTENT WITH RECOMMENDATIONS OF THE NORTH VALLEY AREA PLAN.

1___ east, the Chamisal Lateral on the west, the Gallegos and Stotts
2___ Lateral on the south, Willow Road and Osuna Road on the north, shall
3___ be designated as Semi-Urban on the Comprehensive Plan Map.

4___ Section 4. Area D. bounded by the Municipal limits on the east,
5___ the AT&SF Railroad tracks on the west, Montañõ Road on the south, and
6___ Osuna Road on the north, shall be designated as Semi-Urban on the
7___ Comprehensive Plan Map.

8___ Section 5. Area E, bounded by Gabaldon Road on the east, the Rio
9___ Grande on the west, the municipal limits on the north, and I-40 on the
10___ south shall be designated as Semi-Urban on the Comprehensive Plan Map.
11___ was approved by the Bernalillo County Board of Commissioners at the
12___ 4-27-93 Commission Meeting.

BOARD OF COUNTY COMMISSIONERS

Patrick J. Baca
Patrick J. Baca, Chairman

Member K. Schaefer
Jacqueline K. Schaefer, Vice-Chair

Eugene M. Gilbert
Eugene M. Gilbert, Member

Barbara J. Seward
Barbara J. Seward, Member

Albert "Al" Valdez
Albert "Al" Valdez, Member

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24___ ATTEST:

25___
26___ Judy D. Woodward
for Judy D. Woodward, County Clerk

RESOLUTION AR 84-91

1
2 AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN, BASED
3 ON RECOMMENDATIONS FROM THE 1990 BIENNIAL MONITORING/IMPLEMENTATION
4 REPORT ON THE COMPREHENSIVE PLAN

5 WHEREAS, the Albuquerque/Bernalillo County Comprehensive Plan was
6 adopted in August, 1988 with a provision for periodic and systematic
7 evaluation of the Plan's implementation and shortcomings, and

8 WHEREAS, a Biennial Report has been prepared by the Planning
9 Department with assistance from numerous other local government,
10 public, and quasi-public organizations to study present conditions and
11 trends and evaluate the policies of the Plan and how well the policies
12 are being implemented, and

13 WHEREAS, the Biennial Report concludes each policy evaluation with
14 a recommendation for retention as is or modification to improve upon
15 the policy and its implementability, and

16 WHEREAS, the Biennial Report has been reviewed by participating
17 organizations, the Albuquerque/Bernalillo County Goals Commission, the
18 Environmental Planning Commission and Bernalillo County Planning
19 Commission, and

20 WHEREAS, the County Planning Commission acting as advisory to the
21 Bernalillo County Board of County Commissioners in matters related to
22 planning, has reviewed and recommended the amendments.

23 BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS, THE GOVERNING
24 BODY OF THE COUNTY OF BERNALILLO:

25 SECTION I. That the SECTION II.B. LAND USE policies be amended as
26 follows:

27 A. Policy B.1.h. "Developing areas shall have neighborhood
28 parks and open areas located to serve the population [~~being-~~
~~accommodated-in-the-developing-area~~] of the area."

1 B. Policy B.2.a. "A proportion of new growth may be
2 accommodated in new planned communities in Reserve Areas. Such
3 communities should meet the following guidelines.

- 4
- 5 • Political unification with the central urban government.
 - 6 • ~~[Variety in economic levels and types of housing.]~~
 - 7 • Substantial self-sufficiency in provision of employment,
8 goods, and public services--with at least one [urban]
9 community center; normally, there shall be adequate jobs
10 and housing in the planned community to support the
11 concept of self-sufficiency; within the planned
12 community, housing should correspond to employment
13 opportunities as to its quantity, type and price, and
14 location.
 - 15 • Negotiated sharing of service costs by the developer and
16 local government(s), with water, sewer and street
17 systems installed to meet City requirements; planned
18 communities shall not be a net expense to local
19 government(s).
 - 20 • Transit/paratransit capability to provide service
21 within the planned community and to connect with other urban areas.
 - 22 • Designate portions of the open space network in order
23 to distinguish a new community from ultimate
24 Developing Urban Area development; dedication of open
25 space adequate to create a clear sense of separation
26 ~~[of each planned community]~~ from the contiguous
27 Albuquerque urban area.
 - 28 • Variety in economic levels and types of housing
within carefully planned areas to ensure compatibility
 - Contiguous acreage sufficient to meet the above

1 guidelines."

2 C. Policy B.3.c. "Development shall be carefully controlled
3 in flood plains and valley areas where flood danger, high water table,
4 soils and air inversions [~~land-preservation/maintenance-of-agricultural~~
5 ~~land~~] inhibit extensive urbanization."

6 D. Policy B.4.c. "The following policies shall govern
7 industrial and commercial development in semi-urban areas:

8 • Neighborhood-scale rather than regional-scale
9 commercial centers are appropriate.

10 • Strip commercial development is discouraged in favor
11 of clustered commercial development [~~clustered---around---major~~
12 ~~intersections~~].

13 • Mixed-use areas should protect residential uses in the
14 area, while offering a variety of local employment opportunities.

15 • Mineral extraction should be discouraged in highly
16 scenic or prime recreational, agricultural or residential areas."

17 E. Policy B.5.k. "Land adjacent to arterial streets shall
18 be planned to minimize harmful effects of traffic livability and
19 safety of established residential neighborhoods shall be protected in
20 transportation planning and operations."

21 F. Policy B.6.g. Add a new policy g to read: "Existing
22 urban center locations shown on the Comprehensive Plan map, and their
23 predominate uses in accordance with their unique roles and expected
24 needs of the community, shall be developed in accordance with their
25 respective sector plans:

26 • Downtown

27 • Uptown

28 • University of Albuquerque

• University of New Mexico

1 Westgate

2 SECTION 2. That the Comprehensive Plan map is hereby amended to
3 indicate the locations of the Westgate and University of New Mexico
4 urban centers.

5 SECTION 3. That Section II.D. COMMUNITY RESOURCE MANAGEMENT be
6 amended as follows:

7 A. Policy D.2.a. ~~"[Measures shall be adopted to discourage~~
8 ~~wasteful water use, such as extensive landscape water runoff to~~
9 ~~uncultivated areas.]~~ The City's average annual water use should be
10 managed to correspond to average annual recharge of the aquifer."

11 B. Policy D.2.b. ~~"[Maximum absorption of rainfall shall be~~
12 ~~encouraged through use of arroyo channels designed to allow~~
13 ~~infiltration of water wherever possible, and conservation devices in~~
14 ~~all new developments.]~~ Maximum absorption of precipitation shall be
15 encouraged through retention of natural arroyos and other means of
16 runoff conservation within the context of overall water resource
17 management."

18 C. Policy D.3.b. "Efficient and economic use of alternative
19 and renewable energy sources ~~[including, but not limited to,]~~ such as
20 solar, wind, solid and liquid waste, and geothermal supplies shall be
21 [promoted] encouraged."

22 D. Policy D.3.d. "A transportation system that is more
23 energy efficient shall be developed. In particular, promote:

24 • a variety of transportation modes including expansion
25 of transit, paratransit, and railway systems; and

26 • fuel efficiency standards for automobiles;

27 • ~~[conversion of street lights to the most efficient~~
28 ~~lighting method.]~~

E. Policy D.4.a. "Transportation system improvements among

1 all modes shall be ~~[built to implement]~~ made in accordance with land
2 use, environmental, and public service policies of the Comprehensive
3 Plan."

4 F. Policy D.4.b. "~~[Compatible mixing and convenient placement~~
5 ~~of residential, commercial, manufacturing, and public service-related~~
6 ~~land uses shall be encouraged where desirable and appropriate to~~
7 ~~lessen the need for intra-city motorized travel.]~~"

8 G. Reletter subsequent policies of the Comprehensive Plan
9 section II.D.4. appropriately.

10 H. Policy D.4.c. "~~[To reduce t]~~ Travel needs shall be
11 reduced and alternative mobility, including ~~[promote]~~ transit ~~[use],~~
12 shall be promoted through management of land use, transportation
13 demand, building[s] and site[s shall be] designed and jointly used
14 for multiple uses when efficient and feasible]."

15 I. Policy D.4.d. "~~[Arterial street service levels shall not~~
16 ~~be allowed to deteriorate as a consequence of land use changes.]~~ Land
17 use changes shall be managed to maintain acceptable minimum service
18 levels on arterial streets."

19 J. Policy D.4.e. "~~[Transit development plans shall be~~
20 ~~coordinated with urban center location.]~~ Public transit should serve
21 a variety of trip purposes, schedule needs, and connections among
22 activity centers to make it more competitive with the automobile."

23 K. Policy D.4.f. "~~[Efficient, inexpensive transit and~~
24 ~~paratransit alternatives shall be provided to those without ready~~
25 ~~access to a car the very young elderly, poor, or incapacitated.]~~
26 Alternative mobility shall be provided to those who cannot be served
27 by conventional transit or private automobiles."

28 L. Policy D.4.g. "~~[Effective regional transit and~~
~~paratransit shall be provided and promoted by the City and the County,~~

1 ~~in cooperation with other jurisdictions.] Transit planning and~~
2 ~~implementation shall be coordinated among agencies and area~~
3 ~~jurisdictions, including identification of high capacity corridors for~~
4 ~~high occupancy vehicles."~~

5 M. Add a new policy D.4.h, to read: "Land use procedures
6 shall be established to promote transit use in transit development
7 corridors."

8 N. Add a new policy D.4.i, to read: "Transportation
9 procedures shall be established to promote transit use in transit
10 development corridors."

11 O. Renumber subsequent policies of the Comprehensive Plan
12 Section II.D.4. appropriately.

13 P. Policy D.4.h. "~~[Pedestrianways and auto-free areas]~~
14 Pedestrian opportunities shall be promoted and integrated into
15 development to create safe and pleasant nonmotorized travel
16 conditions."

17 Q. Policy D.4.i. "A metropolitan area-wide recreational and
18 commuter bicycle and trail network which emphasizes connections among
19 activity centers shall be constructed and promoted."

20 R. Policy D.4.j. "Street and highway projects shall include
21 paralleling paths and safe crossings for bicycles, pedestrians, and
22 equestrians where appropriate."

23 S. Policy D.4.k. "~~[The location and design of all~~
24 ~~transportation facilities shall provide for efficient crisis response~~
25 ~~capability.]~~ For each mode, potential transportation/emergency
26 response hazards such as grade crossings, obsolete street geometry,
27 and inadequate street lighting shall be minimized."

28 T. Policy D.4.l. "In currently developed areas, the
efficiency and safety of existing arterial streets shall be ~~increased~~

1 ~~in preference to addition~~ improved to minimize the need for the
2 expansion of [new] freeways and future arterials."

3 U. Policy D.4.m. "In newly developing areas, ~~a portion of~~
4 ~~the street system should focus on arterial roadways upon which~~
5 ~~vehicles encounter few stops~~ efficiency and safety of the arterial
6 street system shall be emphasized in order to reduce or preclude the
7 need for additional future arterials."

8 V. Policy D.4.q. "[Adequate] Efficient, safe access and
9 transfer capability shall be provided between all [types] modes of
10 transportation."

11 W. Policy D.4.r. "Transportation ~~infrastructure~~ investments
12 should ~~be planned to facilitate and expedite inter city and~~
13 ~~intra city automobile and public transportation~~ emphasize overall
14 mobility needs and choice among modes in the regional and intra-city
15 movement of people and goods."

16 X. Add a new policy D.6.g. to read: "g. Concentrations of
17 employment in activity centers should be promoted in an effort to
18 balance jobs with housing and population and reduce the need to
19 travel."
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1 PASSED, ADOPTED, APPROVED AND SIGNED THIS 25th DAY OF June 1991.

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Patrick J. Baca
Patrick J. Baca, Chairman

Patricia "Pat" Cassidy
Patricia "Pat" Cassidy, Vice-Chairman

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Al Valdez
Al Valdez, Member

Jacquelyn Schaefer
Jacquelyn Schaefer, Member

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Eugene M. Gilbert
Eugene M. Gilbert, Member

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Gladys M. Davis
Gladys M. Davis, County Clerk

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RESOLUTION AR 32-91

1 AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN POLICIES
2 REGARDING PLANNED COMMUNITIES IN THE RESERVE AREA.

3 WHEREAS, the Bernalillo County Board of County Commissioners adopted
4 AR/158-90 approving criteria to guide the planning and development of planned
5 communities, and as specified in the Albuquerque/Bernalillo County
6 Comprehensive Plan, and

7 WHEREAS, the adopted policies under Comprehensive Plan Goals II.B.2. and
8 II.B.3 together with the Planned Communities Criteria: Policy Element govern
9 the development of planned communities, and

10 WHEREAS, the Board of County Commissioners found a need to amend certain
11 policy statements of the Comprehensive Plan to appropriately correspond to the
12 Planned Communities Criteria: Policy Element.

13 BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS, THE GOVERNING BODY OF THE
14 COUNTY OF BERNALILLO:

15 Section 1. That the fourth item of policy II.B.2.a., the Reserve Area section
16 of the Comprehensive Plan, be amended as follows:

17 "Negotiated sharing of service costs by the developer and [~~the City~~]
18 local government(s), with water, sewer, and street systems installed
19 to meet City requirements; planned communities shall not be a net
20 expense to [~~the City of Albuquerque~~] local government(s).

21 Section 2. That the first through sixth lines of policy II.B.2.b., the
22 Reserve Area section of the Comprehensive Plan, be amended as follows:

23 "Overall gross density shall not exceed [~~two~~] three
24 dwelling units per acre; [~~and~~] density transfer
25 (clustering) shall be used to accomplish appropriate
26 urban densities in planned communities while ensuring
27 an open space network within and [~~buffer~~] around them.
28 Within this overall density policy, housing densities

1__ and land use mix, open space, infrastructure size and
2__ location, and other public services and facilities are
3__ to be prescribed through rank two plans or rank three plans;

4__ Section 3. That policy II.B.2.c. of the Comprehensive Plan be amended as
5__ follows:

6__ "Development within [~~¶~~] Reserve [~~a~~] Areas shall take place
7__ either in accordance with an approved planned community master plan
8__ (up to three dwelling units per acre), or in accordance with the
9__ standards applicable to [~~¶~~] Rural [~~a~~] Areas."

10__ Section 4. That policy II.B.2.d. of the Comprehensive Plan be amended as
11__ follows:

12__ "A planned community master plan approved in accordance
13__ with this section and more specific development criteria shall [be
14__ ~~considered-an-approved-amendment-to~~] serve to
15__ implement the Comprehensive Plan [Map]. A planned community
16__ [~~sector-development~~] master plan shall not be approved if it
17__ fails to demonstrate its own sense of place, self-sufficiency,
18__ environmental sensitivity, separation from [~~ethe~~] the con-
19__ tiguous Albuquerque urban area[s] by permanent open space
20__ and, [~~if-within-the-Rural-Area~~], the provision of infrastructure
21__ which is not a net expense to [~~the-City~~] the local government(s).

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1 PASSED AND ADOPTED THIS 29th DAY OF JANUARY 1991.

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3 Patrick J. Baca
Patrick J. Baca, Chairman

Jacquelyn Schaefer, Vice-Chair

4 **EXCUSED**
5 Al Valdez
Al Valdez, Member

Eugene M. Gilbert
Eugene M. Gilbert, Member

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7 Patricia Cassidy
Patricia Cassidy

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ATTEST:

James A. Addis Deputy
for Ladys M. Davis, County Clerk
Mar 2, 92

CITY of ALBUQUERQUE
NINTH COUNCIL

COUNCIL BILL NO. R-281 ENACTMENT NO. 32-1991

SPONSORED BY: Paulina K. Gubbels

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1 RESOLUTION
2 AMENDING THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN
3 POLICIES REGARDING PLANNED COMMUNITIES IN THE RESERVE AREA.
4 WHEREAS, the City Council adopted Resolution R-149 approving
5 criteria to guide the planning and development of planned
6 communities, and as specified in the Albuquerque/Bernalillo County
7 Comprehensive Plan; and
8 WHEREAS, the adopted policies under Comprehensive Plan Goals
9 II.B.2. and II.B.3 together with the Planned Communities Criteria:
10 Policy Element govern the development of planned communities; and
11 WHEREAS, the City Council found a need to amend certain policy
12 statements of the Comprehensive Plan to appropriately correspond to
13 the Planned Communities Criteria: Policy Element.
14 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
15 ALBUQUERQUE:
16 Section 1. The fourth item of policy II.B.2.a., the Reserve
17 Area section of the Comprehensive Plan, be amended as follows:
18 "Negotiated sharing of service costs by the developer and
19 local government(s), with water, sewer, and street systems installed
20 to meet City requirements; planned communities shall not be a net
21 expense to local government(s).
22 Section 2. The first through sixth lines of policy II.B.2.b.,
23 the Reserve Area section of the Comprehensive Plan, be amended as
24 follows:
25 "Overall gross density shall not exceed three dwelling
26 units per acre; density transfer (clustering) shall be used to

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1 accomplish appropriate urban densities in planned communities while
2 ensuring an open space network within and around them. Within this
3 overall density policy, housing densities and land use mix, open
4 space, infrastructure size and location, and other public services
5 and facilities are to be prescribed through rank two plans or rank
6 three plans;

7 Section 3. Policy II.B.2.c. of the Comprehensive Plan be
8 amended as follows:

9 "Development within Reserve Areas shall take place either
10 in accordance with an approved planned community master plan (up to
11 three dwelling units per acre), or in accordance with the standards
12 applicable to Rural Areas."

13 Section 4. Policy II.B.2.d. of the Comprehensive Plan be
14 amended as follows:

15 "A planned community master plan approved in accordance
16 with this section and more specific development criteria shall serve
17 to implement the Comprehensive Plan. A planned community master
18 plan shall not be approved if it fails to demonstrate its own sense
19 of place, self-sufficiency, environmental sensitivity, separation
20 from the contiguous Albuquerque urban area by permanent open space
21 and the provision of infrastructure which is not a net expense to
22 the local government(s).

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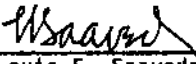
1 PASSED AND ADOPTED THIS 20th DAY OF February, 1991.

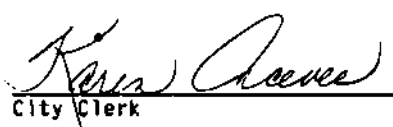
2 BY A VOTE OF 8 FOR AND 0 AGAINST.

3 Yes: 8
4 Excused: Griego

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7 Michael Brasher, President
8 City Council

9 APPROVED THIS 27th DAY OF FEBRUARY, 1991

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12 Louis E. Saavedra, Mayor
13 City of Albuquerque

14 ATTEST:
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17 Karen Coover
18 City Clerk

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CITY of ALBUQUERQUE
EIGHTH COUNCIL

COUNCIL BILL NO. R-8 ENACTMENT NO. 138-1988

SPONSORED BY: Nadyne C. Bicknell

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1 RESOLUTION

2 ADOPTING THE COMPREHENSIVE PLAN FOR ALBUQUERQUE AND BERNALILLO
3 COUNTY; REPEALING THE THREE ELEMENTS OF THE ALBUQUERQUE/BERNALILLO
4 COUNTY COMPREHENSIVE PLAN ADOPTED IN 1975 AND AS SUBSEQUENTLY
5 AMENDED.

6 WHEREAS, the Council, the governing body of the City of
7 Albuquerque, has retained the authority to adopt master plans for
8 the physical development of areas within its planning and planning
9 jurisdiction, as authorized by Chapter 3, Article 19, NMSA 1978 and
10 by the City Charter as allowed under Home Rule provisions of the
11 Constitution of New Mexico; and

12 WHEREAS, municipal zoning regulations and restrictions are to be
13 in conformance with a comprehensive plan, as provided by Section
14 3-21-5 NMSA 1987; and

15 WHEREAS, the Environmental Planning Commission, acting as
16 advisor to the City in matters related to planning, has reviewed and
17 recommended the 1987 Comprehensive Plan; and

18 WHEREAS, the Environmental Planning Commission recognizes the
19 need for this as well as other comprehensive, master plans to guide
20 the City of Albuquerque, County of Bernalillo and other agencies and
21 individuals involved in land use and environmental decisions to
22 ensure orderly development; and

23 WHEREAS, the Comprehensive Plan is the long-range Rank One Plan
24 as specified by the City Plans Ordinance (Art. 7-4 R.O. 1974),
25 governing lower ranking plans to guide development to respect human,
26 economic and environmental goals and objectives within the planning

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1 jurisdiction of the City of Albuquerque; and

2 WHEREAS, the changes within the 1987 Comprehensive Plan are of
3 sufficient magnitude to warrant adoption of the new plan instead of
4 amending the former document; and

5 WHEREAS, the 1987 Comprehensive Plan has been developed in
6 accordance with findings of numerous supporting technical studies
7 and in response to the desires and needs of City and County
8 residents as expressed through the 1983-84 Goals Committee, Plan
9 Revision Oversight Committee, special public input meetings, and
10 public hearings.

11 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
12 ALBUQUERQUE:

13 Section 1. That the attached 1987 Comprehensive Plan, including
14 the plan map, but excluding the segments of the plan cited in
15 Section 2.A. and 2.B., be adopted as the Rank One Plan for the City
16 of Albuquerque and County of Bernalillo. It shall hereafter be
17 designated the 1988 Comprehensive Plan.

18 A. The overall densities, character and design of all
19 land uses and development, including residential, agricultural,
20 commercial, industrial, and recreational and open space shall be in
21 accordance with the goals and policies of this Comprehensive Plan.

22 B. The regional network of open space identified on the
23 plan map, and the Open Space Network goals and policies shall be the
24 basis for preservation, protection, acquisition, and coordination of
25 open space to meet the present and future needs of all residents of
26 the area.

27 C. Environmental protection and heritage conservation
28 shall be pursued in accordance with the goals and policies of this
29 Comprehensive Plan.

30 D. The provision, maintenance, and design of public and
31 private facilities and services, including roads, public transit,
32 bikeways, trail corridors, public safety, education, employment,
33 solid waste disposal, drainage, and water and sewer systems shall be

1 In accordance with the goals and policies of the Comprehensive Plan.

2 E. The Comprehensive Plan Map, consisting of a map and an
3 overlay map of Major Open Space, is adopted as a constituent part of
4 the Comprehensive Plan.

5 Section 2. That Comprehensive Plan goals and policies shall
6 serve as general guidelines for land use, environmental, and
7 resource management decisions and shall form the foundation for
8 lower ranking plans and land use regulations.

9 A. The Introduction and Context Section shall serve to
10 interpret the origin and intent of goals and policies rather than as
11 adopted Comprehensive Plan policy in itself.

12 B. The possible techniques may serve to implement
13 policies, but are not adopted Comprehensive Plan policies in
14 themselves. They shall be reviewed periodically and revised, if
15 necessary, to achieve general policy objectives.

16 C. All City regulations and ordinances affecting land
17 use, environmental quality, heritage conservation, and community
18 resource management shall conform to general policies of the
19 Comprehensive Plan.

20 D. Criteria governing the size, configuration, land use
21 mix, densities, and other features of planned communities in the
22 Reserve and Rural Areas will be proposed by the City Planner, after
23 working with key members of the private sector, for adoption by the
24 City and County within one year of the effective date of this
25 resolution. The criteria will be used in evaluating and approving
26 planned communities.

27 E. In the course of developing area plans, densities of
28 planned community developments may be studied; if justified by
29 appropriate analysis, including cost-benefit analysis, an area plan
30 can be the basis for amending the planned-community gross density
31 provisions of the Comprehensive Plan.

32 Section 3. That the Monitoring and Implementation Section shall
33 be used as a foundation for procedures to evaluate accomplishments

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1 and recommend amendments to the plan and revisions to the work
2 priorities associated with implementation; and such evaluation and
3 adjustment shall be done at least biennially.

4 Section 4. That amendment procedures shall be as provided in
5 Section III of the Comprehensive Plan and in Article 7-4 R.O. 1974,
6 the City Plans Ordinance. Amendments to the attached Comprehensive
7 Plan goals, policies, and map shall be made only upon review and
8 action by the planning commissions and elected officials of both the
9 City and County. Standards for amending plan map boundaries shall
10 be as follows:

11 A. Amendment of the boundary of the Central Urban Area
12 shall be dictated by changing conditions and needs.

13 B. Because of different regulatory provisions in the City
14 Zoning Code, amendment to boundaries between the Established Urban
15 and the Developing Urban areas shall not be permitted except in
16 cases of technical mapping error.

17 C. Adding or deleting Urban Centers and adjustment to
18 boundaries of the Open Space Network may be based on lower ranking
19 plans which cover the land in question.

20 D. Revision to other plan map boundaries shall occur only
21 for compelling reasons of planning policy.

22 Section 5. That lower ranking plans undertaken should include
23 but not be limited to plans for sub-metropolitan areas, urban
24 centers, and the Open Space Network to prepare specific
25 recommendations within general density and character guidelines of
26 the Comprehensive Plan goals, policies, and map. Such plans, like
27 the Comprehensive Plan hereby adopted, are comprehensive plans and
28 master plans for statutory purposes.

29 Section 6. That the Albuquerque/Bernalillo County Comprehensive
30 Plan, adopted by Resolutions 49-1975, 69-1975, 153-1975, and as
31 subsequently amended, are hereby repealed.

32 Section 7. that in the event of conflicts between this
33 Comprehensive Plan and any already-adopted Rank Two or Rank Three

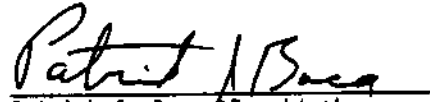
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Plans, this Comprehensive Plan shall govern.

1 PASSED AND ADOPTED THIS 1st DAY OF AUGUST, 1988.
2 BY A VOTE OF 8 FOR AND 0 AGAINST.


3 Yes: 8
4 No: 0
5 Excused: Gallegos

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7 
8 Patrick J. Baca, President
9 City Council

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11 APPROVED THIS 30th DAY OF August, 1988.
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15 Ken Schultz, Mayor
16 City of Albuquerque

17 ATTEST:

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19 City Clerk

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BERNALILLO COUNTY

BOARD OF COUNTY COMMISSIONERS

RESOLUTION NO. 103-88

1
2 ADOPTING THE COMPREHENSIVE PLAN FOR ALBUQUERQUE AND BERNALILLO COUNTY;
3 REPEALING THE THREE ELEMENTS OF THE ALBUQUERQUE/BERNALILLO COUNTY
4 COMPREHENSIVE PLAN ADOPTED IN 1975 AND AS SUBSEQUENTLY AMENDED.

5 WHEREAS, the Board of County Commissioners, the governing body of the
6 County of Bernalillo, has retained the authority to adopt master plans
7 for the physical development of areas within the jurisdiction of
8 Bernalillo County, as authorized by Section 4-57-1 and 4-57-2, NMSA 1978;
9 and

10 WHEREAS, the County Planning Commission, as the advisory body to the
11 Board of County Commissioners on all matters related to planning, has
12 reviewed the recommended the 1987 Comprehensive Plan; and

13 WHEREAS, the County Planning Commission recognizes the need for this
14 as well as other comprehensive, master plans to guide the City of
15 Albuquerque, County of Bernalillo and other agencies and individuals
16 involved in land use and environmental decisions to ensure orderly
17 development; and

18 WHEREAS, the Comprehensive Plan is the long-range Rank One plan for
19 Albuquerque and Bernalillo County specified by the Plans Ordinance (Art.
20 7-4 R.O. 1974), guiding lower ranking plans to ensure rational
21 development which respects human, economic and environmental needs within
22 Bernalillo County; and

23 WHEREAS, the changes within the 1987 Comprehensive Plan are of
24 sufficient magnitude to warrant adoption of the new plan instead of
25 amending the former document; and

26 WHEREAS, the 1987 Comprehensive Plan has been developed in accordance

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1 with findings of numerous technical studies and in response to the
2 desires and needs of City and County residents as expressed through the
3 1983-84 Goals Committee, Plan Revision Oversight Committee, special input
4 meetings, and public hearings.

5 NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS, THE
6 GOVERNING BODY OF THE COUNTY OF BERNALILLO:

7 Section 1. That the attached 1988 Comprehensive Plan, including the
8 plan map, but excluding the segments of the plan cited in Section 2.A.
9 and 2.B., be adopted as the Rank One Plan for the City of Albuquerque and
10 County of Bernalillo. It shall hereafter be designated the 1988
11 Comprehensive Plan.

12 A. The overall densities, character and design of all land uses and
13 development, including residential, agricultural, commercial, industrial,
14 and recreational and open space shall be in accordance with the goals and
15 policies of this Comprehensive Plan.

16 B. The regional network of open space identified on the plan map,
17 and the Open Space Network goals and policies shall be the basis for
18 preservation, protection, acquisition, and coordination of open space to
19 meet the present and future needs of all residents of the area.

20 C. Environmental protection and heritage conservation shall be
21 pursued in accordance with the goals and policies of this Comprehensive
22 Plan.

23 D. The provision, maintenance, and design of public and private
24 facilities and services, including roads, public transit, bikeways, trail
25 corridors, public safety, education, employment, solid waste disposal,
26 drainage, and water and sewer systems shall be in accordance with the
27 goals and policies of the Comprehensive Plan.

28 E. The Comprehensive Plan Map, consisting of a map and an overlay
29 map of Major Open Space, is adopted as a constituent part of the
30 Comprehensive Plan.

31 Section 2. That Comprehensive Plan goals and policies shall serve as
32 general guidelines for land use, environmental, and resource management
33 decisions and shall form the foundation for lower ranking plans and land

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1 use regulations.

2 A. The Introduction and Context Section shall serve to interpret the
3 origin and intent of goals and policies rather than as adopted
4 Comprehensive Plan policy in itself.

5 B. The possible techniques may serve to implement policies, but are
6 not adopted Comprehensive Plan policies in themselves. They shall be
7 reviewed periodically and revised, if necessary, to achieve general
8 policy objectives.

9 C. All County regulations and ordinances affecting land use,
10 environmental quality, heritage conservation, and community resource
11 management shall conform to general policies of the Comprehensive Plan.

12 D. Criteria governing the size, configuration, land use mix,
13 densities, and other features of planned communities in the Reserve and
14 Rural Areas will be proposed by the City/County Planner, after working
15 with key members of the private sector, for adoption by the City and
16 County within one year of the effective date of this resolution. The
17 criteria will be used in evaluating and approving planned communities.

18 E. In the course of developing area plans, densities of planned
19 community developments may be studied; if justified by appropriate
20 analysis, including cost-benefit analysis, an area plan can be the basis
21 for amending the planned-community gross density provisions of the
22 Comprehensive Plan.

23 Section 3. That the Monitoring and Implementation Section shall be
24 used as a foundation for procedures to evaluate accomplishments and
25 recommend amendments to the plan and revisions to the work priorities
26 associated with implementation; and such evaluation and adjustment shall
27 be done at least biennially.

28 Section 4. That amendments to the attached Comprehensive Plan goals,
29 policies, and map shall be made only upon review and action by the
30 planning commissions and elected officials of both the City and County.
Standards for amending plan map boundaries shall be as follows:

31 A. Amendment of the boundary of the Central Urban Area shall be
32 dictated by changing conditions and needs.

33

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1 B. Amendment to boundaries between the Established Urban and the
2 Developing Urban areas shall not be permitted except in cases of
3 technical mapping error.

4 C. Adding or deleting Urban Centers and adjustment to boundaries of
5 the Open Space Network may be based on lower ranking plans which cover
6 the land in question.

7 D. Revision to other plan map boundaries shall occur only for
8 compelling reasons of planning policy.

9 Section 5. That lower ranking plans undertaken should include but
10 not be limited to plans for sub-metropolitan areas, urban centers, and
11 the Open Space Network to prepare specific recommendations within general
12 density and character guidelines of the Comprehensive Plan goals,
13 policies, and map. Such plans, like the Comprehensive Plan hereby
14 adopted, are comprehensive plans and master plans for statutory purposes.

15 Section 6. That the Albuquerque/Bernalillo County Comprehensive
16 Plan, adopted by Resolutions 601, 635 and 660, and as subsequently
17 amended, are hereby repealed.

18 Section 7. That in the event of conflicts between this Comprehensive
19 Plan and any already-adopted Rank Two or Rank Three Plans, this
20 Comprehensive Plan shall govern.

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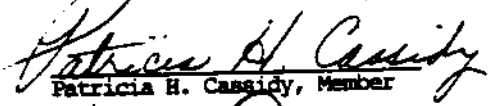
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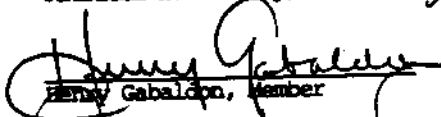
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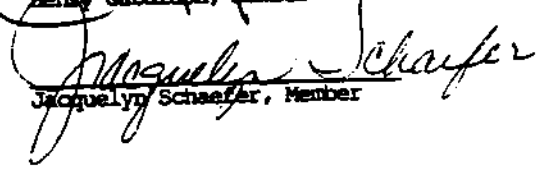
BOARD OF COUNTY COMMISSIONERS

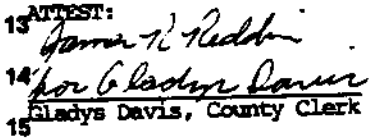

Lenton Malisz, Chairman


Orlando Vigil, Vice Chairman


Patricia H. Cassidy, Member


Henry Gabaldon, Member


Jacquelyn Schaefer, Member

ATTEST:

Gladys Davis, County Clerk

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