

Unified Development Ordinance & Comprehensive Plan Updates

Presentation for Bernalillo County Placematters

Planning Department & Council Services

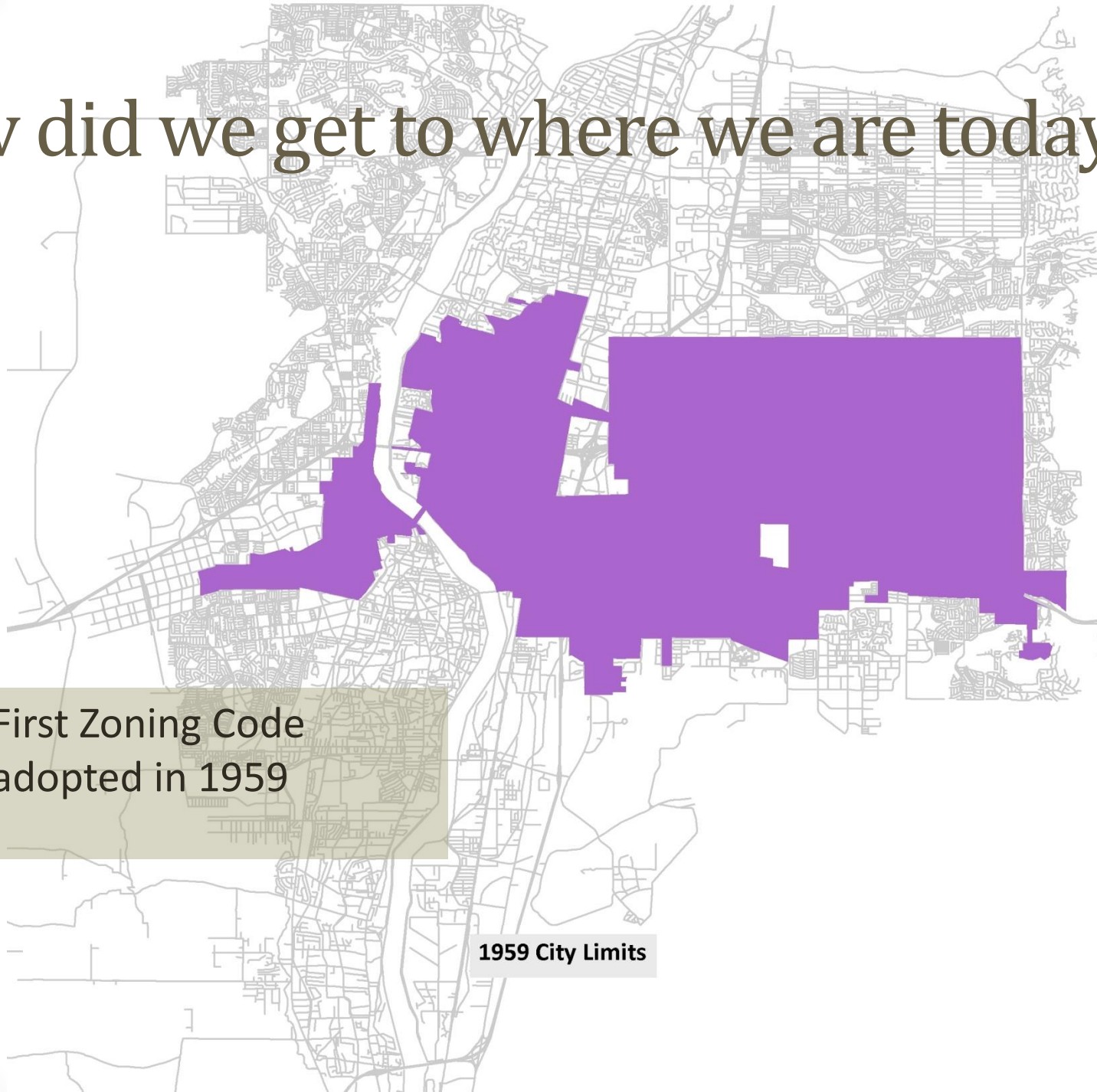
August 21, 2014



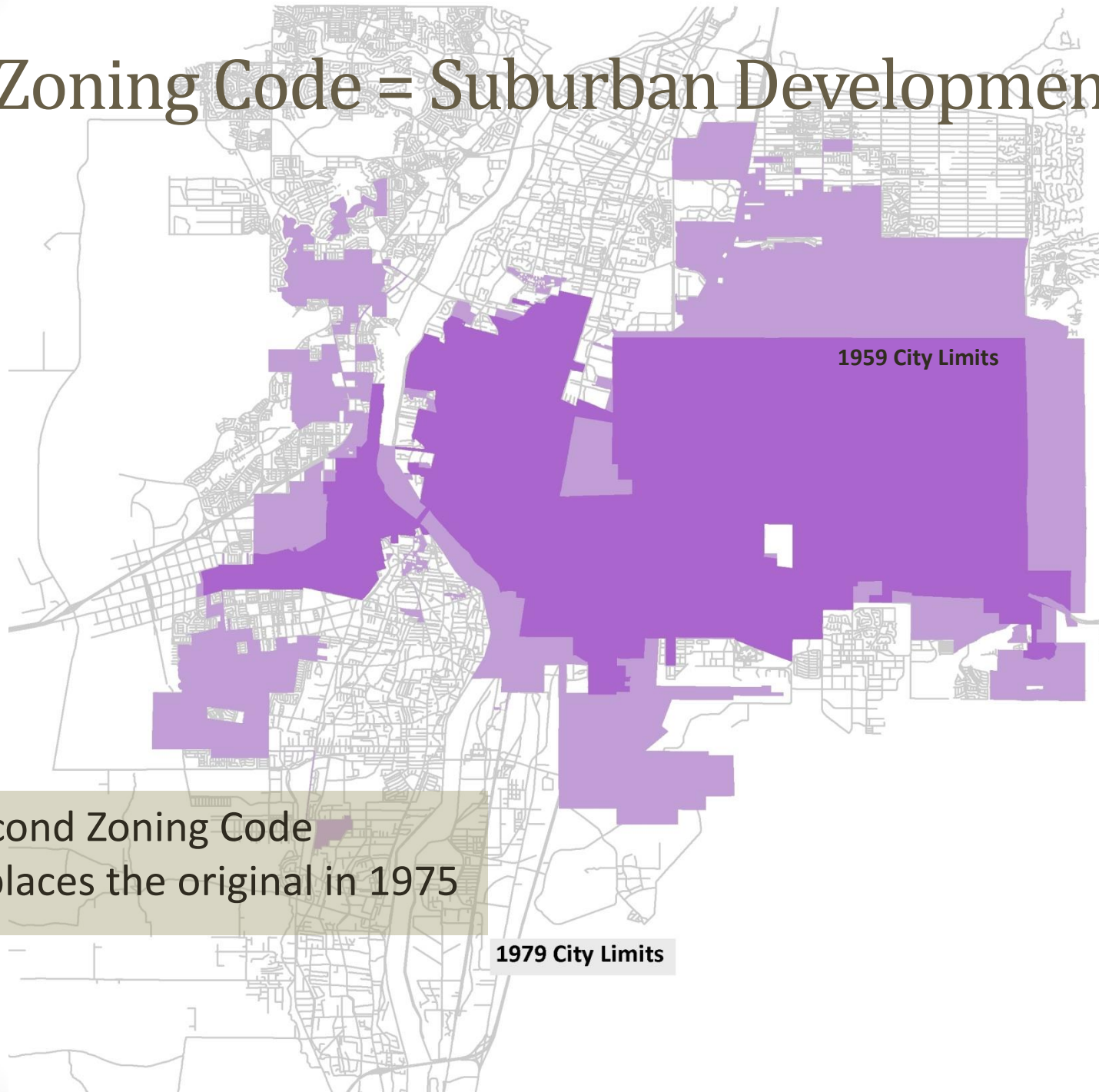
How did we get to where we are today?

- First Zoning Code adopted in 1959

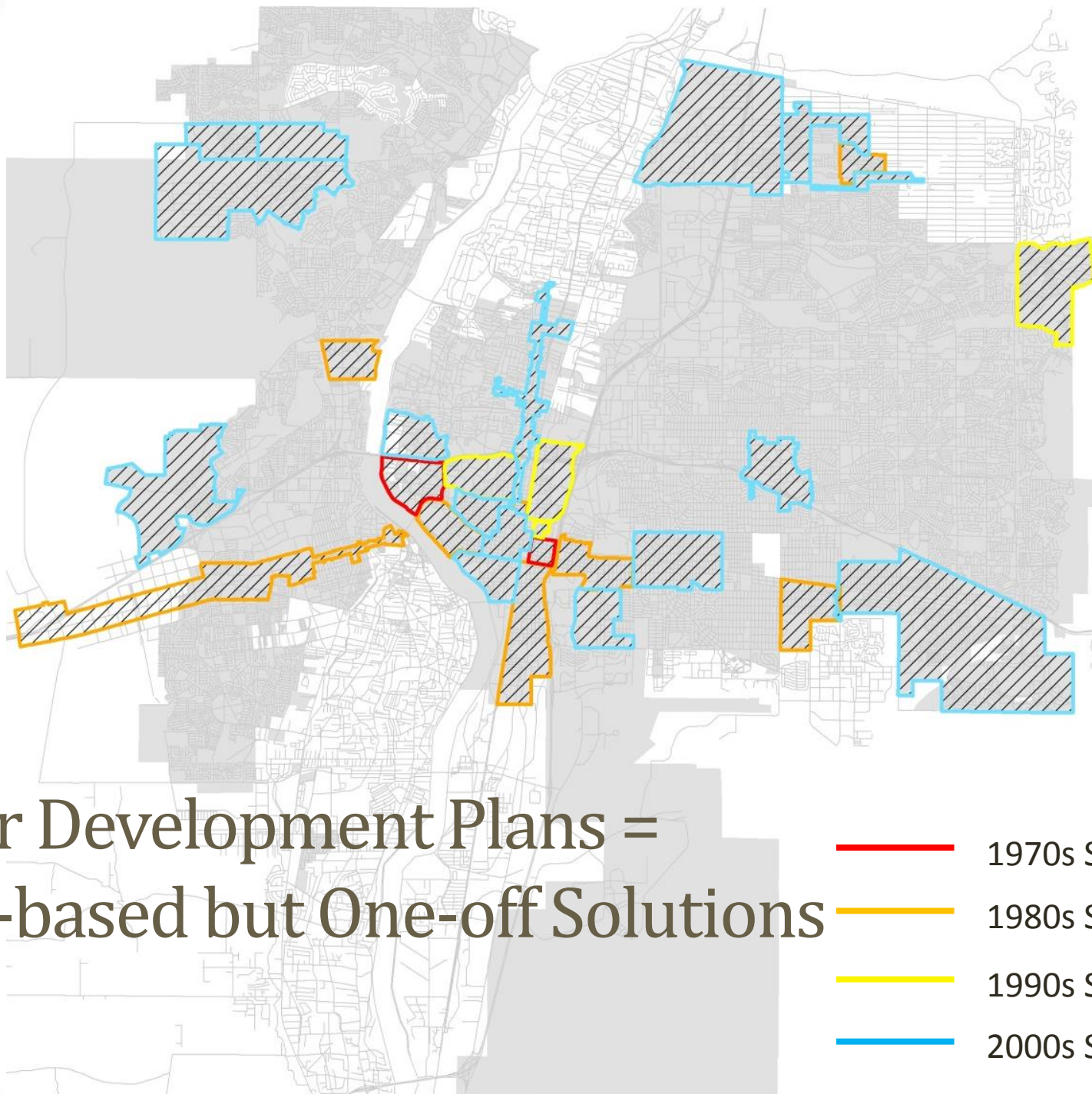
1959 City Limits



The Zoning Code = Suburban Development



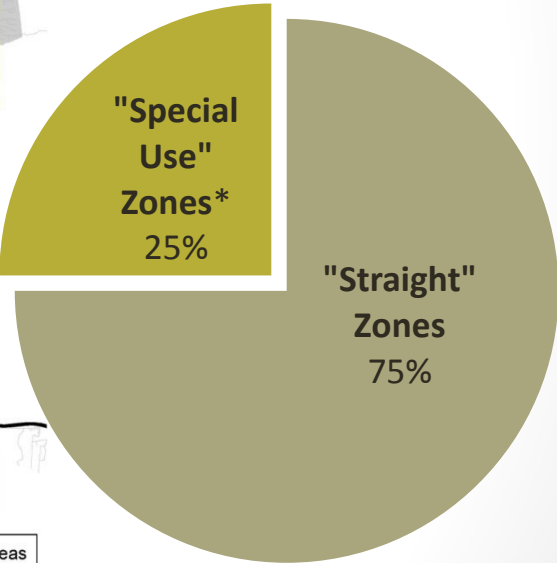
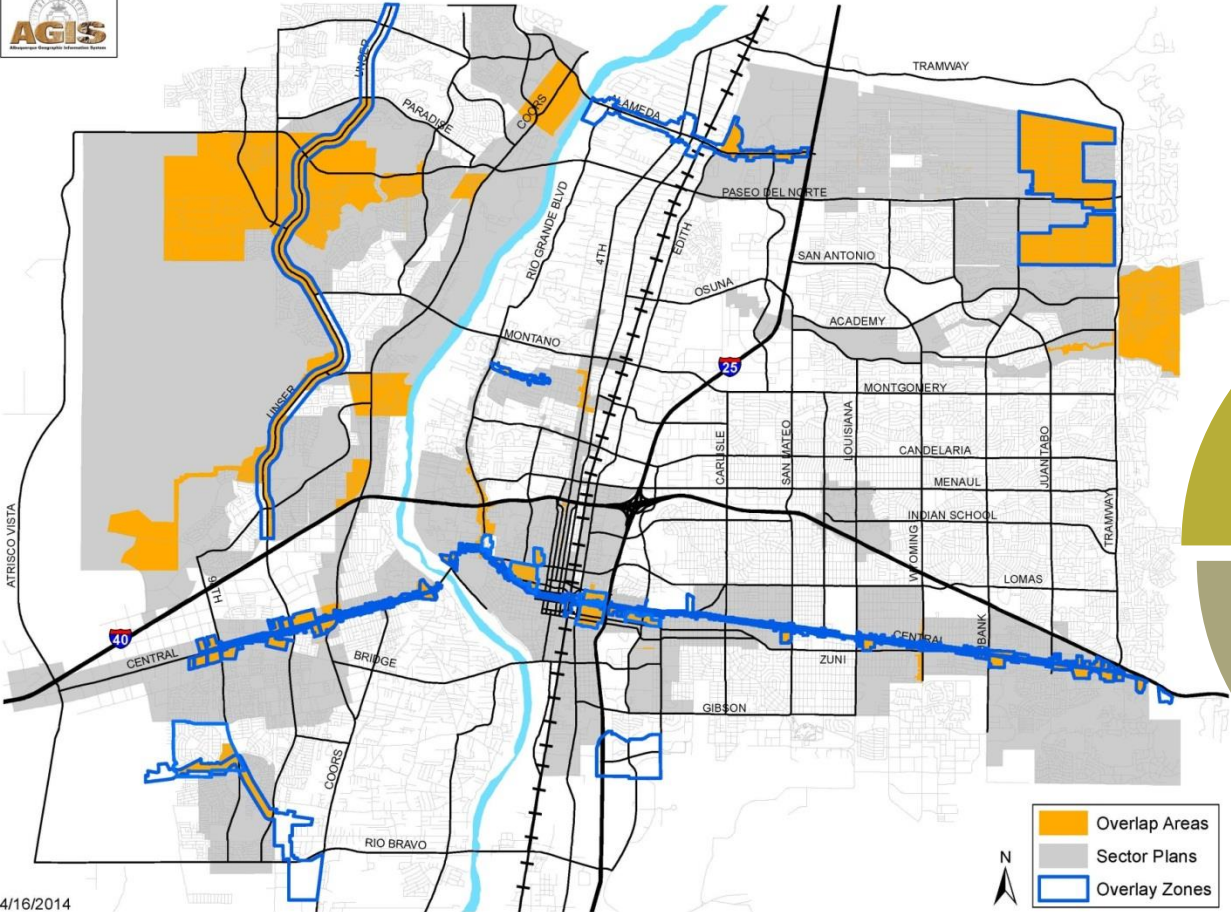
- Second Zoning Code replaces the original in 1975



Sector Development Plans =
Place-based but One-off Solutions

- 1970s SDPs
- 1980s SDPs
- 1990s SDPs
- 2000s SDPs

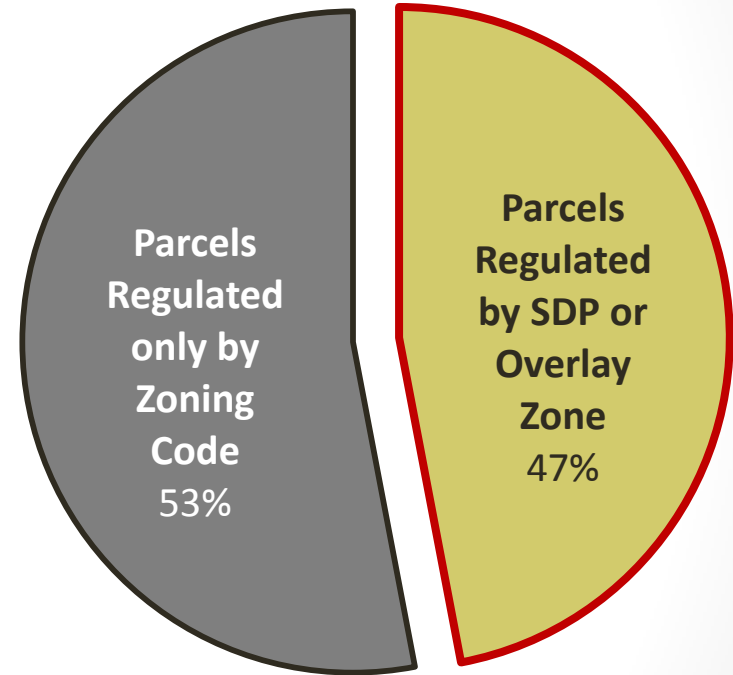
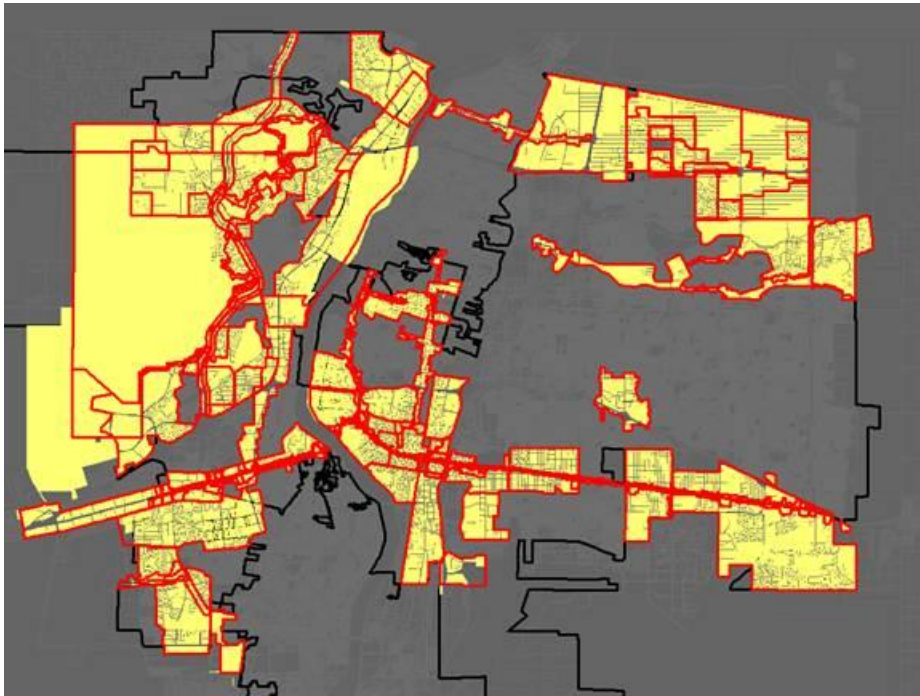
Confusing, problematic system



4/16/2014

* Includes SU-1, SU-2, & SU-3 Zones

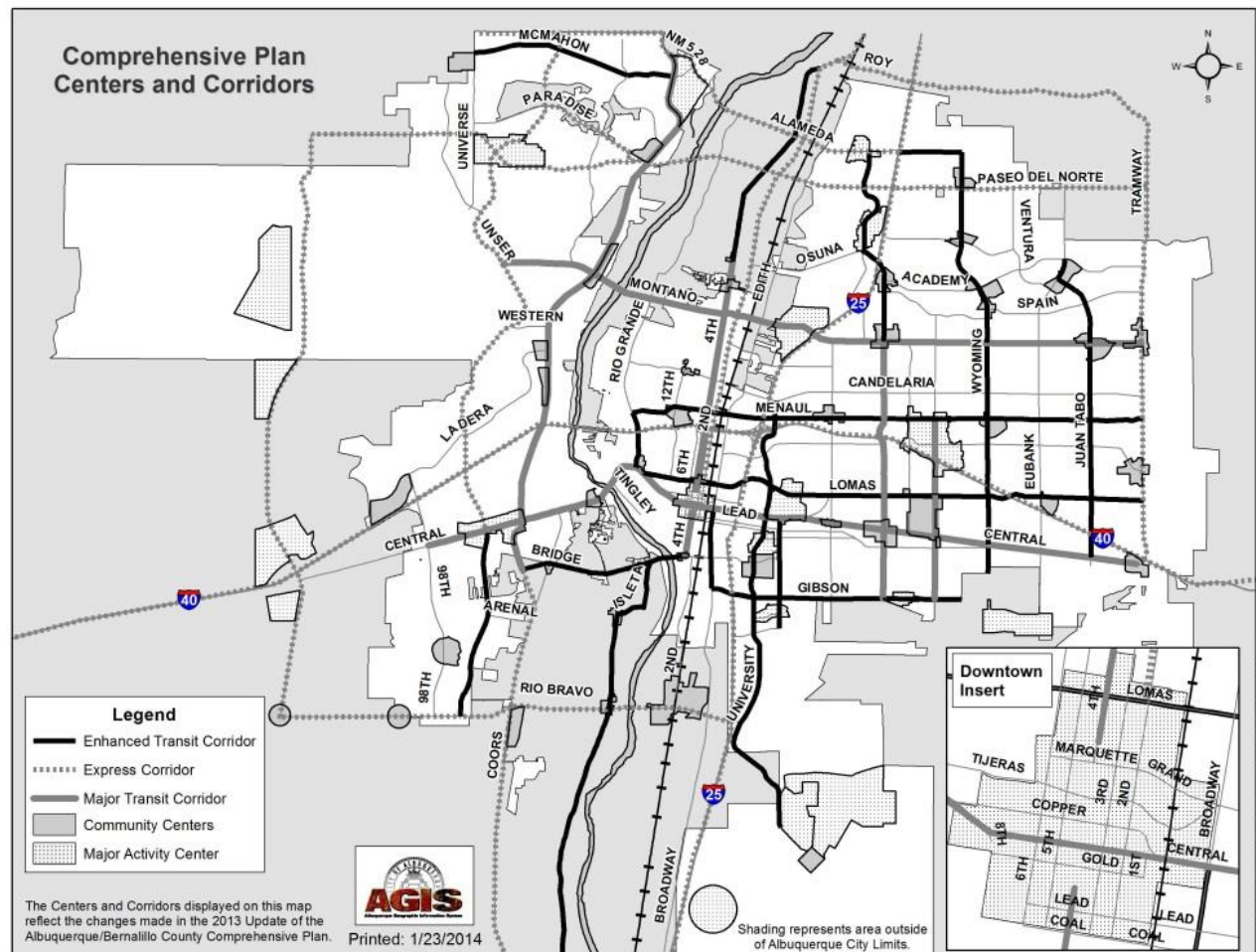
What's wrong with this picture?



Hope lies...

- In a shared vision

- Comprehensive Plan update in 2001 & 2013

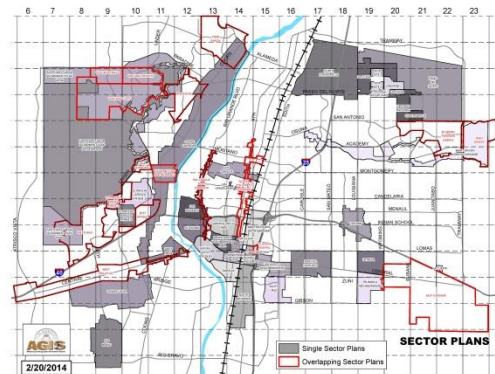
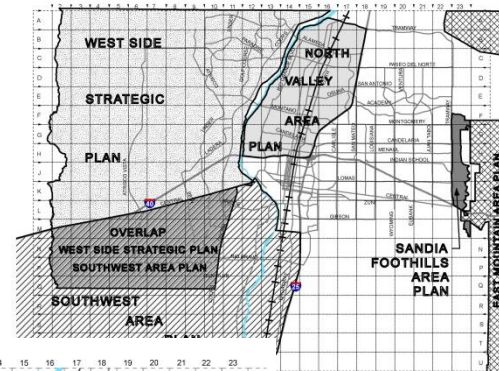
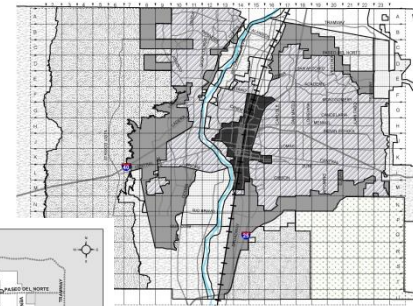
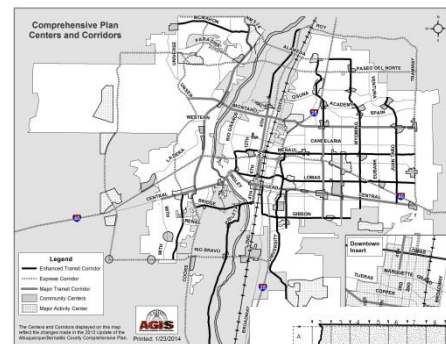


Purpose

- Simplify
- Streamline
- Update
- Coordinate
- Activate



What



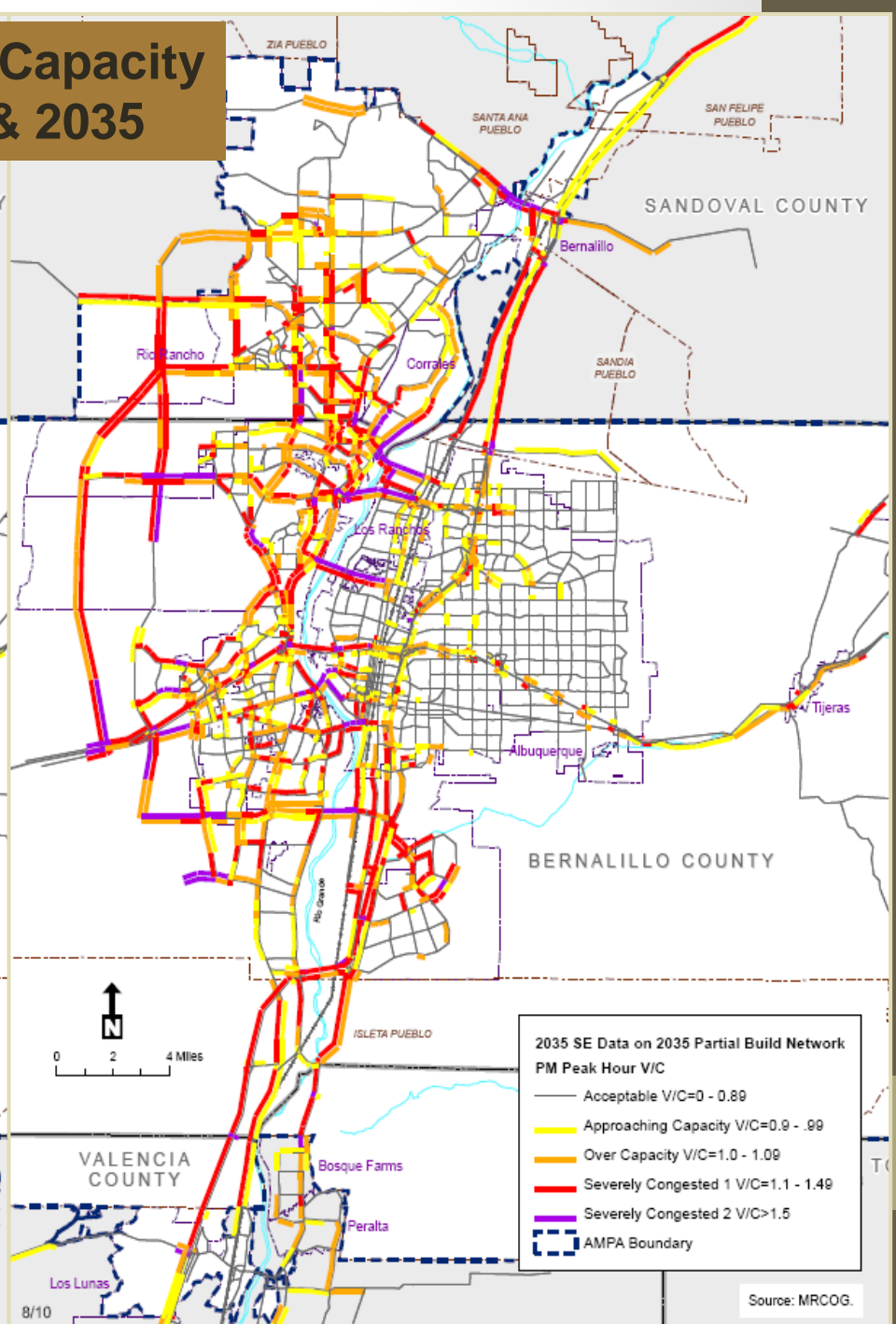
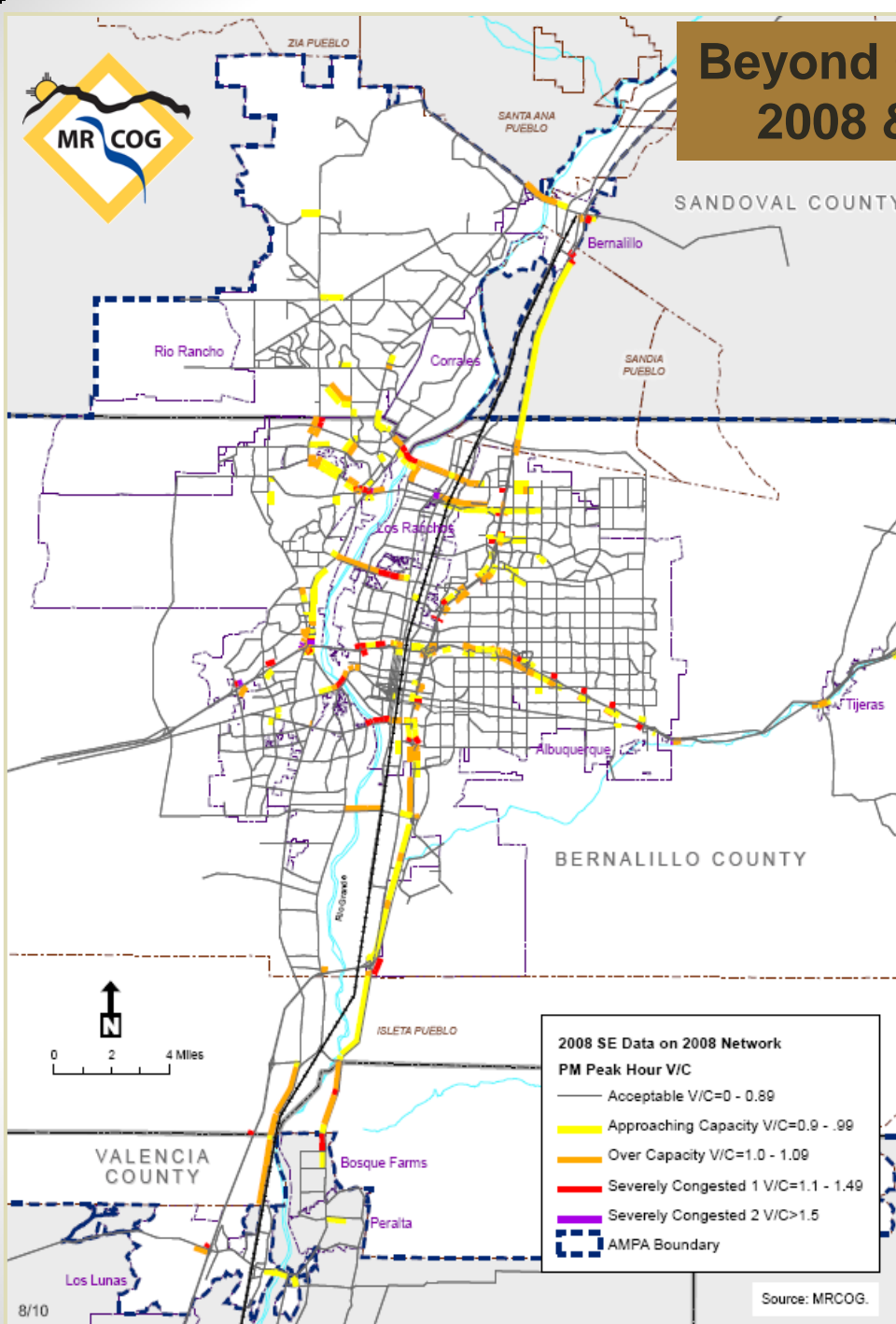
Planning → Economic Development

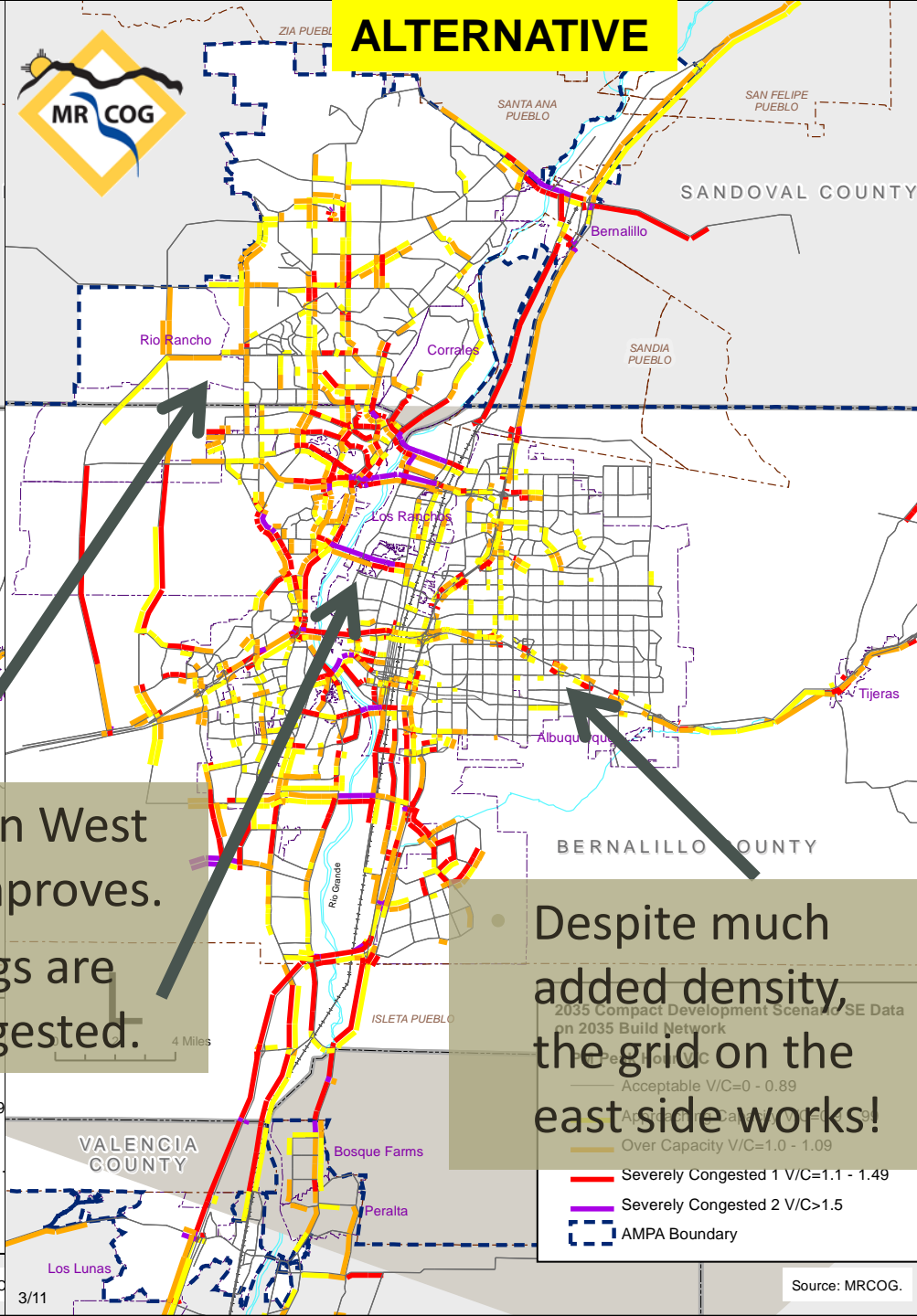
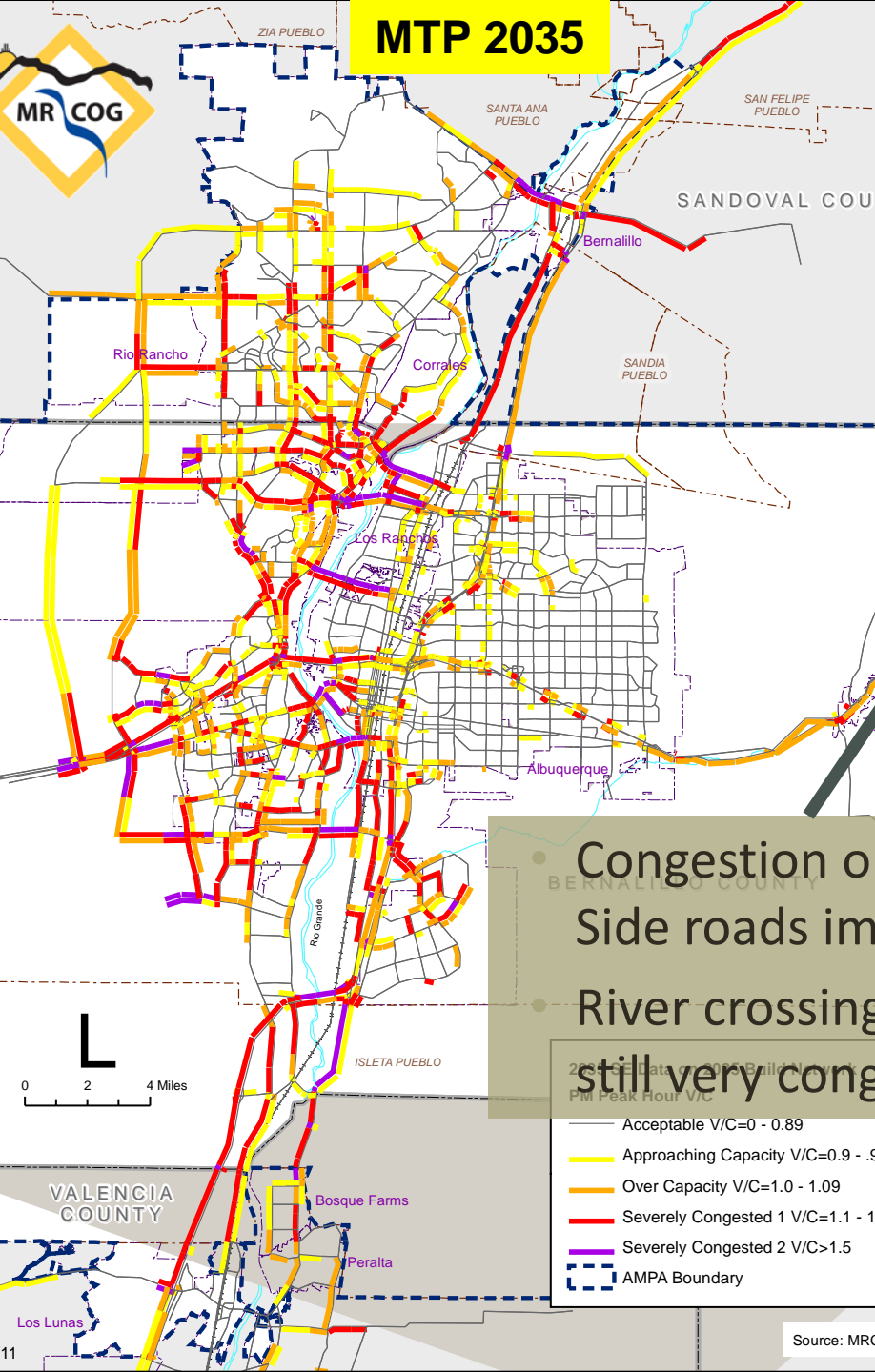


- Walkability
- Multimodal options
- Millennial market
- Baby Boomer market
- Compact, sustainable development
- Quality of life for all areas of the city



Beyond Capacity 2008 & 2035



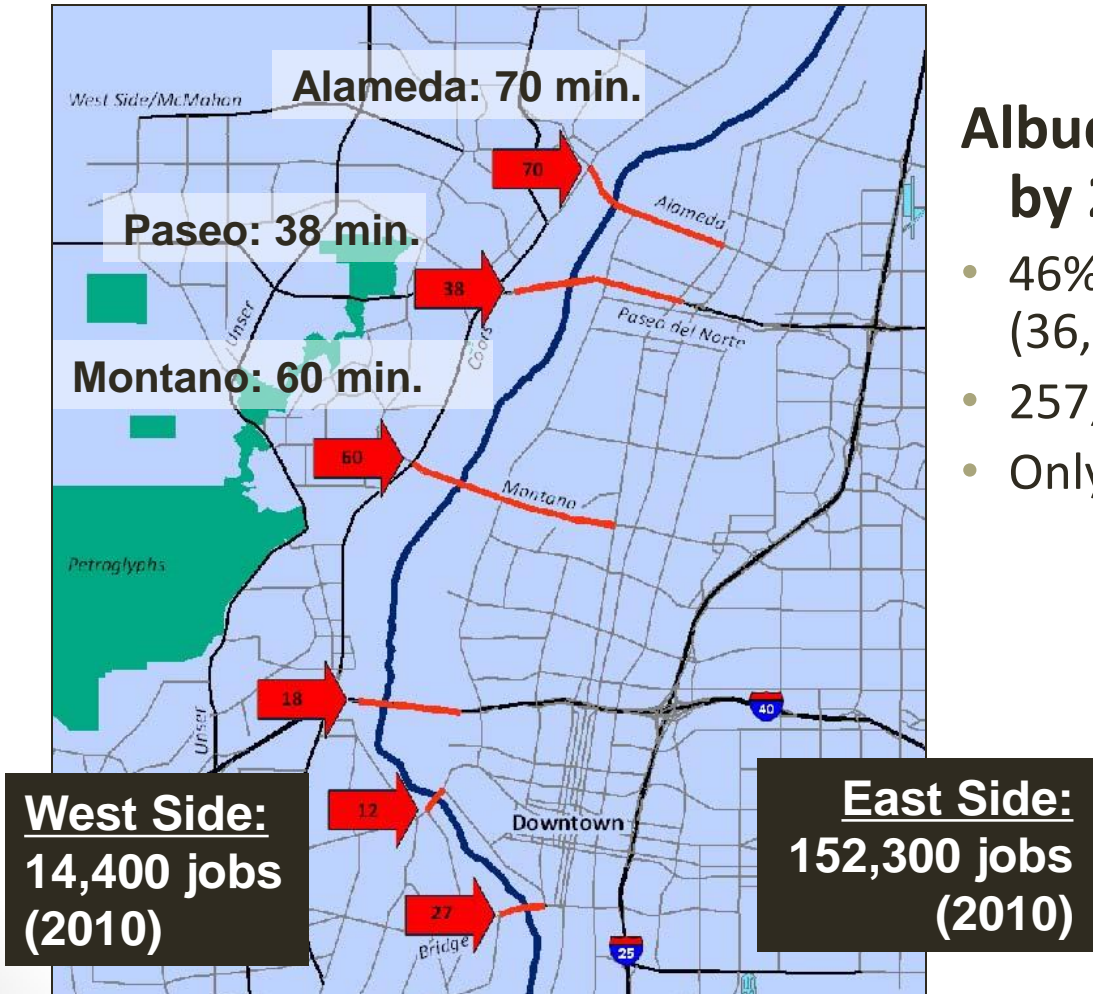


- Congestion on West Side roads improves.
- River crossings are still very congested.

- Despite much added density, the grid on the east side works!

Growth vs. Bridges, Jobs vs. Houses

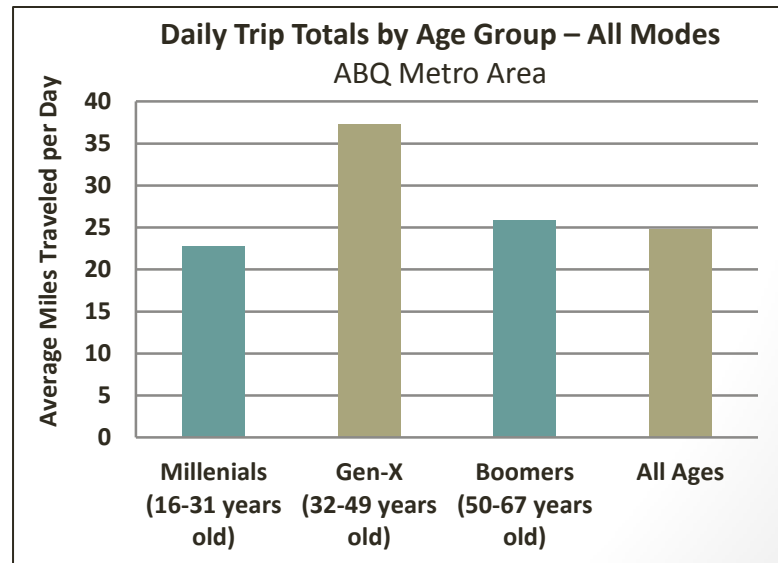
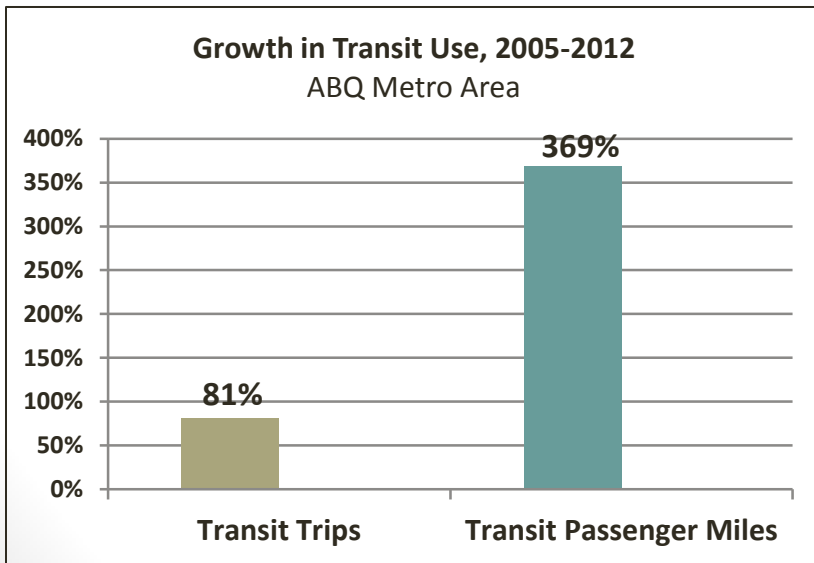
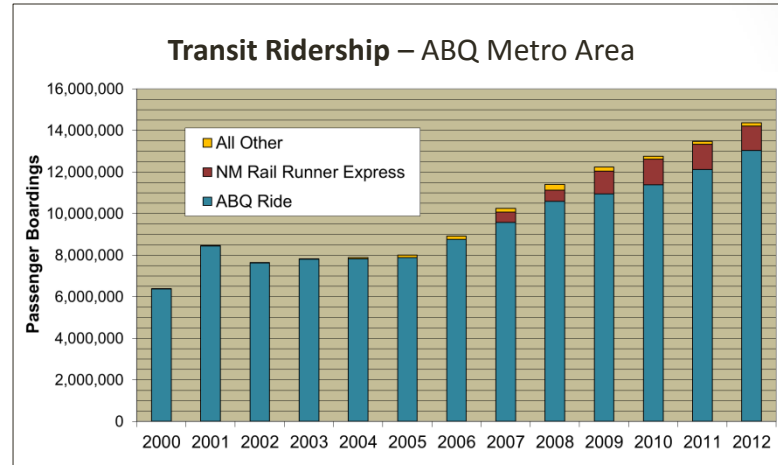
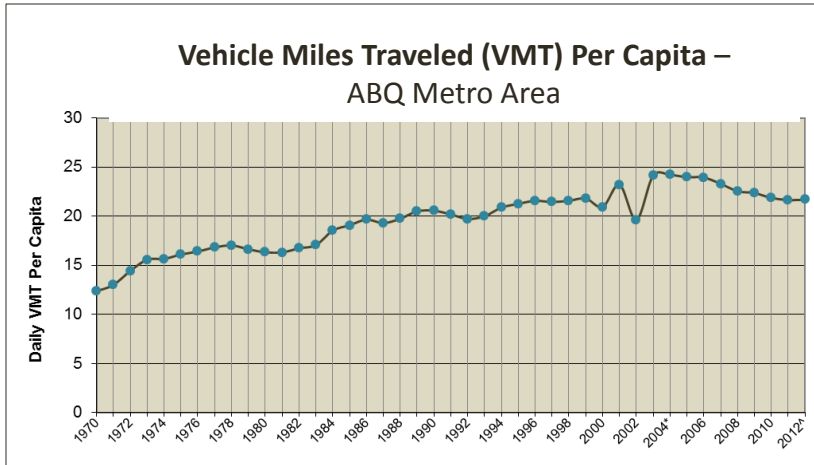
2035 Bridge Crossing Times (NOT total commute times!)



Albuquerque's West Side by 2035:

- 46% of new development (36,000 acres) in 4 counties
- 257,000 new residents
- Only 20% of City's jobs

Shift in Transportation Modes

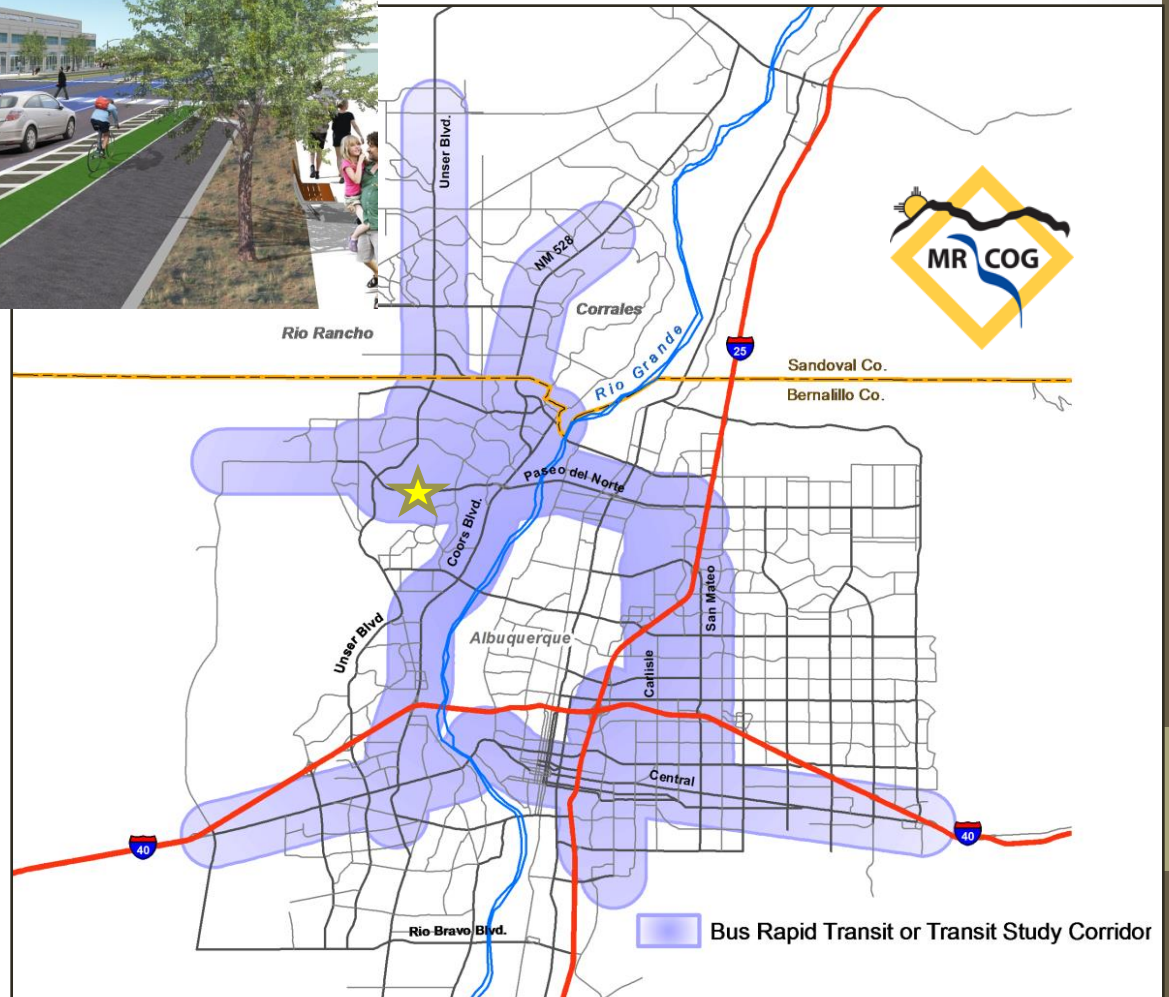


New Transit Innovations



Dekker/Perich/Sabatini
architecture interiors landscape planning engineering

- Respond to new market demand.
- Support transit with compatible land uses and higher densities along corridors.



Land Use & Transportation

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



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.

Land Use & Transportation

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



Single-purpose
public investment with
limited return on
investment.



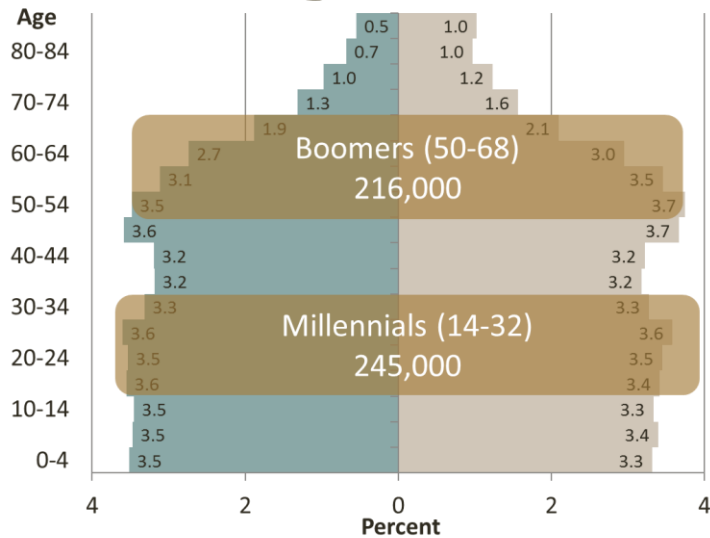
Leverages public
investment to catalyze
private redevelopment with
high return on investment.

Planning → Economic Development



- Walkability
- Multimodal options
- Millennial market
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- Quality of life for all areas of the city

Demographic & Market Changes



- **Boomers**

- Want large 1 bedroom residence
- Want to be close to amenities

- **Millennials**

- 3 times more likely to use transit
- Prefer smaller home closer to work and play



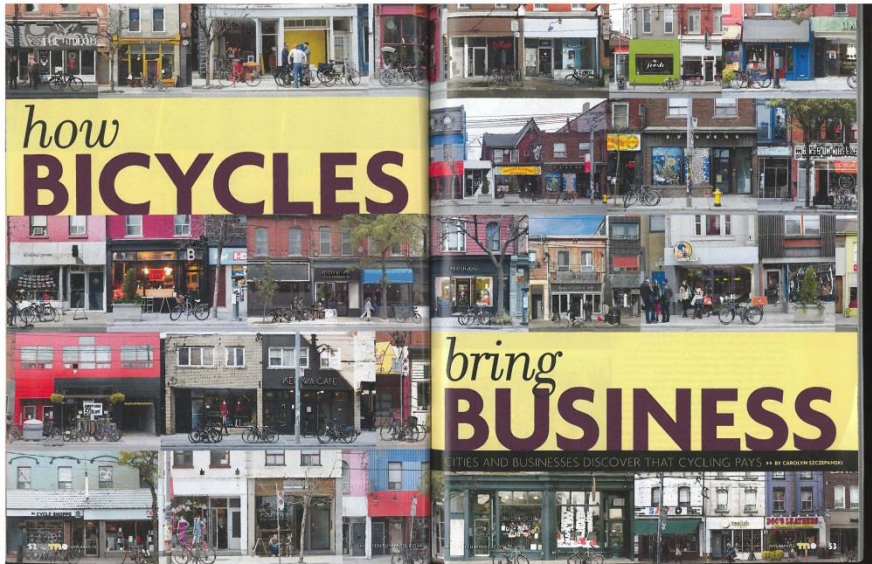
In Denver and Durango, Basalt and beyond, empty nesters are creating vibrant downtowns

Posted on December 18, 2013 | Author(s): Jennifer Hill → 1 Comment

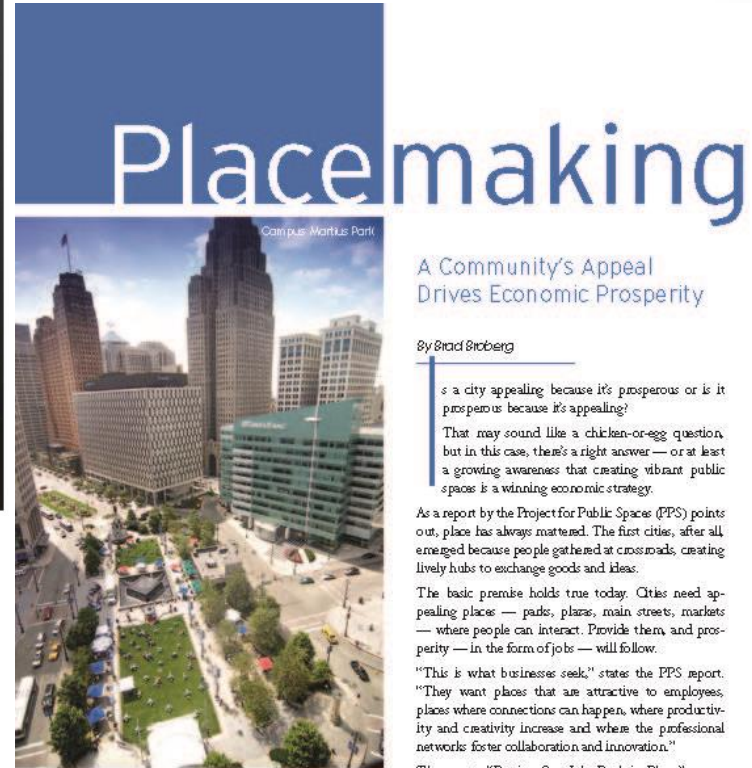
Downtown living: Baby Boomers are buying it, but Millennials want it

Posted on December 31, 2013 | Author(s): Jennifer Hill → 2 Comments

Placemaking & Prosperity



Momentum Magazine - 2013



Placemaking is the best way to generate lasting prosperity at a time when technology gives people and companies greater freedom to work and do business wherever they please.

Planning — November 2013

Prosperity Comes in Cycles

Bicycle trails can pump up local economies.

By Rick Pruetz, FAICP

Spanning rivers, railroads, highways, and, occasionally, entire valleys, the Great Allegheny Passage/C&O Canal Towpath was finally completed this May, creating a continuous off-road bike path from Pittsburgh to Washington, D.C. Bicyclists who previously used individual segments can now spend days, or weeks, roaming the Pennsylvania and Maryland countryside on a 335-mile "super-bikeway."



A Community's Appeal Drives Economic Prosperity

By Brad Sieberg

Is a city appealing because it's prosperous or is it prosperous because it's appealing?

That may sound like a chicken-or-egg question, but in this case, there's a right answer — or at least a growing awareness that creating vibrant public spaces is a winning economic strategy.

As a report by the Project for Public Spaces (PPS) points out, place has always mattered. The first cities, after all, emerged because people gathered at crossroads, creating lively hubs to exchange goods and ideas.

The basic premise holds true today. Cities need appealing places — parks, plazas, main streets, markets — where people can interact. Provide them, and prosperity — in the form of jobs — will follow.

"This is what businesses seek," states the PPS report. "They want places that are attractive to employees, places where connections can happen, where productivity and creativity increase and where the professional networks foster collaboration and innovation."

The report, "Putting Our Jobs Back in Place," argues that placemaking is the best way to generate lasting prosperity at a time when technology gives people and companies greater freedom to work and do business wherever they please.

"There's a realization ... that capital and people can go where they like more than ever before," says Ethan Kant, a vice president with PPS, a nonprofit organization based in New York that helps cities create public spaces. "For that reason, place matters more than ever."

Albuquerque lags behind...

EXHIBIT 3-1
U.S. Markets to Watch: Overall Real Estate Prospects

	Investment	Development	Homebuilding
1 San Francisco (2/1/1)	6.92	6.28	7.74
2 Houston (1/3/2)	7.01	6.94	7.48
3 San Jose (5/2/3)	6.76	6.75	7.49
4 New York City (3/4/6)	6.84	6.58	7.19
5 Dallas/Fort Worth (6/6/4)	6.76	6.37	7.36
6 Seattle (4/7/7)	6.83	6.36	7.19
7 Austin (7/10/5)	6.69	6.25	7.34
8 Miami (10/5/8)	6.57	6.36	7.06
9 Boston (8/8/9)	6.64	6.35	6.87
10 Orange County, CA (9/12/10)	6.60	6.17	6.89
11 Denver (13/14/11)	6.46	6.15	6.84
12 Nashville (14/11/15)	6.46	6.16	6.76
13 Los Angeles (15/13/17)	6.45	6.15	6.70
14 San Antonio (19/16/12)	6.28	6.10	6.73
15 San Diego (12/19/16)	6.47	5.91	6.71
16 Charlotte (17/18/13)	6.37	5.92	6.79
17 Raleigh/Durham (18/20/14)	6.31	5.90	6.79
18 Salt Lake City (16/17/19)	6.42	6.03	6.54
19 Portland, OR (11/21/25)	6.53	5.86	6.28
20 Minneapolis/St. Paul (20/9/26)	6.27	6.27	5.91
21 Chicago (22/15/27)	6.11	6.11	5.68
22 Washington, D.C. (26/26/18)	5.68	5.46	6.54
23 Tampa/St. Petersburg (24/22/23)	5.97	5.59	6.30
24 Orlando (25/23/21)	5.89	5.56	6.40
25 Phoenix (21/28/24)	6.14	5.41	6.29
26 Atlanta (23/27/22)	6.05	5.43	6.33
27 Northern New Jersey (28/31/20)	6.25	5.25	6.40
28 Inland Empire (27/24/26)	6.27	5.53	5.73
29 Honolulu/Hawaii (29/25/30)	5.68	5.46	6.56
30 Philadelphia (30/23/31)	5.56	5.04	6.56
31 Indianapolis (34/29/35)	5.33	5.33	5.40
32 Pittsburgh (31/37/37)	5.55	4.90	5.29
33 Westchester/Fairfield (33/39/33)	5.48	4.82	5.43
34 Virginia Beach/Norfolk (36/36/29)	5.21	4.91	5.26
35 Kansas City (35/30/43)	5.28	5.28	5.11
36 St. Louis (37/32/42)	5.18	5.18	5.13
37 Baltimore (38/40/36)	5.15	4.74	5.31
38 Las Vegas (32/43/41)	5.49	4.44	5.15
39 Jacksonville (42/42/34)	4.96	4.64	5.42
40 Sacramento (40/44/32)	5.05	4.43	5.50
41 Cincinnati (41/34/44)	4.98	4.98	4.92
42 Columbus (43/35/46)	4.94	4.94	4.81
43 Oklahoma City (45/41/39)	4.82	4.67	5.18
44 Tucson (39/47/38)	5.14	4.28	5.19
45 Milwaukee (44/38/47)	4.83	4.83	4.70
46 Albuquerque (46/45/40)	4.65	4.33	5.18
47 New Orleans (48/46/45)	4.49	4.30	4.83
48 Memphis (47/49/48)	4.52	4.07	4.89
49 Cleveland (50/48/50)	4.20	4.20	4.00
50 Providence, RI (49/50/49)	4.30	3.68	4.30
51 Detroit (51/51/51)	3.12	3.12	3.36

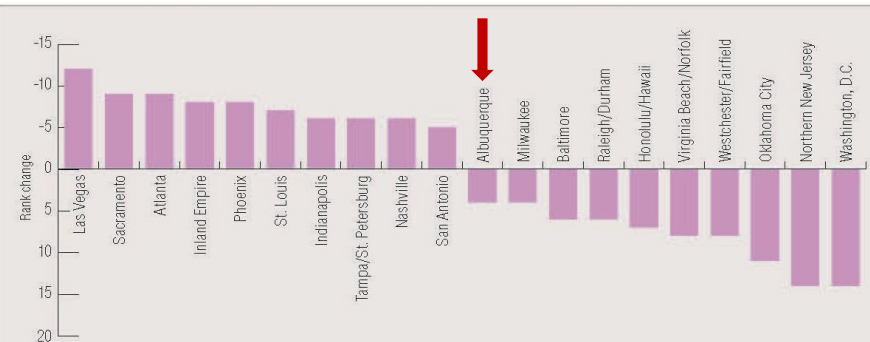
Source: Emerging Trends in Real Estate 2014 survey.
Note: Numbers in parentheses are rankings for, in order, investment, development, and homebuilding.

“American infill locations offering walkability and strong transit systems continue to outshine the others.”

- 2013 Emerging Trends in Real Estate



EXHIBIT 3-3
Emerging Trends Overall Real Estate Prospects Rank, Change from 2013



Source: Emerging Trends in Real Estate surveys.

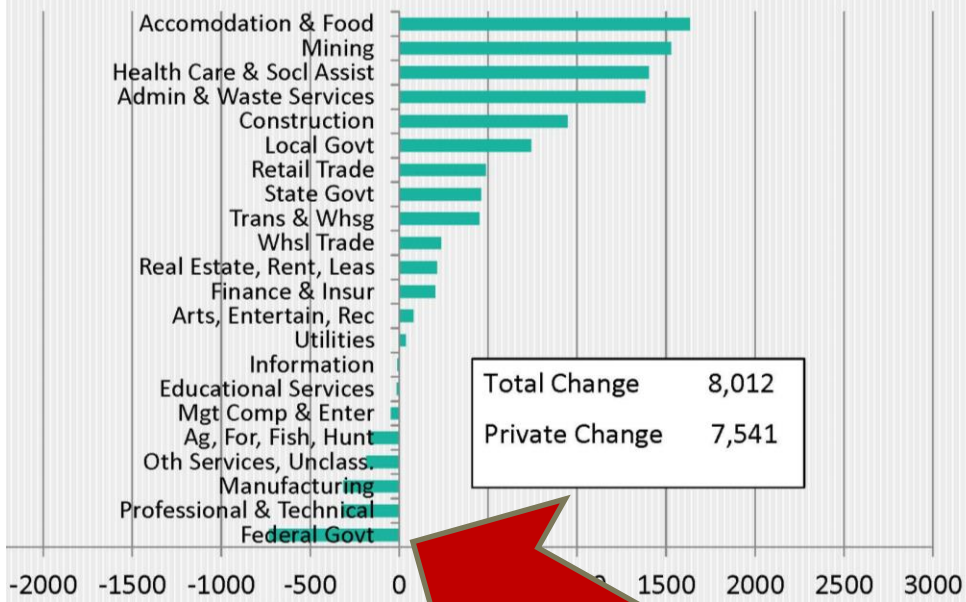
Planning → Economic Development



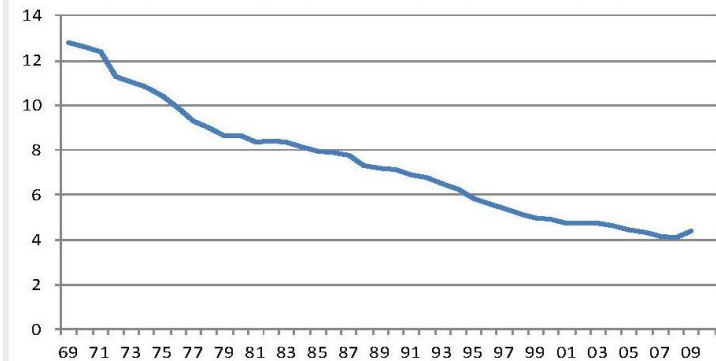
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Diversify the Economy

Change in New Mexico Employment, 2011-2012
From Quarterly Census of Employment and Wages



Federal jobs as % of total in NM, 1969-2009



Source of data: US Bureau of Economic Analysis

- 1 of every 14 jobs in NM is associated with Kirtland Air Force Base (KAFB).
- \$1 of every \$5 in wages in ABQ metro area comes from KAFB or the Sunport.

UNM's Bureau of Business and Economic Research estimates that sequestration will result in a permanent loss of roughly 20,000 jobs.

Objectives

- Simplify
- Streamline
- Update
- Coordinate
- Activate

Why

- Promote placemaking and economic development
- Meet new market demands
- Coordinate land use and transportation
- Protect/enhance special places




Approach

- Simplify
- Streamline
- Update
- Coordinate
- Activate



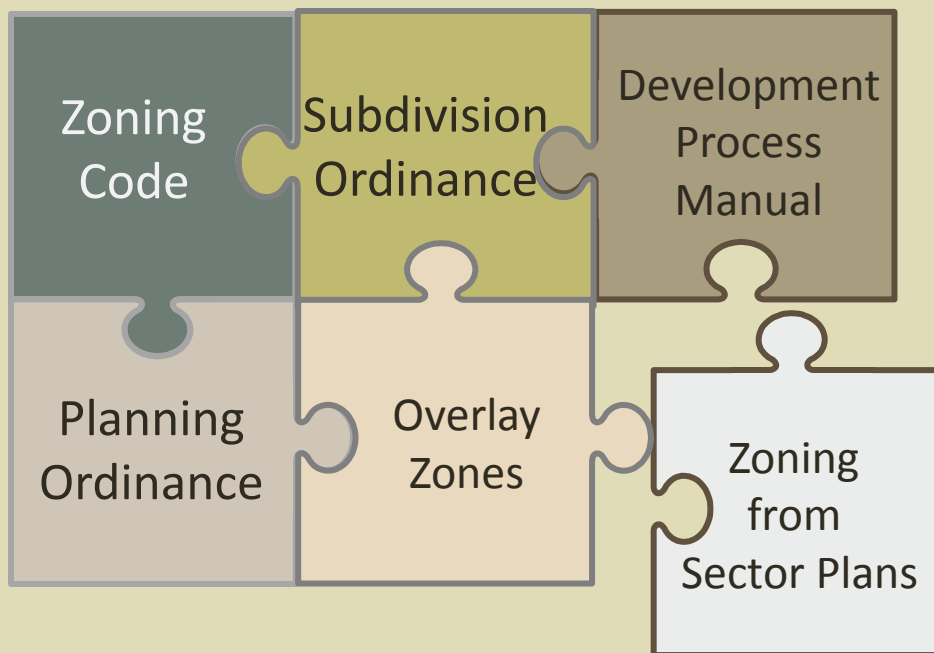
- Promote placemaking and economic development
- Meet new market demands
- Coordinate land use and transportation
- Protect/enhance special places

How

- 
- Reduce layers
 - Increase consistency
 - Minimize appeals
 - Extend useful strategies
 - Eliminate problematic regs

Update and Consolidate

Unified Development Ordinance

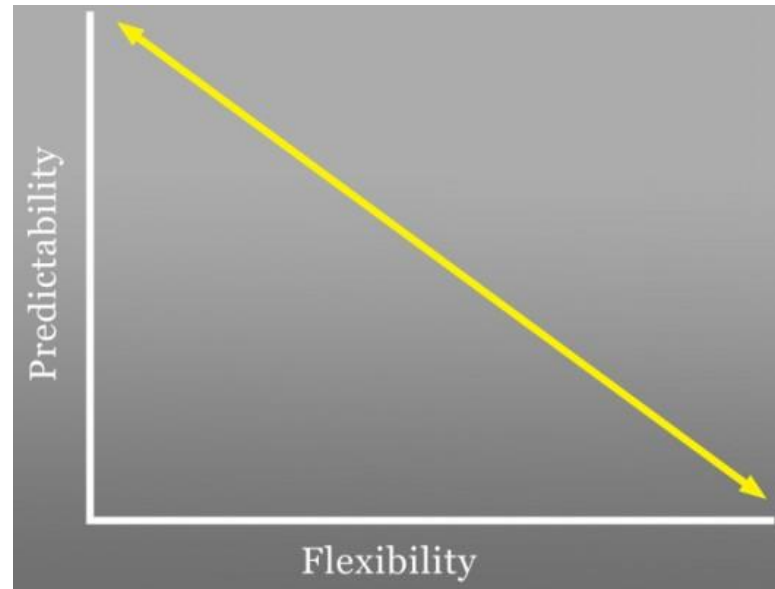


Comprehensive Plan



The Trick

- Finding the sweet spot
 - Still fair and enforceable
 - Still streamlined
 - Still feasible and effective
 - Still predictable for investors and neighbors



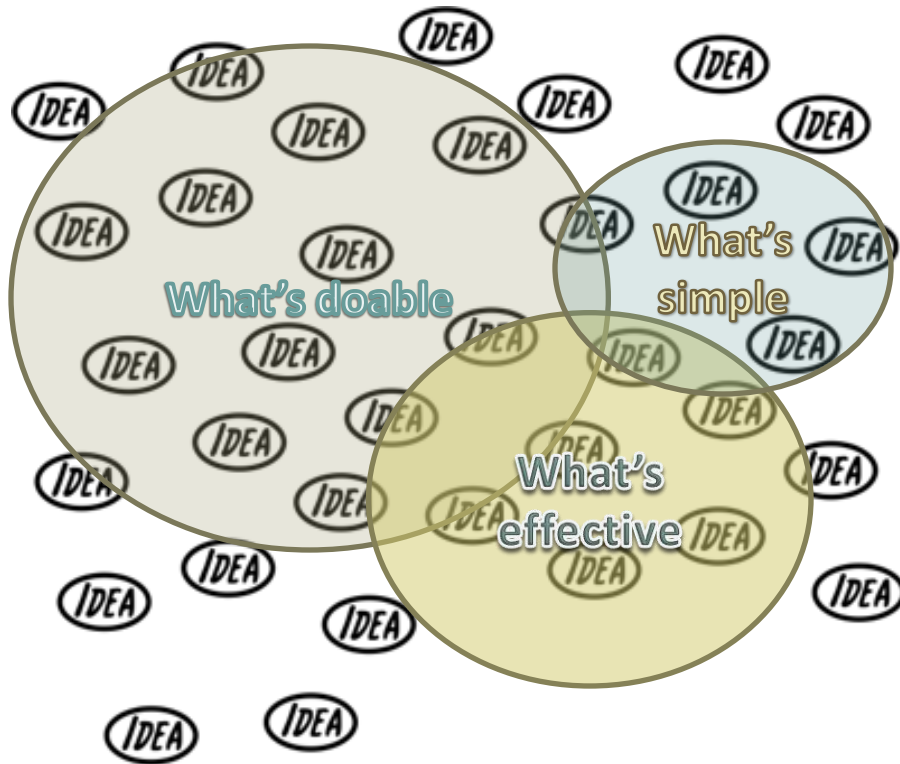
The Balancing Act

Tailoring
to enhance, protect, and leverage
special places

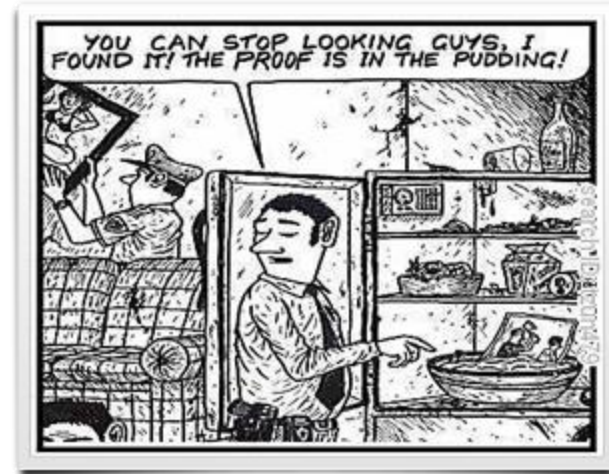
Standardizing
city-wide



The Challenge



What will success look like?



Timeline: Potential Project Outline



Thank You!!!



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What's broken?

- Comp Plan
- Zoning Code
- Sector Plans
- DPM
- Subdivision Ordinance
- Planning Ordinance
- Coordination
- Processes



What's working well?

- Comp Plan
- Zoning Code
- Sector Plans
- DPM
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- Planning Ordinance
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- Processes



What will the biggest challenges be?

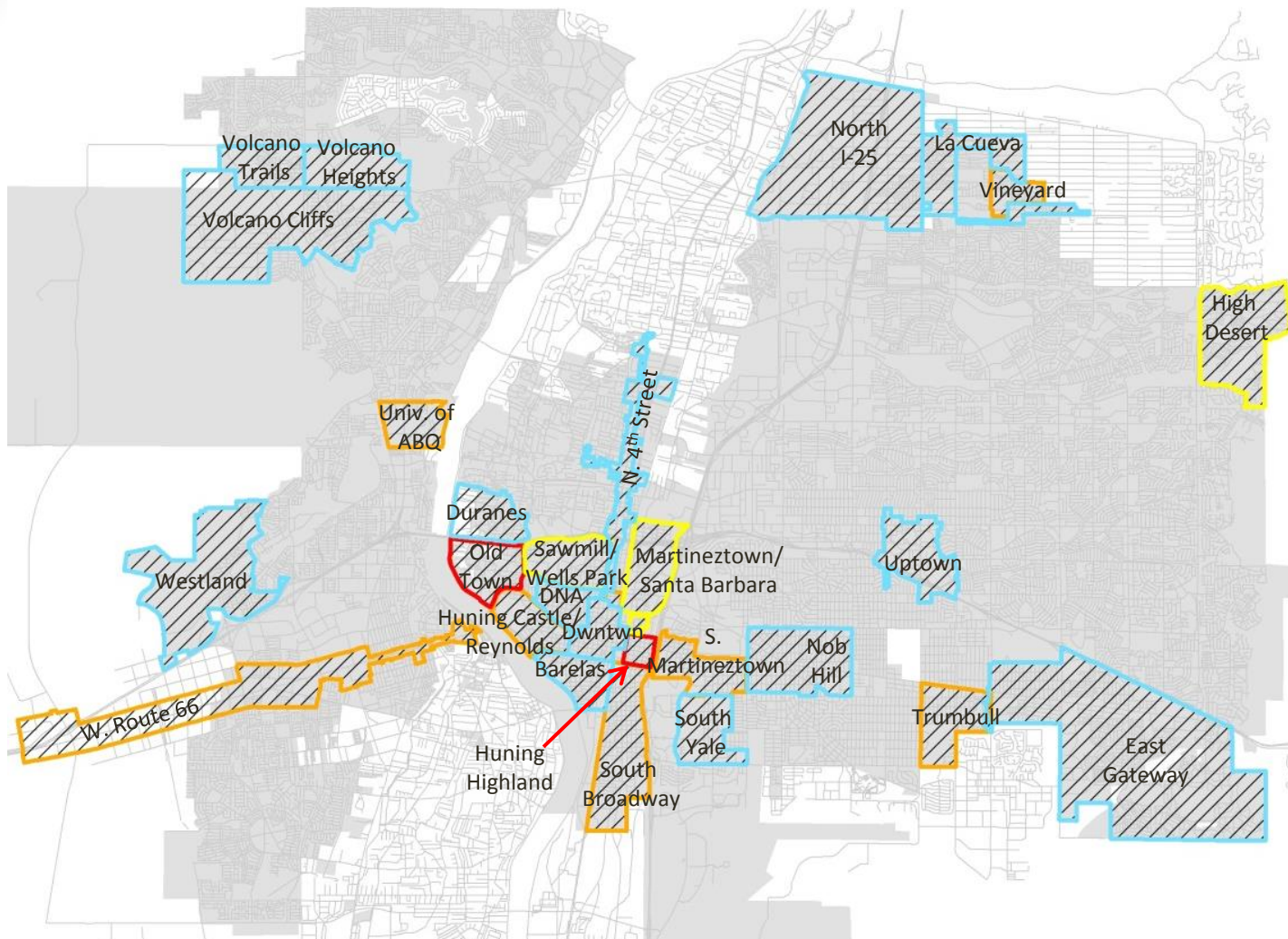
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Who holds important keys to success?

- Comp Plan
- Zoning Code
- Sector Plans
- DPM
- Subdivision Ordinance
- Planning Ordinance
- Coordination
- Processes





- 1970s SDPs
- 1980s SDPs
- 1990s SDPs
- 2000s SDPs

• Comprehensive Plan update in 2001 & 2013