



IMPROVING PLACE FROM PLANNING TO ZONING

Comprehensive Plan Update & Unified Development Ordinance

Presentation to Air Quality Board

Planning Department & Council Services

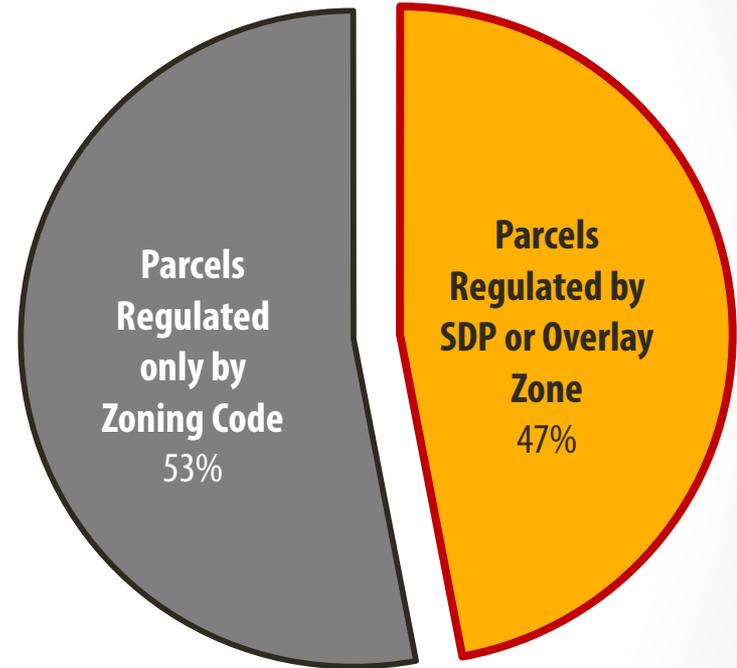
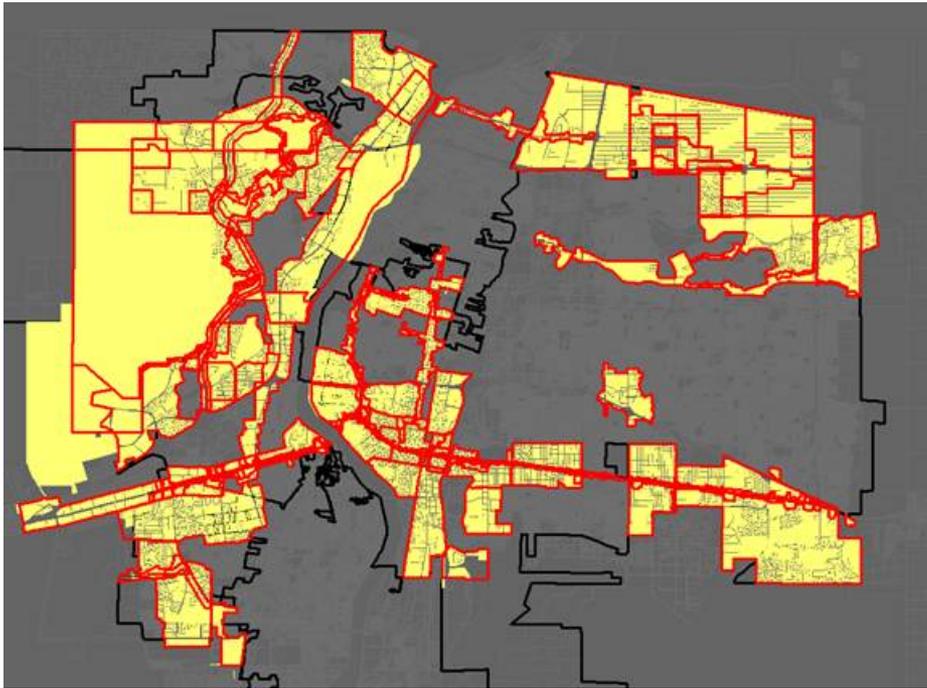
March 11, 2015



“Albuquerque, we have a problem.”



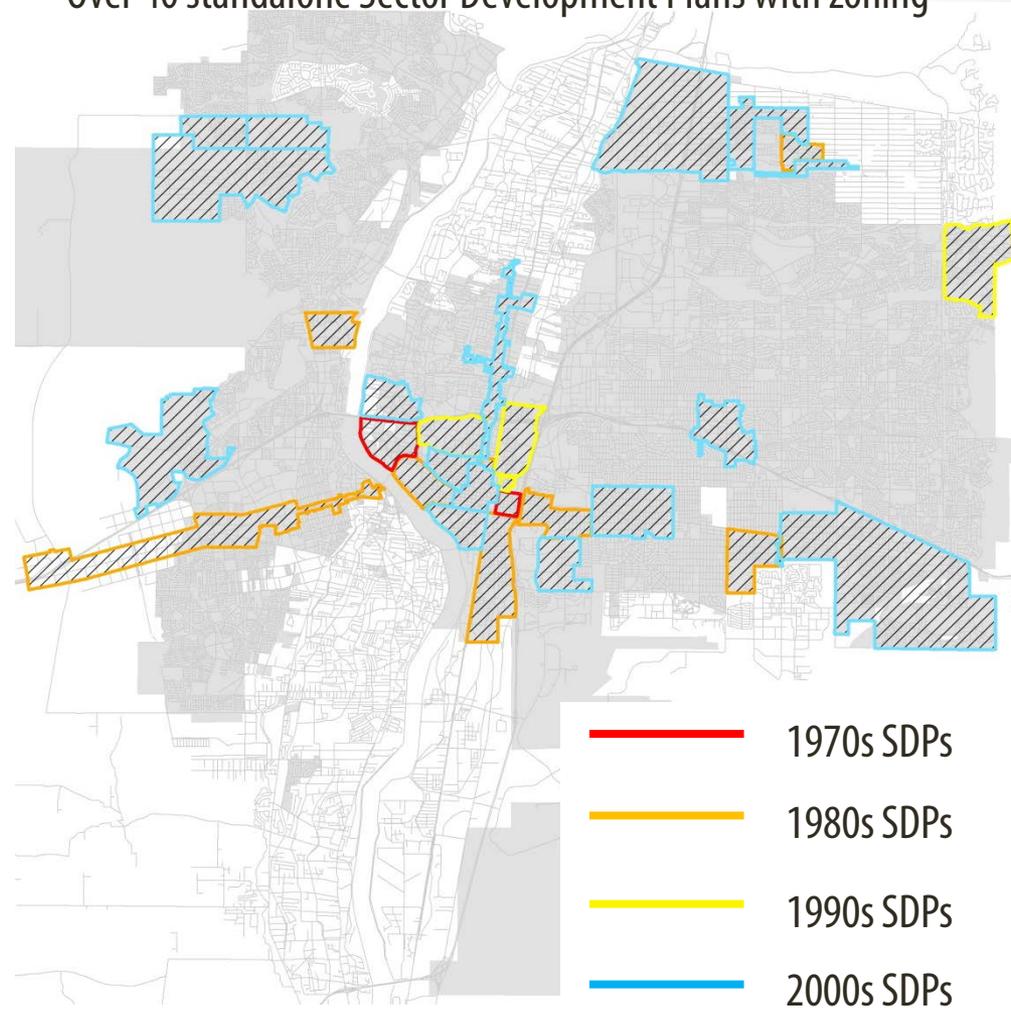
Multiple layers of zoning tools



Special use zones

- Mix of policy & regulations
- Multiple layers of regs, sometimes conflicting
- Conflicting regs among plans
- Not coordinated or integrated with city-wide regs, policies, budgets
- Many, inconsistent approval processes
- Confusing for property owners, citizens, and staff
- All but impossible to enforce

Over 40 standalone Sector Development Plans with zoning



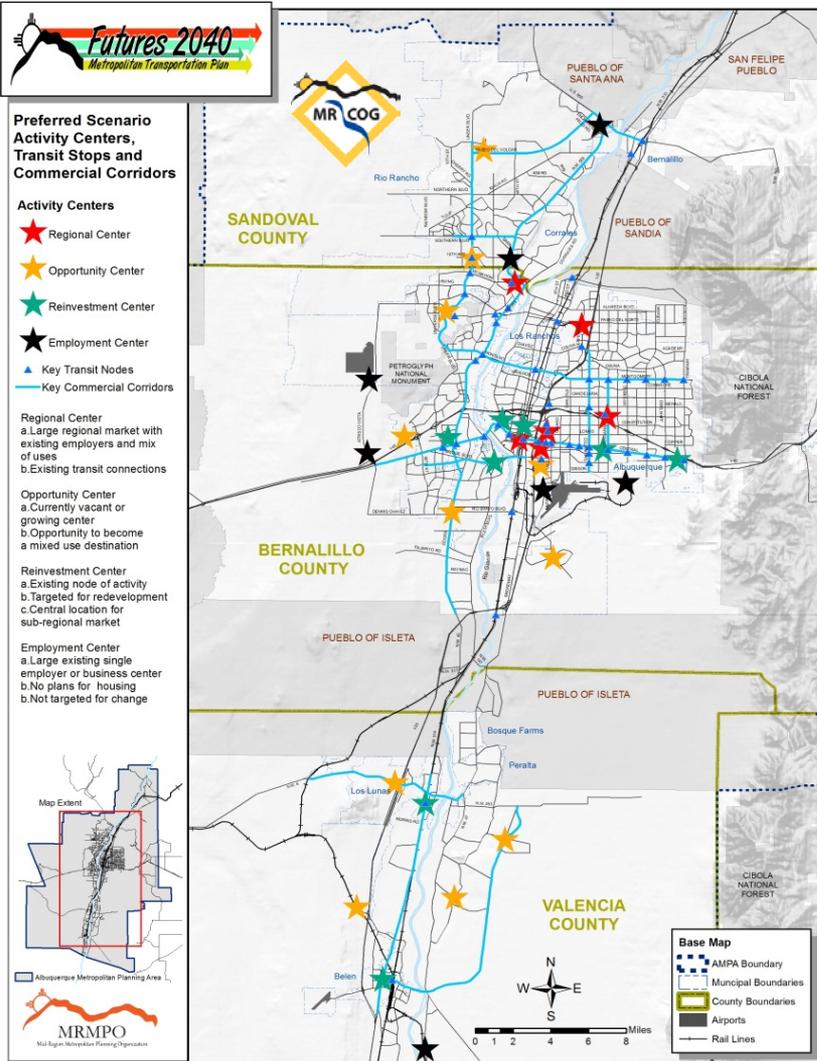
A Sampling of Development Approval Processes

Zoning	Project Approval	Public Notice / Hearing	Appeal	Variance
"Straight Zoning"	Building Permit	No	LUHO, Council	Available
SU-1	EPC, DRB, Building Permit	EPC / DRB	LUHO, Council	Available
SU-2	Varies			Varies
	EPC, DRB, Building Permit	EPC / DRB	LUHO, Council	
	Building Permit	No	LUHO, Council	
	Administrative Approval, Building Permit	No	EPC	
SU-3	EPC, DRB, Building Permit	EPC / DRB	LUHO, Council	Varies

Permissive vs. Conditional Land Uses

Uses	Project Approval	Public Notice / Hearing	Appeal
Permissive	Building Permit	No	Board of Appeals
Conditional		Yes	LUHO, Council
Zone Change	EPC Council (10+ acres)	Yes	LUHO, Council
SU-1 / SU-2 (some) / SU-3	EPC, DRB, Building Permit	EPC / DRB	LUHO/Council

MRCOG MTP 2040: Preferred Scenario



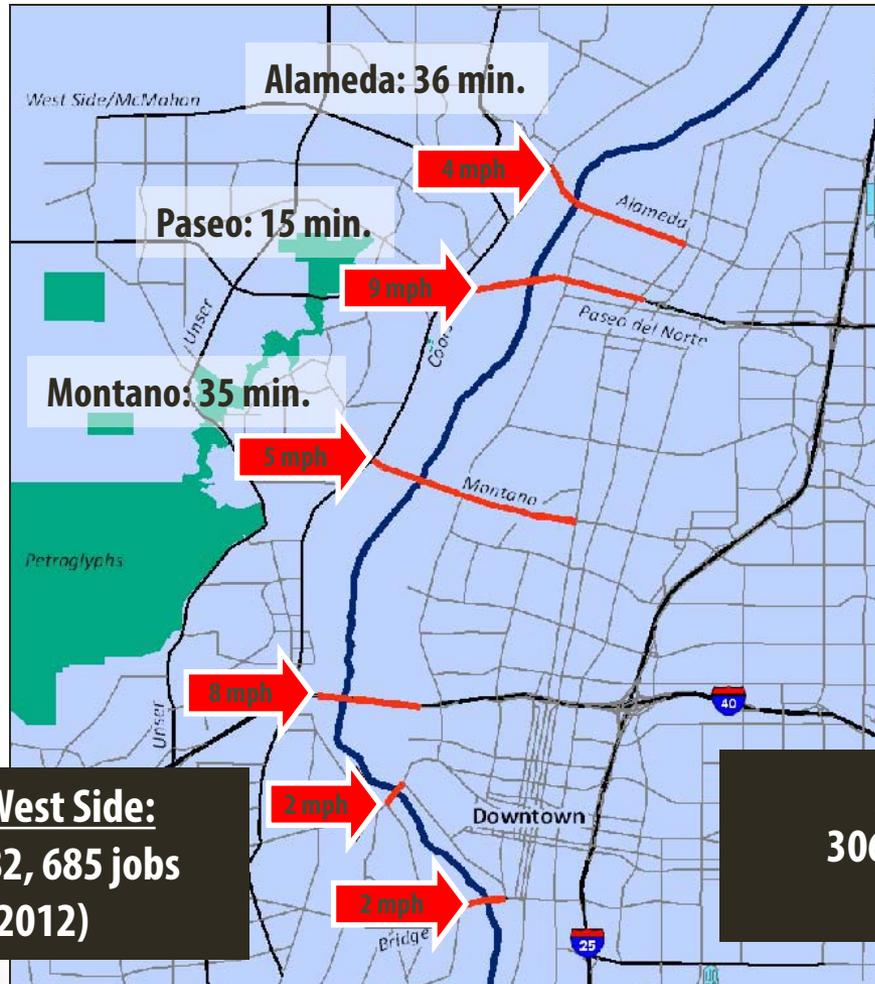
	2012	2040 Trend	2040 Preferred
Access			
Households near Activity Centers	64,842	+ 51%	+ 99%
Households near Transit	25,530	+ 59%	+ 108%
Jobs near Activity Centers	142,531	+ 33%	+ 40%
Jobs near Transit	47,496	+ 15%	+ 31%
Sustainability			
Acres Developed	215,660	+ 27%	+ 19%
Emissions (CO ₂ tonnes/day)	1,997	+ 31%	+ 22%
Transportation			
Vehicle Hours Traveled	50,778	+ 47%	+ 40%
Transit Ridership	41,033	+ 40%	+ 142%
River Crossing Trips	592,609	+ 36%	+ 31%
Average Commute Time	17 min	+ 36%	+ 12%

MRCOG = Mid-Region Council of Governments

MTP = Metropolitan Transportation Plan

Growth vs. Bridges, Jobs vs. Houses

2040 Bridge Crossing Times (NOT total commute times!)



Albuquerque Region by 2040:

- 180,580 new households
- 182,188 jobs

West Side gains:

- 11% of new jobs in the region
- 53% of new homes in the region

		West	East
2012	DUs	40%	60%
	Jobs	21%	79%
2040	DUs	44%	56%
	Jobs	27%	73%

Trend

- Expected Congestion in 2040
- Assuming
 - Same patterns of growth
 - \$2.2 billion in investments!

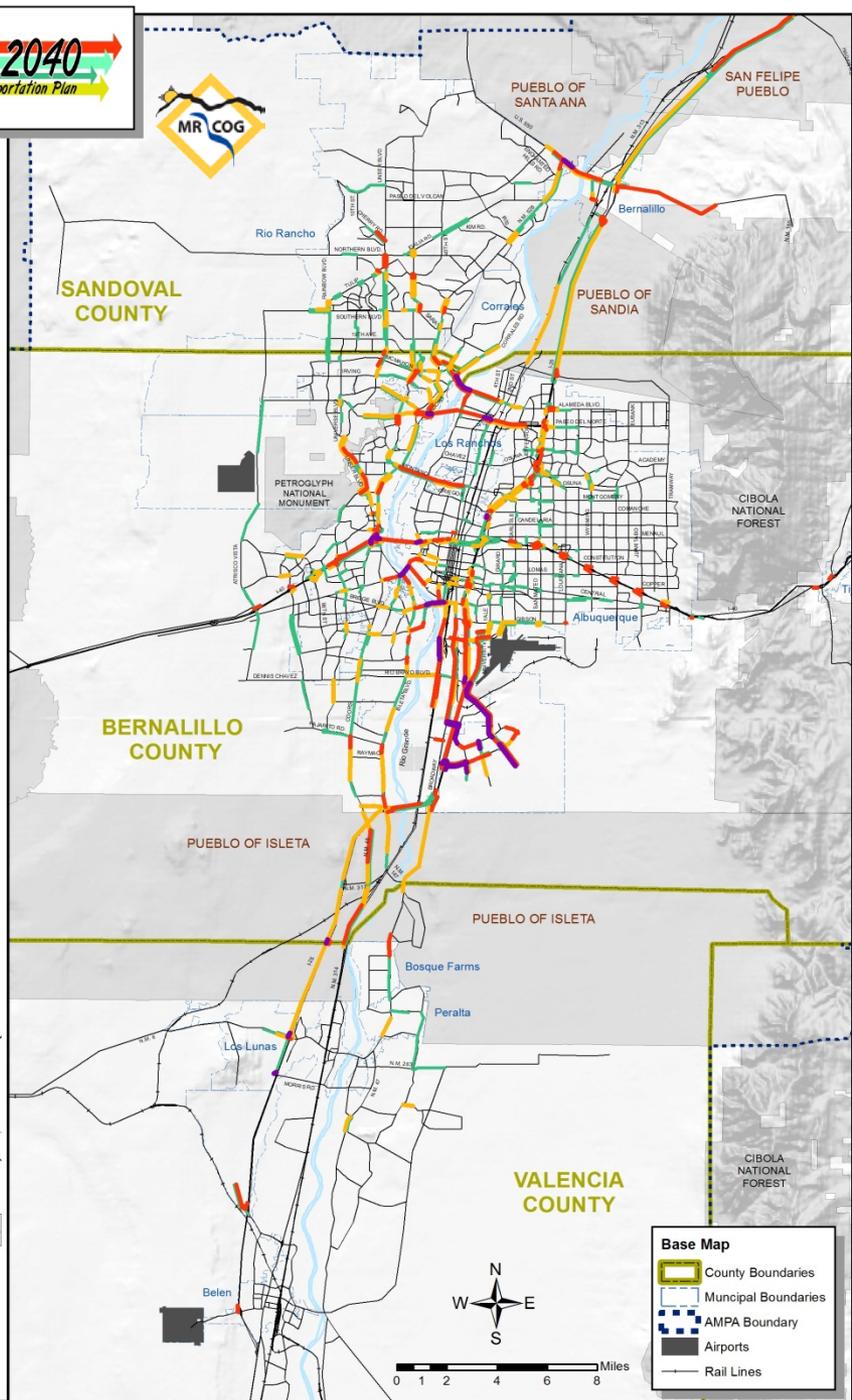
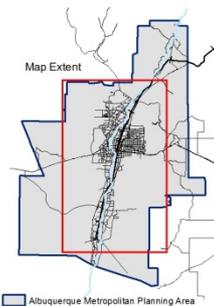


2040 Trend Volume to Capacity V/C Conditions for the PM Peak Hour

- Acceptable
- Approaching Capacity
- Over Capacity
- Severely Congested 1
- Severely Congested 2

This map depicts roadway congestion for year 2040 using a modeled network under the trend scenario forecast. Volume to Capacity ratios are based on how many trips can be handled per lane of roadway. When the volume exceeds 1 it begins to be over capacity. Following are the associated numbers with each V/C condition.

Acceptable ≤ 0.89
 Approaching 0.9 to 0.99
 Over Capacity 1.0 to 1.09
 Severely 1 is 1.1 to 1.49
 Severely 2 is > 1.49



Base Map

- County Boundaries
- Municipal Boundaries
- AMPA Boundary
- Airports
- Rail Lines

Preferred

- Congestion improvements
- Will require
 - Land use / zoning changes
 - Infill incentives
 - Shift to transit investments

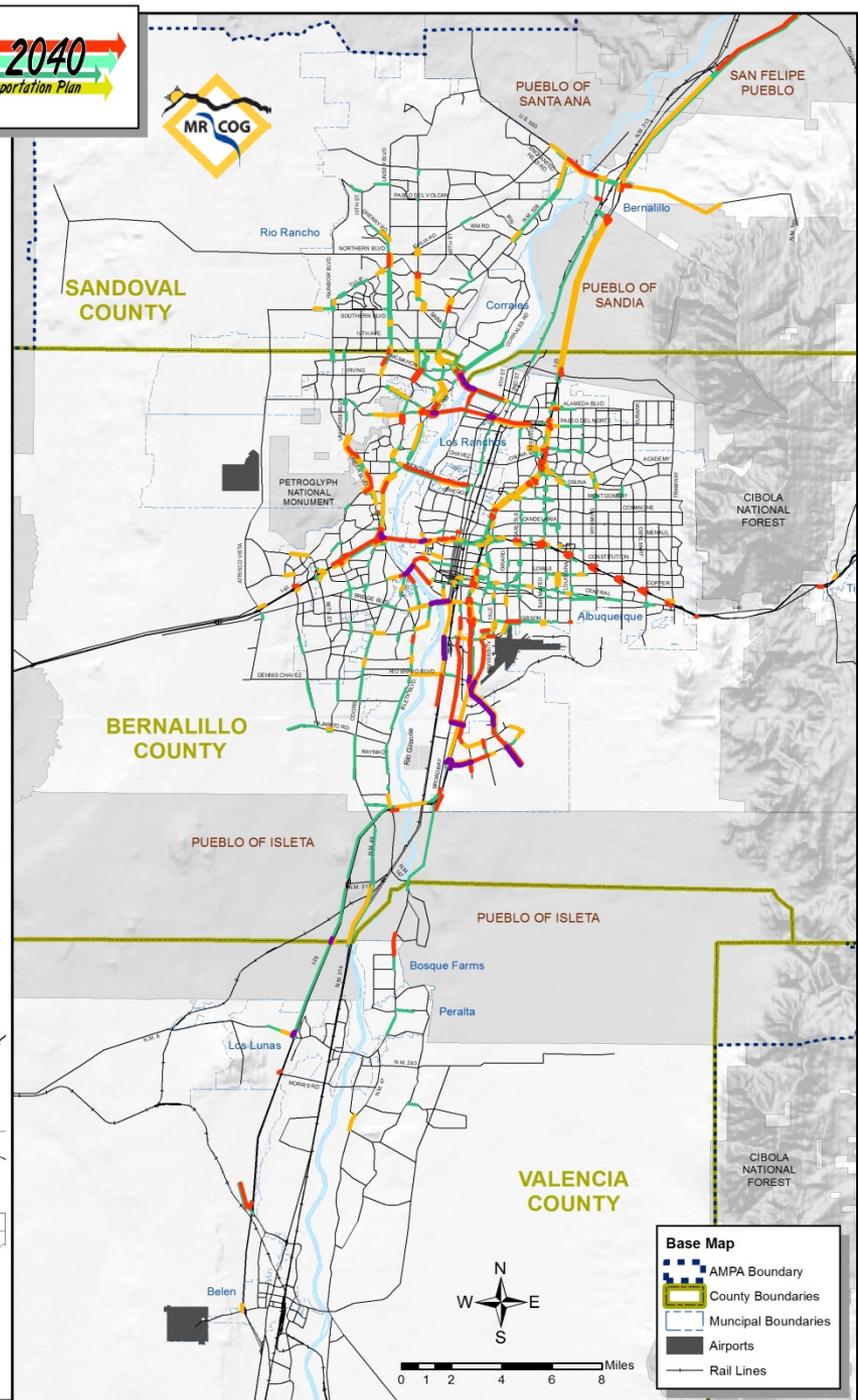
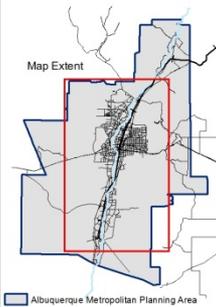


2040 Preferred Volume to Capacity V/C Conditions for the PM Peak Hour

- Acceptable
- Approaching Capacity
- Over Capacity
- Severely Congested 1
- Severely Congested 2

This map depicts roadway congestion for year 2040 using a modeled network under the preferred scenario forecast. Volume to Capacity ratios are based on how many trips can be handled per lane of roadway. When the volume exceeds 1 it begins to be over capacity. Following are the associated numbers with each V/C condition.

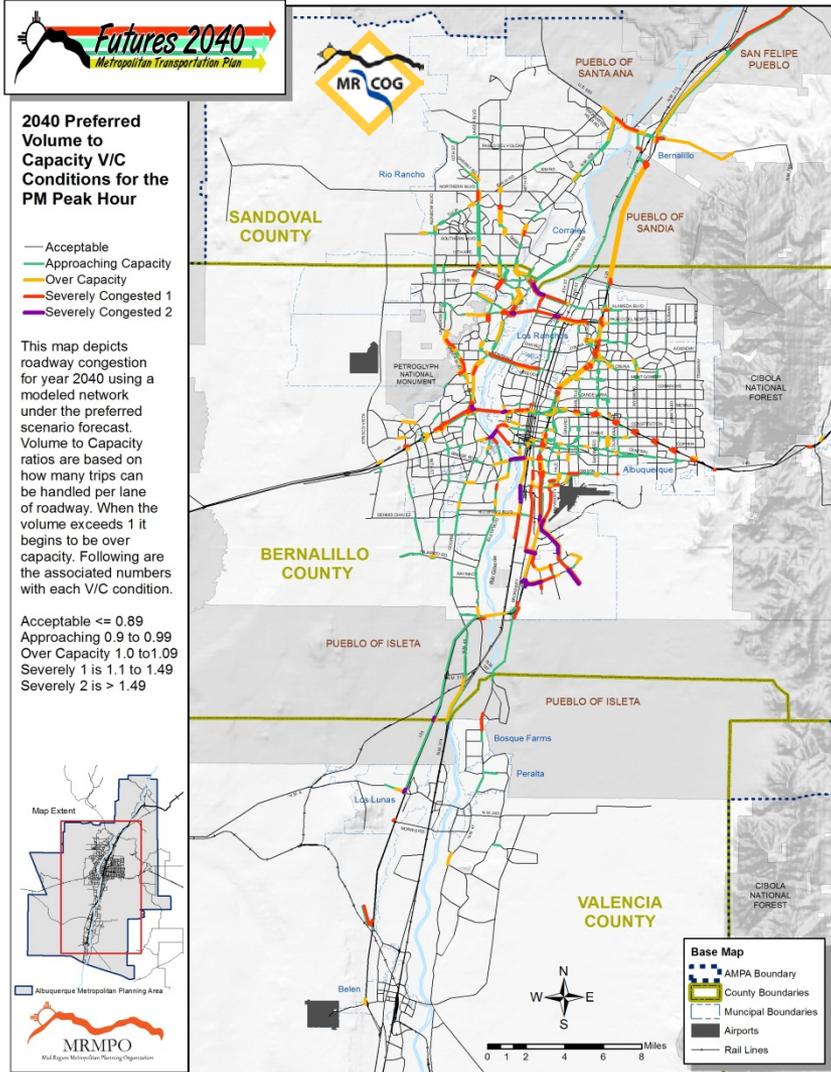
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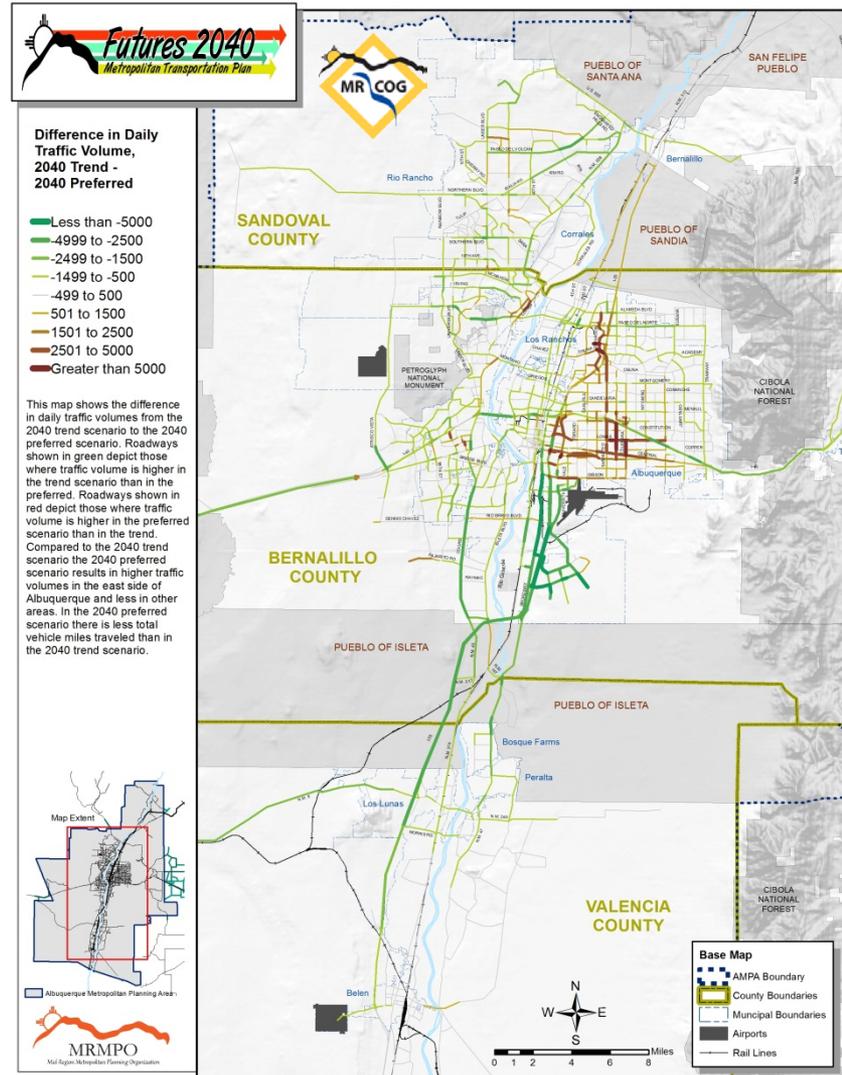
Shifting Traffic to the Grid



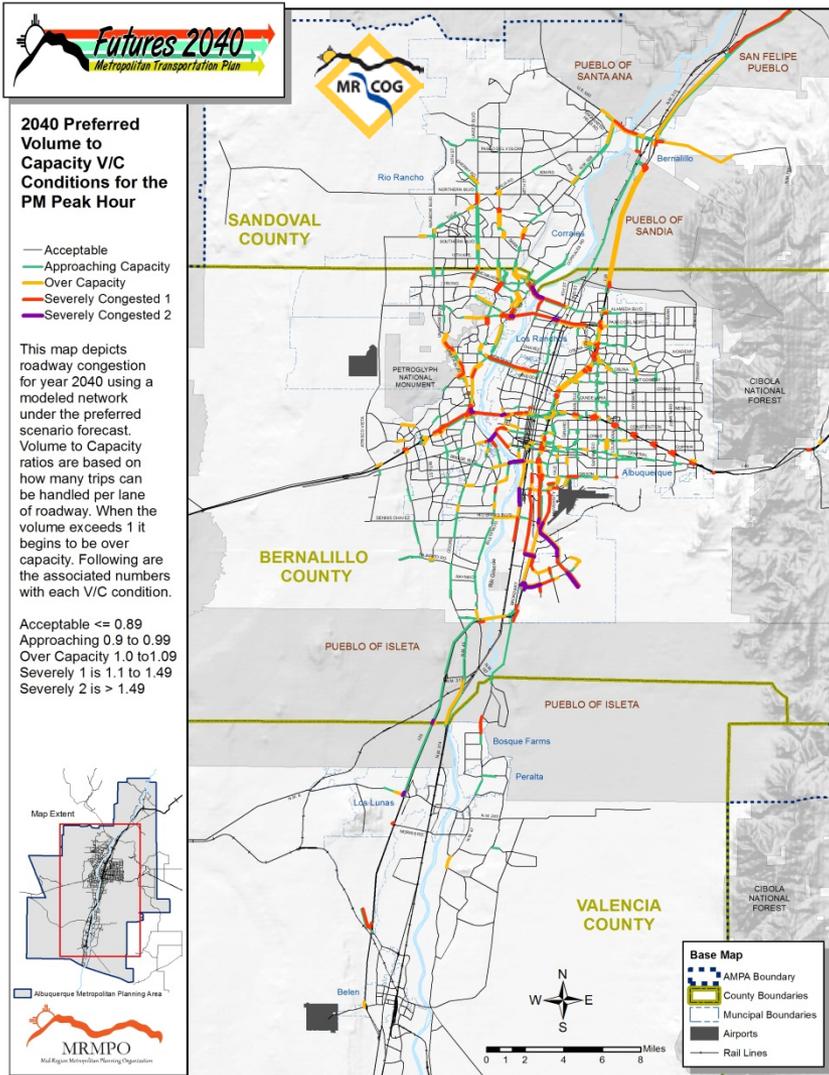
2040 Expected Congestion with Preferred Scenario



Changes in Traffic Volume – Trend vs. Preferred

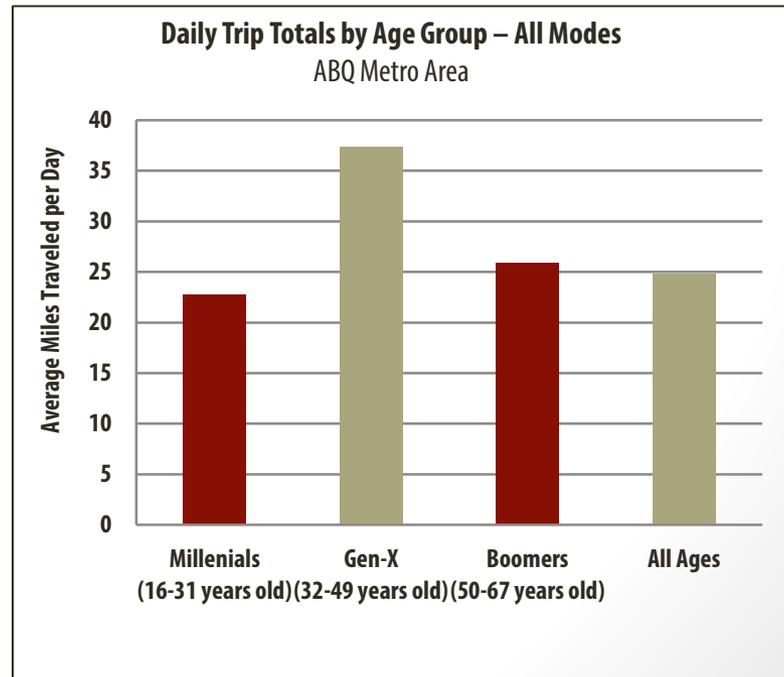
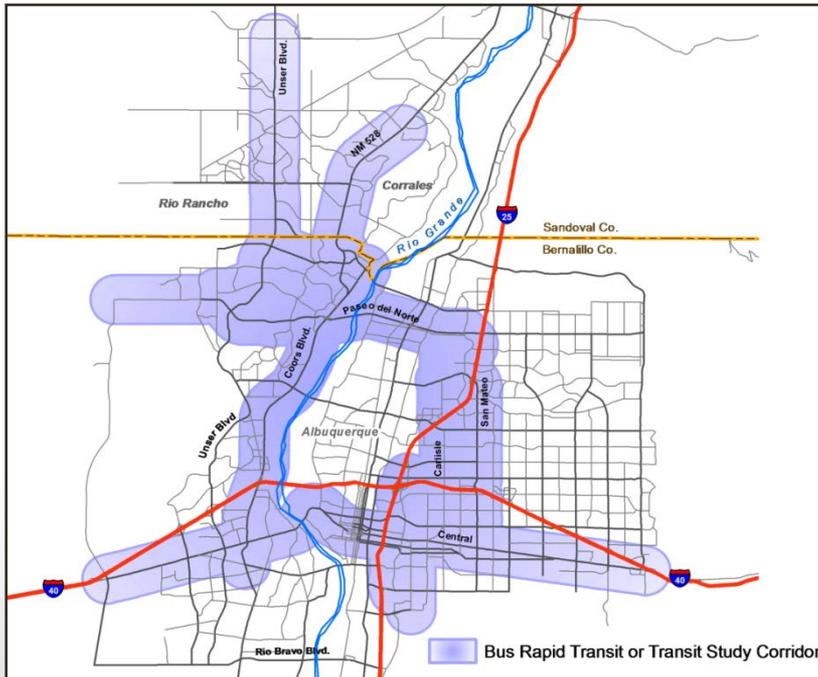
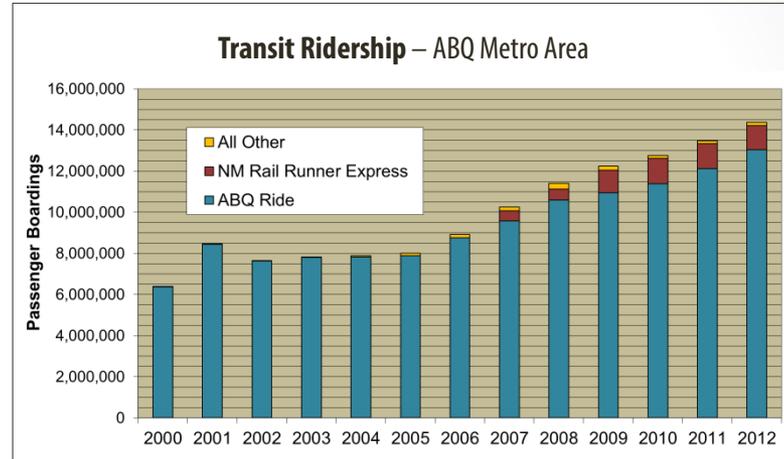
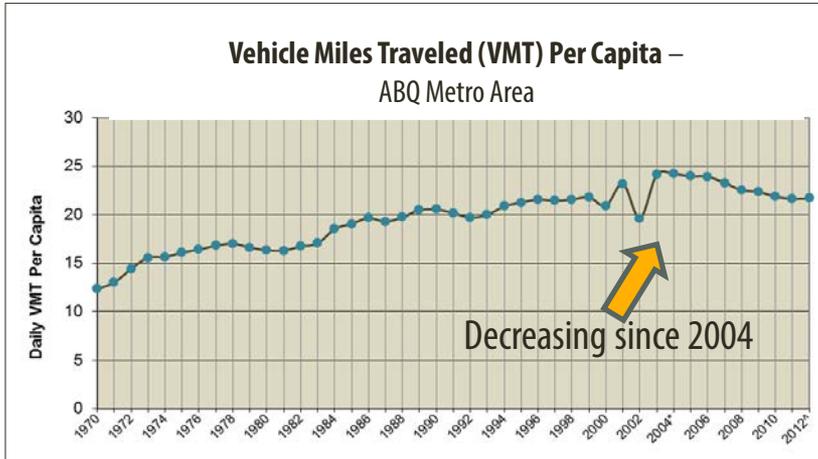


Key Factors



- Quality of life for all areas of the city
- Walkability
- Multimodal options
- Compact, sustainable development

Shift in Transportation Modes



Land Use & Transportation

Streets Should Be Multi-Purpose Tools.
Which One Would You Rather Have?



Single-purpose roadways limit economic development opportunities and transportation options.



Land use supports transportation options and vice versa.

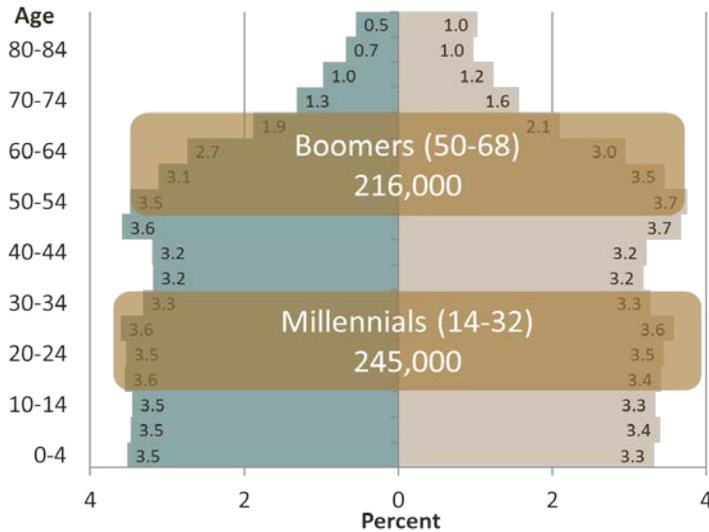
Key Factors



- Quality of life for all areas of the city
- Walkability
- Multimodal options
- Compact, sustainable development
- Demographic changes
 - Millennials
 - Baby Boomers

Key Factors

Population Pyramid: ABQ Metro Area*, 2012



* Includes Bernalillo, Sandoval, Valencia, & Torrance Counties

** Total Population = 922,831

- Quality of life for all areas of the city
- Walkability
- Multimodal options
- Compact, sustainable development
- Demographic changes
 - Millennials
 - Baby Boomers

A suburb where most people drive to most places

A suburb with walkable amenities

	Millennial	Boomer
Now	41%	39%
Someday	8%	7%
Change	-33%	-32%

	Millennial	Boomer
Now	19%	14%
Someday	25%	19%
Change	+6%	+5%

Update, Coordinate, Simplify

Comprehensive Plan

Rank 1
Goals &
Policies

Rank 2
Area Plan
Goals &
Policies

Rank 3
Sector Plan
Goals & Policies

New Goals &
Policies?

Unified Development Ordinance

Zoning
Code

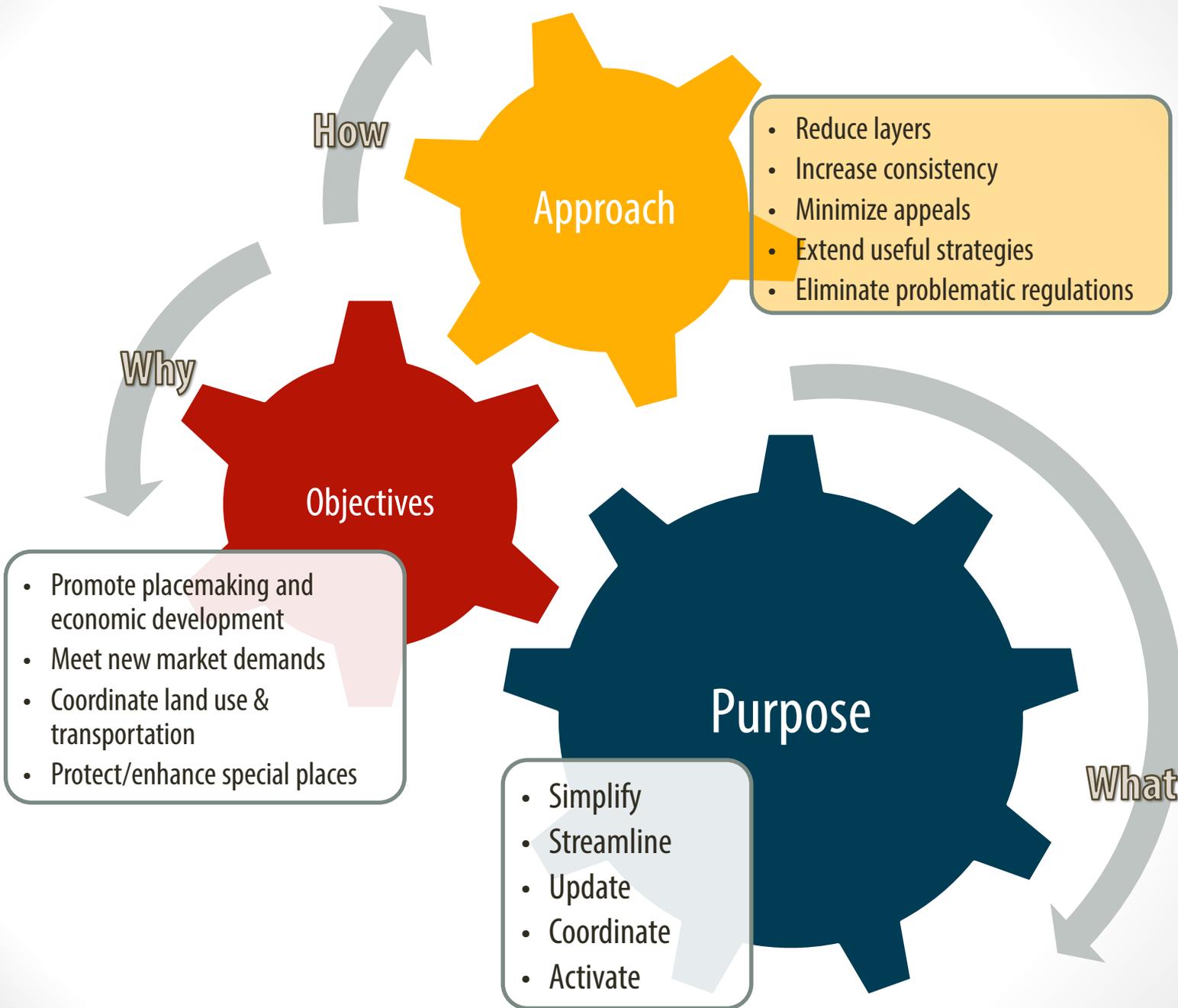
Subdivision
Ordinance

Development
Process Manual

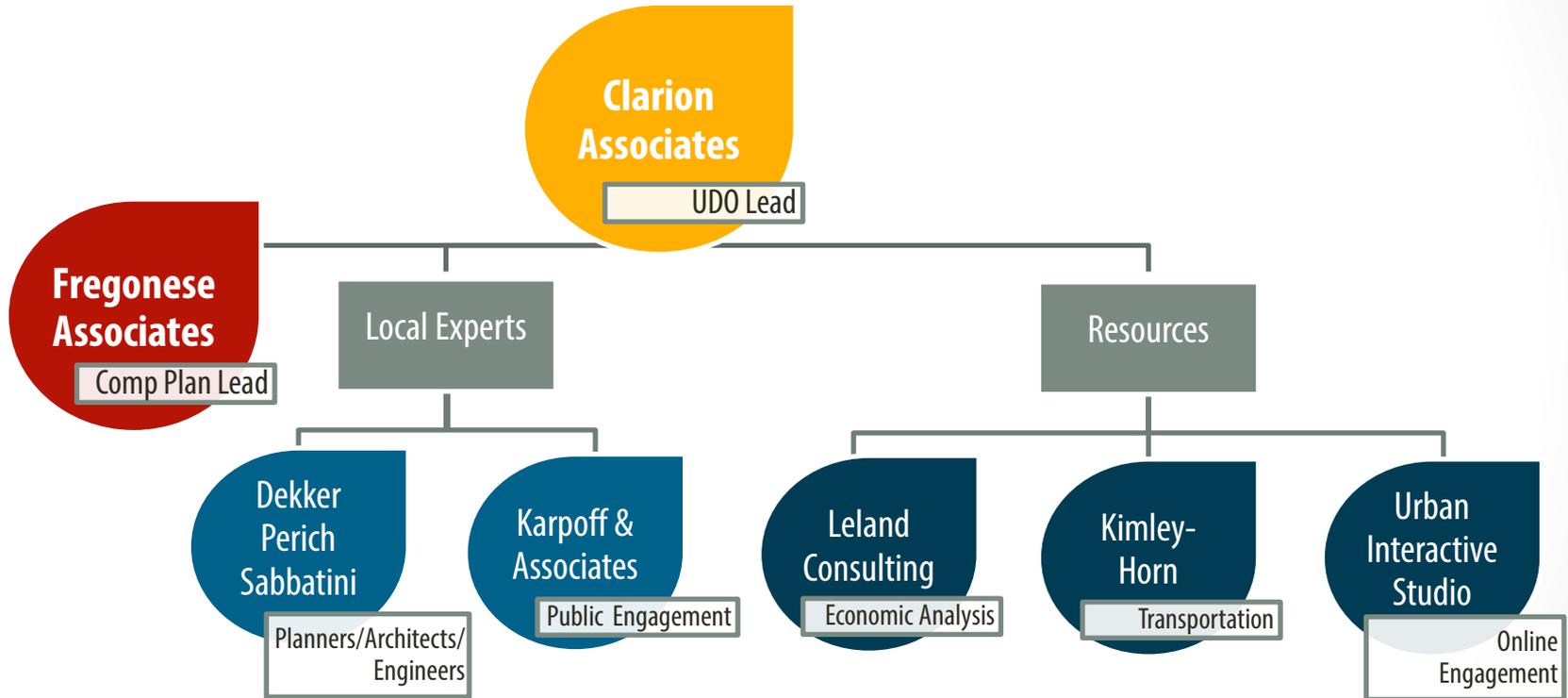
Planning
Ordinance

Overlay
Zones

Zoning
from
Sector Plans



Consultant Team



Timeline: Project Outline

Year 1:	Comp Plan	UDO
Feb. 2015	Public Kickoff	
March – April 2015	Modeling / Analysis	Assessment / Analysis
May-June 2015	Public Workshops 	Module 1: Zone Districts & Uses
July 2015	Comp Plan Updates	"
August 2015	"	Module 1: Public Review 
Sept. 2015	"	Module 2: Zoning & Subdivision Standards
Oct. 2015	Draft Update: Public Review 	"
Nov. 2015	Begin Approval Process	"

Watch for
Public
Meetings

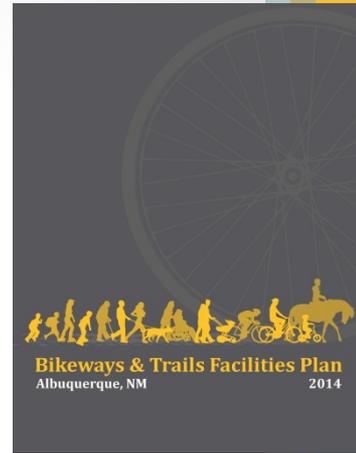
Timeline: Project Outline

Year 2:	Comp Plan	UDO
Jan. 2016	Approval Process (cont'd)	Module 2: Public Review 
Jan-March 2016	"	Module 3: Administration & Procedures
April 2016	"	Module 3: Public Review 
May-July 2016		Integrated Draft
August 2015		Integrated Draft: Public Review 
Sept. 2016		Begin Adoption Process

Watch for
Public
Meetings

Parallel Planning Efforts

- CABQ Bikeways and Trails Facility Plan
- Coors Corridor Plan
- CABQ BRT for Central Avenue
- CABQ / UNM / CNM Innovate ABQ
- MRCOG Futures 2040 Metropolitan Transportation Plan



Questions?

Project Webpage:
<https://abc-zone.com>



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