

# Council Planning Updates

Planning-related legislation currently in the adoption process

**C/S O-18-44** | Annexation.... Annexing 12.3 Acres, More Or Less,.... Located North Of Interstate 40 Between Arroyo Vista Blvd And 118th Street, And Amending The Zone Map To Establish SU-2 For Town Center Zoning (Sanchez)

**@ Full Council on February 4<sup>th</sup>**

If approved, this ordinance will approve a request for annexation for county parcels located on the west side near I-40 and 118<sup>th</sup> street. This ordinance will also establish City SU-2 for Town Center Zoning for the parcels annexed into the City limits. A committee substitute of this bill was passed by the Land Use, Planning and Zoning Committee.

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**R-18-112** | Adopting Amendments To The Westland Master Plan And Western Albuquerque Land Holdings Sector Development Plan (Westland Master Plan Appendix A),.... (Sanchez)

**@ LUPZ on February 13<sup>th</sup>**

If approved, this resolution would amend the Westland Master Plan and Western Albuquerque Land Holdings Sector Development Plan. Primary changes proposed to these plans is the permissive allowance of a hospital use in the Town Center zone and an increased height allowance for a hospital within the master plan boundary.

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**R-19-122** | Establishing A Downtown Safe Zone Boundary As Described Herein, Bounded To The North Up To Lomas Boulevard But Not Including Lomas Boulevard, The BNSF Railroad Tracks To The East, Coal Avenue To The South, And 8th Street To The West; And Identifying Transportation Improvements Within This Bounded Area For The Purposes Of Multi-Modal Safety (Benton)

**@ LUPZ on February 13<sup>th</sup>**

If approved, this resolution would establish a "Downtown Safe Zone" that would mandate a maximum driving speed of no more than 20 miles per hour within the bounded area, as defined in the title of the bill, above. The legislation also identifies transportation improvements that could contribute to multi-modal safety within the area. This legislation would not effect roadways within the bounded area that have an existing speed limit that is already less than 20 miles per hour.

Upcoming  
Hearing  
Dates

## Environmental Planning Commission

**Thursday, February 14<sup>th</sup>:**

Agenda unavailable at this time. Please check [this page](#) for the agenda three days prior to the meeting.

## Zoning Hearing Examiner

**Tuesday, February 19<sup>th</sup>:**

Agenda unavailable at this time. Please check [this page](#) for the agenda three days prior to the meeting.

## Development Review Board

The DRB meets every Wednesday.

Please check [this page](#) for the weekly agenda.

## Albuquerque Development Commission

**Thursday, February 21<sup>st</sup>:**

Agenda unavailable at this time. Please check [this page](#) for the agenda three days prior to the meeting.

## Landmarks Commission

**Wednesday, February 13<sup>th</sup>:**

Agenda unavailable at this time. Please check [this page](#) for the agenda three days prior to the meeting.

Do you have questions about something in this newsletter? Contact:  
Petra (pmorris@cabq.gov)  
or Shanna (smschultz@cabq.gov)

# Council Planning Updates

## Planning in the National or Local News

**The Airbnb Effect: It's Not Just Rising Home Prices, published by CityLab on February 1<sup>st</sup>, 2019**

*“Since it was founded in 2008, the short-term rental platform has been the subject of several critical research papers that have blamed it for raising housing prices, changing employment dynamics, and taking chunks out of city tax revenue. A new analysis from the Economic Policy Institute attempts to more comprehensively catalog these local impacts—and measure what, if anything, cities get out of the deal. To better align the costs and benefits, the study’s author Josh Bivens argues, cities need to start treating Airbnb like any other hotel business, and regulate it accordingly.”*

**City, Meet County: St. Louis Weighs Historic Merger, published by CityLab on January 30<sup>th</sup>, 2019**

*“On Monday, the St. Louis think tank Better Together unveiled a formal proposal to combine the City of St. Louis and St. Louis County in a new type of local government for Missouri: a metropolitan city. Governed by an elected “Metro Mayor” and a 33-member council, the new Metro City of St. Louis would have sweeping powers to enact new laws, tax residents, and oversee law enforcement, justice, planning, zoning, and economic development. This proposal, which would be decided by voters across Missouri, would essentially do away with the present government of the City of St. Louis, including the city’s 29-member Board of Aldermen and the office of Mayor Lyda Krewson.*

*Such a consolidation would overnight transform St. Louis into the 10th largest city in the U.S., with 1.3 million people—larger than San Jose and right behind Dallas.”*

Upcoming  
Hearing  
Dates

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Do you have a suggestion for an urban planning-related article? We would love to include it in an upcoming newsletter! Send any recommendations to: [smschultz@cabq.gov](mailto:smschultz@cabq.gov)