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## 5.0 Policy, Regulatory, & Plan Review

### 5.1 Summary

Several actions taken by the City and County during the past few years will help further well planned growth in the urban area. Among the most promising developments are the emergence of a regional discussion of the impacts of growth and desirable growth patterns, the introduction of planned growth as an issue in infrastructure planning, and a commitment by the City to follow the recommendations of the Transportation Evaluation Study and update the Comprehensive Plan. Adoption of more specific strategies or plans could exert more influence on the MRGCOG's metropolitan transportation planning process.

At the same time, the Extraterritorial Land Use Authority has reduced the City's control over development at the City's edges. The long-term impact of the Extraterritorial Land Use Authority remains to be seen, and the ability of the City and County to agree on growth policy is critical to successful long-term development in the extraterritorial zone. Individual decisions regarding major Planned Communities could open up an area perhaps double the anticipated land needs for the next 25 years. Through annexation and other controls, however, the City has an opportunity to affect the compatibility of these developments with planned growth strategies, such as promoting transit and mixed-use development. The phasing and timing of development in Westland, Quail Ranch, and Mesa del Sol will be critical to the City's ability to influence a Downtown renaissance, promote revitalization of existing neighborhoods, and manage its capital infrastructure during that time period.

### 5.2 Background and Overview

In this chapter, we review and evaluate plans and policies that affect or could affect the development of a City and County planned growth strategy. Because similar work was done for the Transportation Evaluation Study, this review addresses only those policies that have been adopted or set in motion by the City of Albuquerque or Bernalillo County since work was completed on the Transportation Evaluation Study.

#### 5.2.1 Transportation Evaluation Study Summary

Begun in 1995, the Transportation Evaluation Study was designed to develop a clear, long-range vision for guiding growth in the Albuquerque Metropolitan Area. Its final report recommended a departure from the current trend of dispersed development on the City's fringe to a more compact urban form and a better integrated set of land use and transportation policies for the urban area. The four defining concepts of the Downtown Alternative are to (1) Revise the institutional framework to achieve the goals of the Comprehensive Plan and implement the Downtown Alternative vision; (2) Encourage a more efficient delivery of urban services by promoting a more compact urban form; (3) Promote higher density, mixed-use

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patterns of development in major centers and corridors; and (4) Implement high occupancy, high capacity transportation improvements in major transportation corridors.

### 5.2.2 Growth Policy Framework (R-70)

In September 1998, the Albuquerque City Council unanimously approved Resolution 70, which adopted a growth policy framework for the City based on the Transportation Evaluation Study principles of a more compact urban form and network of corridors and centers. It called for the City to:

- Restructure its payments and financial incentives to support infill and development in centers and along major corridors as opposed to fringe development. Methods would include development impact fees, density bonuses, revenue bonds, and restructuring the City's Capital Improvements Program.
- Promote redevelopment of the Downtown Core by seeking to diversify the land use mix with public facilities, hotels, offices, retail locations, and higher density housing and to identify how to generate more activity and attract more private investment.
- Promote transit, decreased reliance on the automobile, and orderly compact growth by coordinating the timing of road and utility construction with planned growth in the Comprehensive Plan. In addition, increase the level of transit service, improve pedestrian mobility, and plan for high capacity corridors, giving Central Avenue and Coors Boulevard the highest priority.
- Encourage increased densities and mixed uses in major community activity centers and corridors, as well as incorporate Transportation Evaluation Study principles into design standards and long-range facility plans.
- Amend the Comprehensive Plan to serve as the single planning document to address area-wide growth management issues, including area-wide planning for facility systems and long-term capital improvements. All other plans and initiatives must be consistent with this.
- Work with other jurisdictions, particularly the MRGCOG, to reach a regional consensus on the nature and extent of urban growth.

A compromise was reached on an urban services area designation, obligating the City to "carefully consider" whether they were "beneficial to the quality of life in Albuquerque" and, if so, to determine the most appropriate service area. The Comprehensive Plan currently fails to provide detailed direction about where and when growth should occur. City staff has already begun revision of the Comprehensive Plan to ameliorate the deficiencies that have been identified in the current document.

A number of plans and policies have been adopted or contracted for since the policy evaluation was completed for the Transportation Evaluation Study. The following sections describe how these new documents, policies and regulations fit into an overall planned growth strategy for the urban area.

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## 5.3 General Land Use and Planning Policies and Plans

### 5.3.1 Extraterritorial Land Use Authority

The Extraterritorial Land Use Authority, created by the 1998 legislature, is responsible for making land use decisions in the five-mile extraterritorial limits surrounding the City. This law gives the County a role in the annexation process and in controlling development at the edge of the City. The land use decisions made by the Extraterritorial Land Use Authority will have an impact on the demand for water service at the fringe of the City. Pertinent laws are described below.

- **State of New Mexico Laws 1998, Chapter 42 (House Bill 238)**

Effective in May, 1998, this law gave the power of zoning within the five-mile extraterritorial limits of the City of Albuquerque (and other cities with a population over 200,000 and within a class A county) to a newly created Extraterritorial Land Use Authority. Previously, subdivision applicants had to appear before both the respective City and County planning and legislative bodies. The Extraterritorial Land Use Authority is composed of four County Commissioners appointed by the Board of County Commissioners, and three City Councilors (or two City Councilors and the Mayor) appointed by the municipality.

The law also created the equivalent of the City and County planning commissions called the Extraterritorial Land Use Commission. It is composed of five appointed members of the County Planning Commission and five appointed members of the City Environmental Planning Commission.

The law also sets forth procedures governing annexation of territory contiguous to Albuquerque (and similar-class cities). Owners of a majority of the number of acres in contiguous territory may present a petition seeking annexation to the City Council. The County is granted the opportunity to review and comment on the petition. City Council by ordinance shall approve or disapprove the annexation after considering County comments.

- **Albuquerque/Bernalillo County Extraterritorial Subdivision Ordinance No. ELUA 1998-3**

This law took effect June 23, 1998. The ordinance is essentially the same as the County subdivision ordinance with the substitution of Extraterritorial Land Use Authority approval. Responsibility for review and approval of type-three subdivisions containing five lots or less and all type-five subdivisions is delegated to the County Development Review Authority. This body consists of two staff members from County zoning, building, and planning; two from public works; one from environmental health and the fire marshal's office; and others named by the County manager. The planning department director appoints the chair. Appeals are heard by the Extraterritorial Land Use Commission (see above).

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This new process for setting policy and approving or disapproving development in the five-mile extraterritorial district outside the Albuquerque City limits will likely give greater weight to County policy due to the majority of County officials in the Extraterritorial Land Use Authority. This process reinforces the need for City/County cooperation and consensus in managing growth at the urban area fringe.

### 5.3.2 Focus 2050

In 1996, the MRGCOG launched a long-range regional planning process called Focus 2050. The process aims at building public consensus on how the metropolitan region should grow over the next 50 years, given that the population is projected to double. It includes an extensive public participation effort. Initial phases of the project led to a vision statement for the region and creation of four development scenarios that allocate projected increases in population and employment to different areas.

In general, the first two scenarios follow the current trend with some modifications:

- **Trend Dispersed Growth Scenario** continues the current pattern of urban build-out that rings the metropolitan area, concentrating in the West Mesa of Bernalillo County, Rio Rancho, Los Lunas, and Belen. New outer loop roads would serve this development, with one high capacity transit route slated to run from Belen to Downtown Albuquerque to the Jefferson corridor, across the river to Cottonwood Mall and north along NM 528. While remaining a significant employment center, Downtown would still lack substantial housing or resident-serving businesses. Rural residential development would displace existing irrigated agricultural lands, and a new road would extend from NM 14 to I-25 at Placitas.
- **Contiguous Mesa Expansion Scenario** would minimize additional disturbance of the Rio Grande Valley irrigated agricultural lands and the Bosque. It would allow development of identified major projects and other areas in contiguous areas in the region, particularly on the mesas. Development is targeted for areas on the fringe: North Albuquerque Acres, Atrisco Area, portions of land along Coors Blvd. and the Eubank area next to Kirtland Air Force Base. Paseo del Volcan would serve as the main new highway loop to the northwest, and high capacity transit would run from Belen to the Jefferson corridor.

The next two scenarios offer varying visions of more compact City growth:

- **Moderate Compact Infill and New Communities Scenario** would emphasize infill in existing communities through development of vacant and underutilized urban land as well as the development of clusters of satellite urban communities on the Bernalillo County West Mesa and Rio Rancho area, Mesa del Sol, and Valencia County East Mesa. New development would be channeled into centers and a few contiguous, mixed-use corridors. Major open space corridors would separate them. A cluster of rural communities would develop in Edgewood to the east. An alignment of Paseo del Volcan east of Double Eagle Airport would serve as the main new highway loop to the northwest, with a southwest loop serving satellites close to I-40 and a southeast loop serving Mesa del Sol. High

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capacity transit would run from Belen to Downtown Albuquerque to the Jefferson Corridor, crossing the river along Paseo del Norte. Branches would loop through Rio Rancho to the west, east and south to the University of New Mexico Valencia Branch, and west across to the railroad alignment. A transit line would follow Central Avenue.

- **Compact Growth Scenario** would produce the most compact development of the four scenarios. It envisions a hierarchy of centers mainly in existing communities, including regional centers, subregional centers, neighborhood centers, and Main Streets where infill and redevelopment are focused. A limited amount of new urban land is located contiguous to existing communities. Very little rural subdivision expansion or new development in the Rio Grande Valley would occur. Albuquerque and Rio Rancho would serve as the main metropolitan centers with a limited number of mixed-use corridors targeted for significant new development. Typical density in centers and corridors would increase to eight dwelling units per acre for single family residential (compared with a current average of 5.7) and more than 30 dwelling units per acre for multifamily residential (compared with the current average of 21). High capacity transit would run from Belen to Downtown to the Jefferson Corridor, across the river along Paseo del Norte, with short east-west extension lines.

These last two scenarios are the most compatible with the planned alternatives analyzed in this Planned Growth Strategy, Part 1- Findings Report. They also received the highest rankings from the 164 participants who voted at the Future Scape Conferences.

A preferred regional plan addressing growth management, transportation, and water in the five-county area—Bernalillo, Sandoval, Valencia, Torrance, and Southern Santa Fe—was accepted by MRGCOG. Local governments can use the plan to help guide their own planning processes. In addition, MRGCOG may use the Focus 2050 preferred scenario to develop its long-range transportation plan and as a basis for Transportation Improvement Program funding criteria.

### 5.3.3 Sector Development Plans and Planned Community Plans

Even as these scenarios were being developed with public input, the City and County have given partial approval for new, legally defined Planned Communities on the West Side that impact the many choices presented by the above scenarios. Three major Planned Communities have reached various stages of government approval: Westland, Quail Ranch, and Mesa del Sol. In September 1998, the Mayor's office also signed a new option to sell 2,000 acres of City open space trade lands on the east side of the Manzano Mountains to a developer who plans an 800-residence community. The contract was signed at the same time that Bernalillo County indicated it wanted to purchase the former National Forest lands as open space.

- **Westland** is a Planned Community on 6,424 acres west of the Albuquerque City limits, north of I-40, south of Petroglyph National Park, and east of the proposed alignment for Paseo del Volcan. A Level A Master Plan for the project was approved by both the City and the County before the Extraterritorial Land

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Use Authority law went into effect. The City also approved a pre-annexation and development agreement. At this writing, developers were seeking City annexation of 1,700 acres to start the first phase of the development. It is a mixed-use development projected to eventually house a population of 50,000 over the next 20–30 years. The original master plan proposed to obtain water service from Bernalillo County and to phase development from west to east, creating leapfrog sprawl. The original plan also was criticized for providing little guidance for the design of residential streets and subdivisions, which can have a significant affect on the feasibility of transit and transportation efficiency. Both City and County staff have expressed concerns about further large-scale development that is oriented toward and largely dependent upon the Interstate system, in this case I-40. To gain approval from the City, however, Westland developers agreed to phase development from east to west, which is more in keeping with a planned growth strategy. They also agreed that the method of supplying water to the area will not deplete the ground water nor impair the City's existing water rights. Several conditions for approval will help facilitate a planned growth strategy. These include that Atrisco Terrace remain as undeveloped open space regardless of ownership, that Westland agree to establish minimum densities within each residential zone, and that 20% of housing be affordable based on federal criteria. In addition, Westland is to encourage mixed-use housing and discourage power centers, standalone retail boxes, and general franchise design within the town center. Large community parking lots are to be shared with other users, such as government and churches.

- **Quail Ranch** is an approximately 6,700-acre unimproved parcel located in the unincorporated area of northwestern Bernalillo County north of Double Eagle Airport. The City of Albuquerque limits adjoin its southern boundary, but the current edge of development is approximately two miles away. The closest urban/suburban development is Ventana Ranch. Quail Ranch proposes a total buildout of 19,000 dwelling units over a 30–40 year period with concentrations high enough to support transit and extensive open space, parks, and trail networks. New Mexico Utilities, Inc. has agreed to provide water and wastewater services to the project. City public works department staff have argued, however, that New Mexico Utilities, Inc. lacks both the legal water rights and the physical water resources to meet the development's projected water demands. The City as well as Rio Rancho and Corrales have protested New Mexico Utilities, Inc.'s application to the New Mexico State Engineer to divert an additional 50,500 acre-feet of water (it currently can divert up to 10,000 acre feet). The protesting entities claim that ground water withdrawals of this magnitude would rapidly deplete local ground water resources and that exclusive reliance on ground water is contrary to the Albuquerque/ Bernalillo County Comprehensive Plan and to the City's adopted Water Resources Management Strategy. Based on its desire to gain control over the use of water resources in the metropolitan area, the City of Albuquerque is negotiating to acquire New Mexico Utilities, Inc. Last year the City initiated condemnation proceedings against the utility.

A joint City/County technical team created to review the project also raised serious questions about transportation access, solid waste management, and offsite infrastructure costs, among others. Despite these criticisms, Quail Ranch

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won approval for its Level A Master Plan in December 1998 from the Extraterritorial Land Use Commission. The Extraterritorial Land Use Commission's parent body, the Extraterritorial Land Use Authority approved the Level A Master Plan with conditions in June 1999. That decision was appealed and upheld by the state District Court. Quail Ranch is anticipated to request approval for a Level B village plan for approximately 1,000 acres in its southeast corner.

- **Mesa del Sol** is a proposed Planned Community on 12,400 acres in the southeastern part of Albuquerque adjacent to I-25. The property is owned by the State of New Mexico in trust for the public schools. Mesa del Sol was annexed by the City of Albuquerque in 1993. In its pre-annexation agreement, the City promised to provide services to the area within a reasonable period of time. At a gross density of three dwelling units per acre, the master plan anticipates a population of 97,500 at maximum build out. It claims a potential for 80,000 people and an equal number of jobs before 2050. Under full development, the Community is projected to consume 26,961 acre-feet of water annually derived from surface water supplemented by ground water. The plans for this project propose a variety of water-saving methods and policies. Unlike the other two Planned Communities, Mesa del Sol still lacks a private developer. The City's Environmental Planning Commission approved the master plan in February 1999 subject to a number of conditions. The next step is negotiation of a Level A development agreement.

All of the MRGCOG regional land use scenarios account for Mesa del Sol development, although in different forms. All but the "Compact" scenario account for both the Westland and Quail Ranch Planned Communities in some form, and even the "Compact" scenario shows some development in the Westland vicinity. The urban area alternatives presented in this document also include some development in Planned Communities. What appears more critical to success of a planned growth strategy is the phasing, timing, financing, and design of development within these satellite communities. Development should be approved when justified by population growth so as not to impact the ability of the City and County to meet the needs of established neighborhoods. Design should facilitate use of transit and other transportation modes rather than reliance on automobiles.

## **5.4 Capital Improvements Programming**

### **5.4.1 City of Albuquerque**

Both the City of Albuquerque and Bernalillo County plan for long-range capital improvements. The City prepares a ten-year Decade Plan, updated biennially, which is adopted by City Council in odd-numbered years. General Obligation bonds to fund the projects are then placed on that year's election ballot. The latest plan was adopted for the years 1997-2006. City departments submitted over \$300 million in requests for the 1997 bonds, which covered public facilities, streets, drainage, and parks. Because the bond capacity was only \$86 million, many project requests were reduced or postponed.

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A recent issues paper completed by City Council staff noted that the City of Albuquerque needs more than an estimated \$1 billion to rehabilitate streets, water, wastewater, drainage facilities, and parks. “Capital funds are inadequate to address this situation and, with regard to General Obligation bond funds, revenues have decreased significantly in real terms over the past 20 years.” The paper states that the Capital Improvements Program is not based on a broad assessment of infrastructure rehabilitation needs and fails to sufficiently prioritize spending for these projects. The City’s infrastructure, as a result, is deteriorating over time. The Albuquerque Department of Public Works, however, responded that the Capital Improvements Program cannot fund all needs and that those included in the budget have already been prioritized. The paper also found that the City failed to protect its fiscal position through linking infrastructure extension decisions and land use planning in a way that would maximize efficiencies in different systems. The City does not use a cost-benefit model when making decisions related to system expansions

#### **5.4.2 Bernalillo County**

Bernalillo County plans capital improvements for a six-year horizon, updated every two years to feed into its General Obligation bond cycle. Projects supporting planned growth in the November 1998 election included a 0.5 mil levy approved by voters to purchase open space, an increase in funding for bike trails, and funding for Paseo del Norte, Isleta, and Rio Bravo. Most transportation projects are tied into the Transportation Improvement Program developed by MRGCOG.

Projects that might be construed as preempting a planned growth strategy include park development in Mesa del Sol, which accelerates the extension of utilities and transportation improvements to this area, and construction of Paseo del Norte through the Petroglyph National Monument.

Bernalillo County has approved an impact fees ordinance for provision of park, open space, fire/EMS, roadway, and drainage facility costs generated by new development. The fees generated under this ordinance meet about 30% of the costs for open space (provided only in the extraterritorial jurisdiction) and about 75% of costs for the rest of the services.

### **5.5 Transportation Plans and Policies**

#### **5.5.1 Middle Rio Grande Council of Governments**

The following transportation plans have been approved or are in the works since inception of the Transportation Evaluation Study.

- **2020 Metropolitan Transportation Plan** for the Albuquerque Metropolitan Planning Area, prepared by MRGCOG, was adopted by its policy board in September 1998. It provides a basis for programming projects in the upcoming revisions to the six-year Transportation Improvement Program. If implemented, the current Metropolitan Transportation Plan recommendations would in many cases support a planned growth strategy, but in other cases work against it. Development of the Metropolitan Transportation Plan, however, was constrained by federal law that mandates only those land use patterns, and population and

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employment projections already adopted by local governments can be assumed for the 2020 plan. Recommendations more compatible with denser and more compact City growth could be considered for the 2025 Metropolitan Transportation Plan if such plans are adopted by local governments.

In the meantime, current recommendations would allow residents in the Albuquerque urban area to reduce their reliance on automobiles as the chief mode of travel by increasing bicycling, walking, carpooling, and using an expanded and improved transit system.

Among the objectives of the Metropolitan Transportation Plan are increasing modal alternatives, considering the urban form implication of growth trends, and increasing the balance between jobs and housing in areas. Another objective calls for reducing the growth rate of per capita vehicle miles of travel to follow—not exceed—the population growth rate and promote intermodal travel connections. The Metropolitan Transportation Plan includes a significantly expanded transit system for the metropolitan area, including more hours of bus service, decreased wait times, and expanded routes. It anticipates funding for ongoing operations and maintenance to come from a quarter-cent gross receipts tax proposed by the mayor of Albuquerque. It also assumes a 10% reduction in vehicle trips, presumably as a result of investments in alternative modes and the successful implementation of a compact urban form. This, however, is not explicit, nor is the feasibility of such trip reductions demonstrated.

The Metropolitan Transportation Plan proposes to manage congestion through use of intelligent transportation systems and small-scale improvements, such as upgrading signals or removing bottlenecks. It also proposes more travel demand management strategies such as expanded transit and subsidized transit passes, additional bikeway facilities, and parking incentives. Certain land use strategies are noted, but not recommended until adopted by local governments. An expanded transit system is a fundamental part of the 2020 Metropolitan Transportation Plan transportation system, including the Downtown Intermodal Center as well as two others in Uptown and on the West Side. Fourteen neighborhood bus centers are anticipated to be built, a number of park-and-ride centers, and 250 bus shelters. A fleet of 400 buses—75 of which will be paratransit—will be purchased.

On the other hand, the Metropolitan Transportation Plan does not at this time recommend new rail transportation or high occupancy vehicle lanes, pending more detailed feasibility studies. It notes instead that some controversial new roadways may be required to relieve congestion. It specifically recommends Unser between Paseo del Norte and Montañó, Gibson between Louisiana and Eubank, and Paseo del Norte between Coors and Unser (which has generated controversy because it passes through Petroglyph National Park). It also recommends reserving several corridors for future road expansion and access control. Included are Paseo del Volcan from I-40 to NM 44, which would effectively add a West Side loop road outside the City limits, and Paseo del Norte from Coors to Tramway. Paseo del Volcan is proposed along the west side

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of the Westland Planned Community and near the southeastern corner of the Quail Ranch Planned Community.

- **Future Albuquerque Area Bikeways and Streets** maps a vision of roadway needs over the next 50 years. It contains corridors and facilities not yet studied or not proposed to be built in the next 10 or 20 years. It provides a comprehensive review of the entire transportation system for the Albuquerque Metropolitan Area and offers a tool for understanding the impact of individual changes. It is updated every six months, particularly to refine the bikeways master plan. It contains the same major loop roads noted above.
- **Transportation Improvement Program.** MRGCOG is now beginning to develop a new Transportation Improvement Program for 2000–2005. As the short-term implementation tool for the Metropolitan Transportation Plan, the Transportation Improvement Program programs financially constrained projects for the first three years and presents plans for the next three. This plan is required to obtain federal funds for transportation improvements. The current Transportation Improvement Program (1995–2001) contained a number of projects friendly to planned growth, such as the multimodal Alvarado Transportation Center in Downtown Albuquerque, regional land use planning, the regional transit study, and bike trails. Among planned projects are the right-of-way acquisition and design of Paseo del Volcan and extension of Paseo del Norte from Wyoming to Tennyson. It was criticized for not devoting more support to transit, ride sharing, bicycling, and pedestrian travel. The City/County Air Control Board in particular said that the bicycle program lacked direction and substance, that pedestrian travel was not addressed in a meaningful way, and that it missed an opportunity to immediately devote more resources to plan incentives for alternative transportation in Uptown.

### 5.5.2 Transportation Plans in Progress

- A **Regional Transit Authority Service Plan** was completed in 1998. It calls for an aggressive strategy for developing a public transportation system, based on creation of a Regional Transit Authority that would have taxing and bonding authority. Eligible voters within the proposed Regional Transit Authority service area would be asked to approve a half-cent gross receipts tax specifically earmarked for public transit. The service plan calls for improvements to the bus and bus facilities program and for a high capacity transit program. These recommendations would support a planned growth strategy. The New Mexico State Legislature has twice turned down requests by the City of Albuquerque for enabling legislation to set up the Regional Transit Authority. The next step is to seek approval of the Regional Transit Authority concept from the MRGCOG policy board, the Urban Transportation Planning Board.
- The **Long-Range Major Transportation Investment Study**, or Regional Major Investment Study, is one of two high capacity transportation studies expected to get underway soon. Outcomes of these studies could have far-reaching implications for planned growth. The Long Range Major Transportation Investment Study is funded by the federal government, the state, and local

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governments, with the state as the lead agency. This study will evaluate different land use scenarios over a broad region and will identify necessary long-range, regional multimodal transportation improvements. Its geographic scope ranges from Belen to Española. The study will recommend the most feasible transportation investments—expanded or additional highways, bus, light rail, technological systems—for the most regionally important corridors. The Planned Growth Strategy project is expected to be an input into this study. The Long Range Major Transportation Investment Study will feed into or be developed simultaneously with the High Capacity Transportation system project described below.

- The **High Capacity Transportation System Project** focuses on the Albuquerque urban area. The High Capacity Transportation system will develop a high capacity transit plan—with an emphasis on light rail—for the next 25–30 years for the Albuquerque area. It will analyze potential corridors and select a locally preferred alternative for the first segment to be built. Such projects usually take eight to 10 years for completion; the first phase will require 18–24 months of planning.

## 5.6 Utility Facility Plans

### 5.6.1 City of Albuquerque Water Utility

Several ongoing long-range planning efforts will guide the development of the City of Albuquerque water utility over the next 20 years. Two efforts currently underway and not described in the Transportation Evaluation Study are discussed below.

- **Long Range Water Service Plan.** The City is creating a strategic plan for the municipal water system. This process is evaluating issues related to the water utility, including the need for a regional system, annexation policies related to water service and the role of the water utility in growth planning. Decisions made during this effort could have an impact on planning for future growth. Early discussions indicate that the water utility does not see itself as a tool for growth management, but as implementing land use decisions. Interviews with other municipalities in the southwest and west indicate that water utilities do not typically establish a service area boundary. The plan will, however, determine the criteria for service extension decisions and defining such an area may be appropriate locally. The utility envisions its role as supporting growth policy established by the City and County and is looking to the revision of the Comprehensive Plan to provide the policy basis for growth management.

The relationship between this document and the revised Comprehensive Plan is particularly important. Planners for both efforts should assure that the final documents are connected.

- **Albuquerque Water Resource Management Strategy, Implementation Phase.** The Water Resources Management Strategy is designed to assure City of Albuquerque water customers a safe and sustainable water supply to 2060. The strategy establishes a shift away from taking more and more water from the aquifer, most of which is not replenished, to developing the City's existing