

# Unified Development Ordinance & Comprehensive Plan Updates

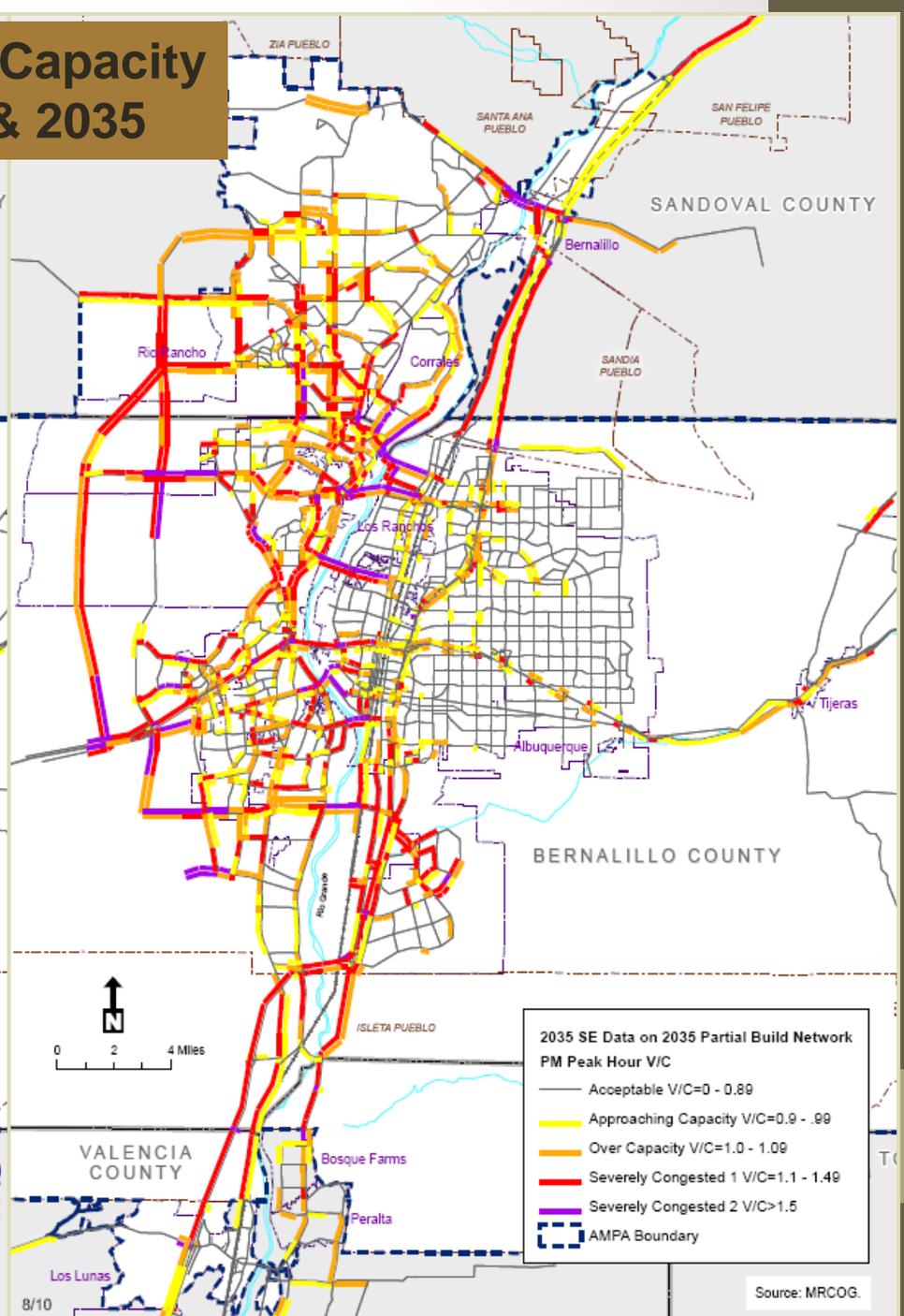
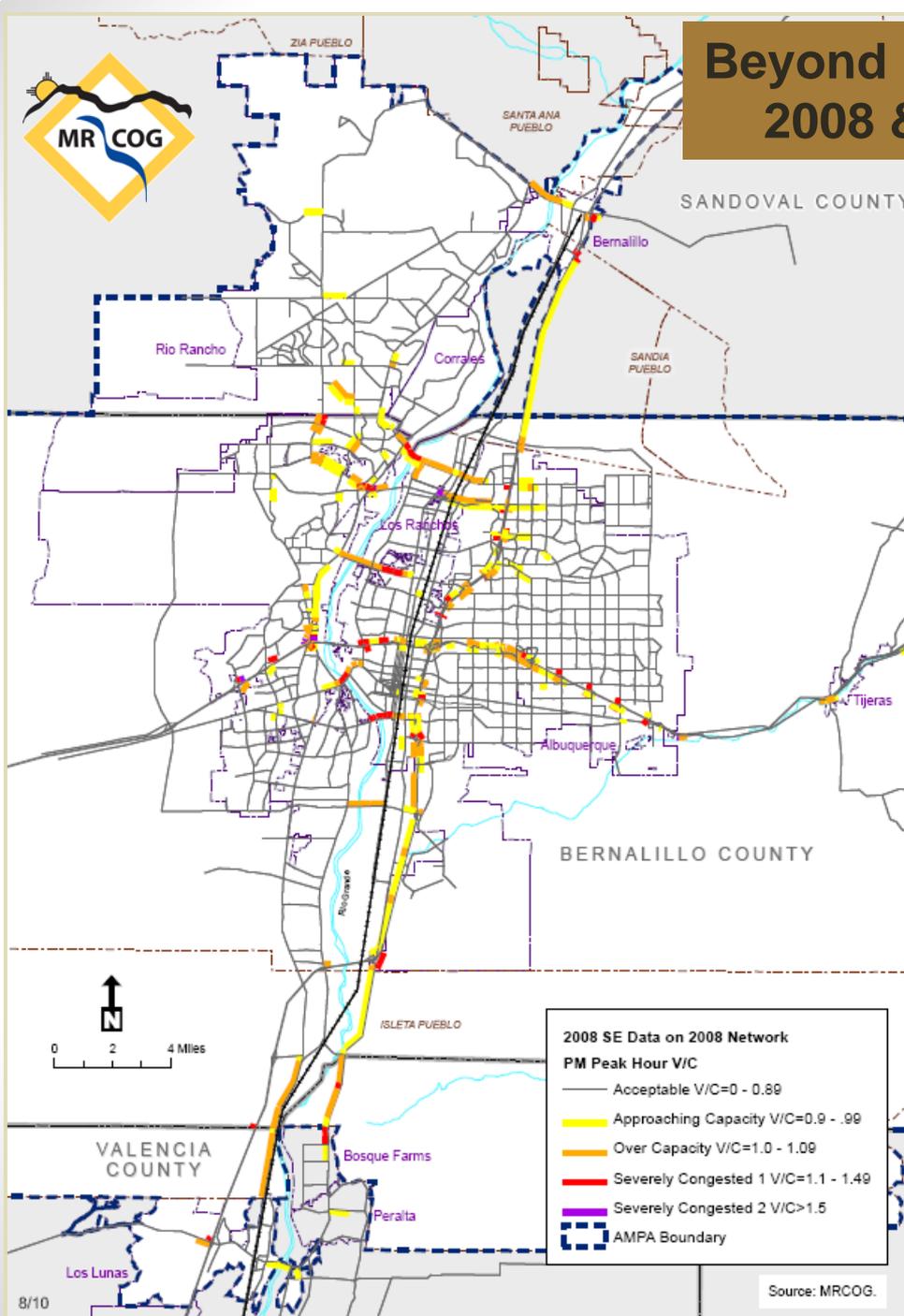
Planning Department & Council Services

April 2014



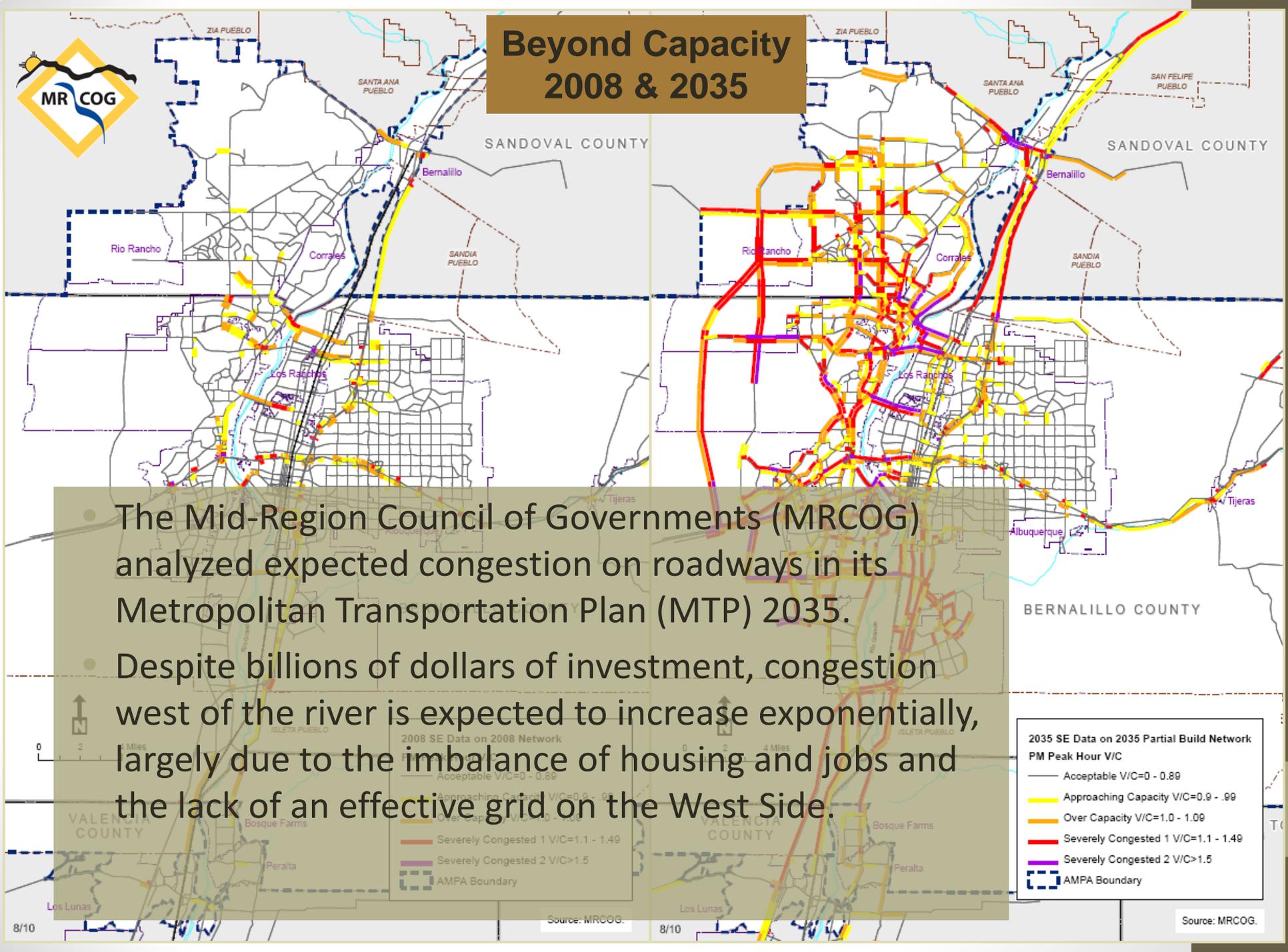


# Beyond Capacity 2008 & 2035

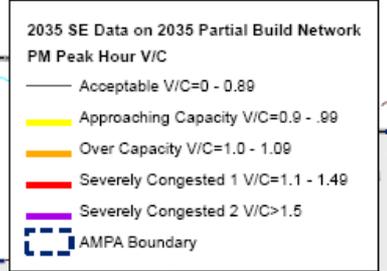
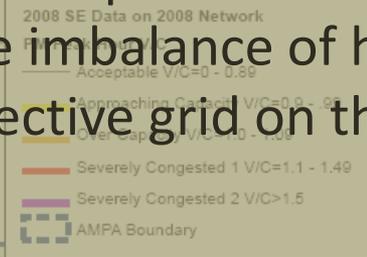




# Beyond Capacity 2008 & 2035



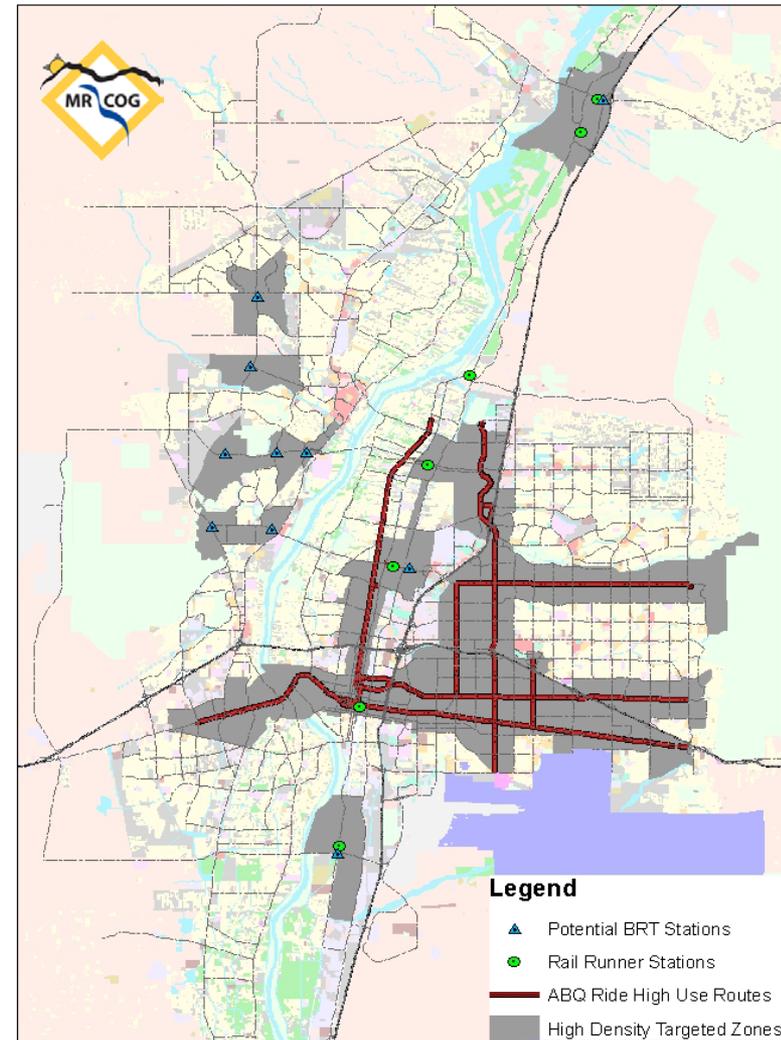
- The Mid-Region Council of Governments (MRCOG) analyzed expected congestion on roadways in its Metropolitan Transportation Plan (MTP) 2035.
- Despite billions of dollars of investment, congestion west of the river is expected to increase exponentially, largely due to the imbalance of housing and jobs and the lack of an effective grid on the West Side.

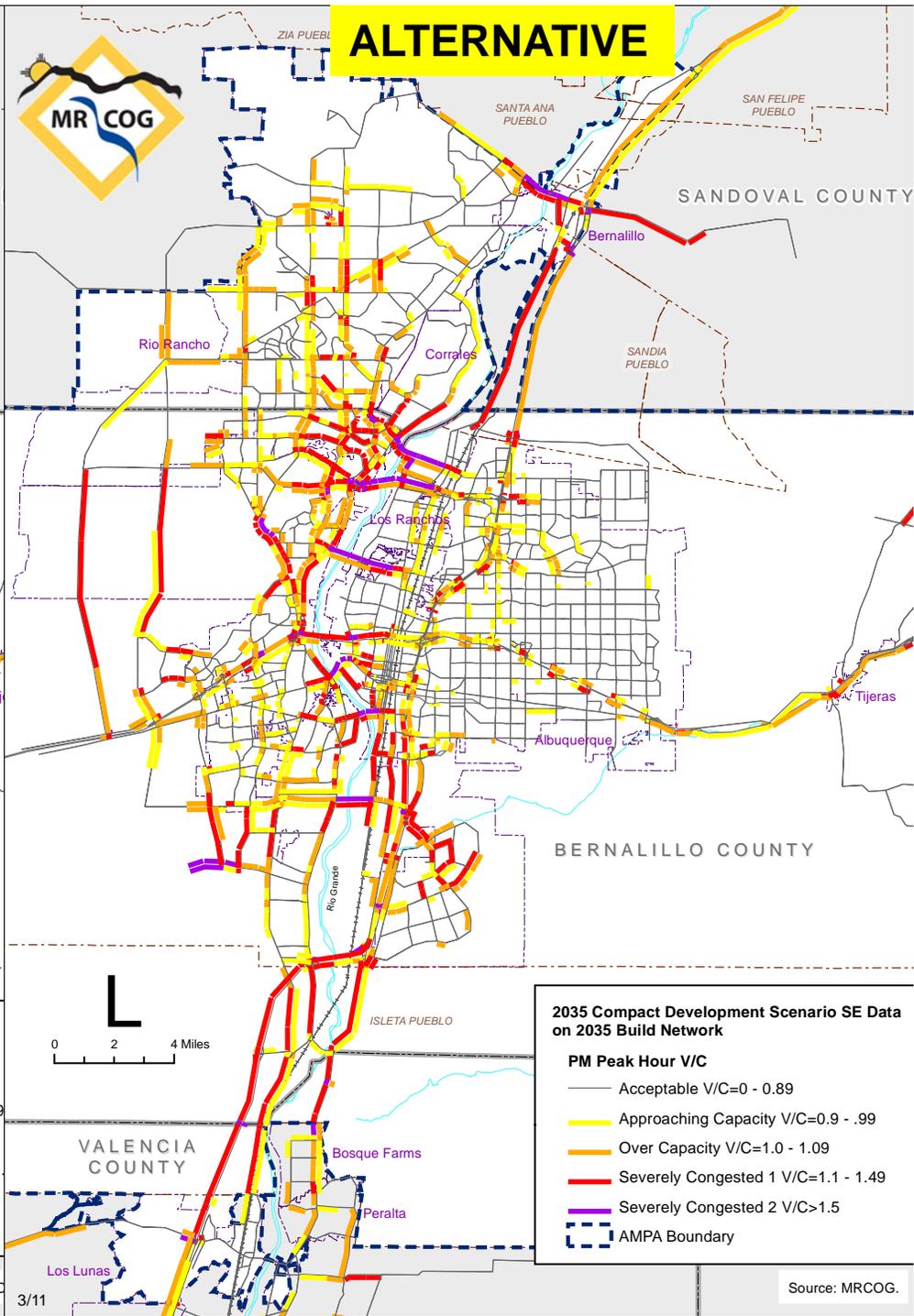
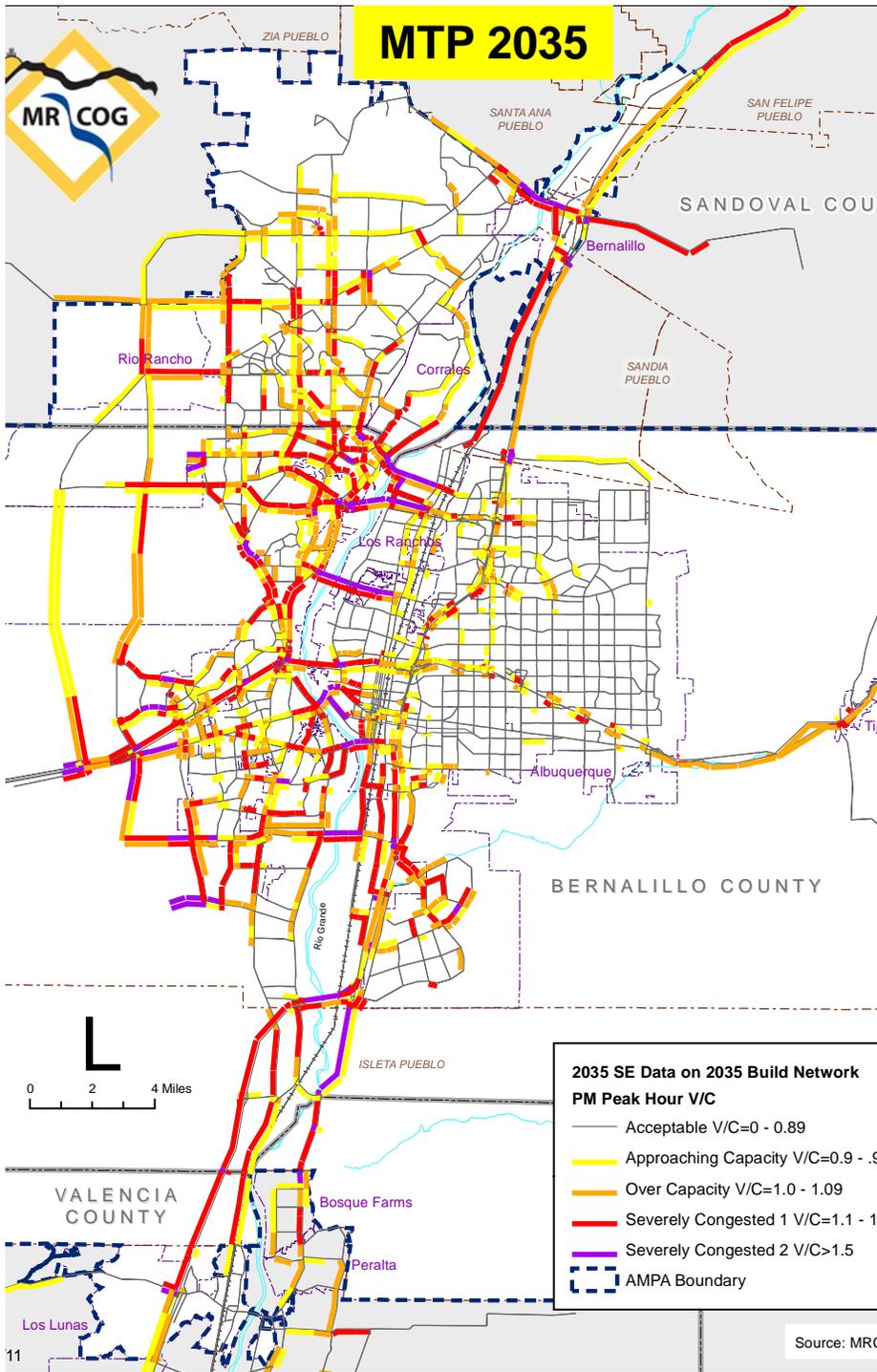


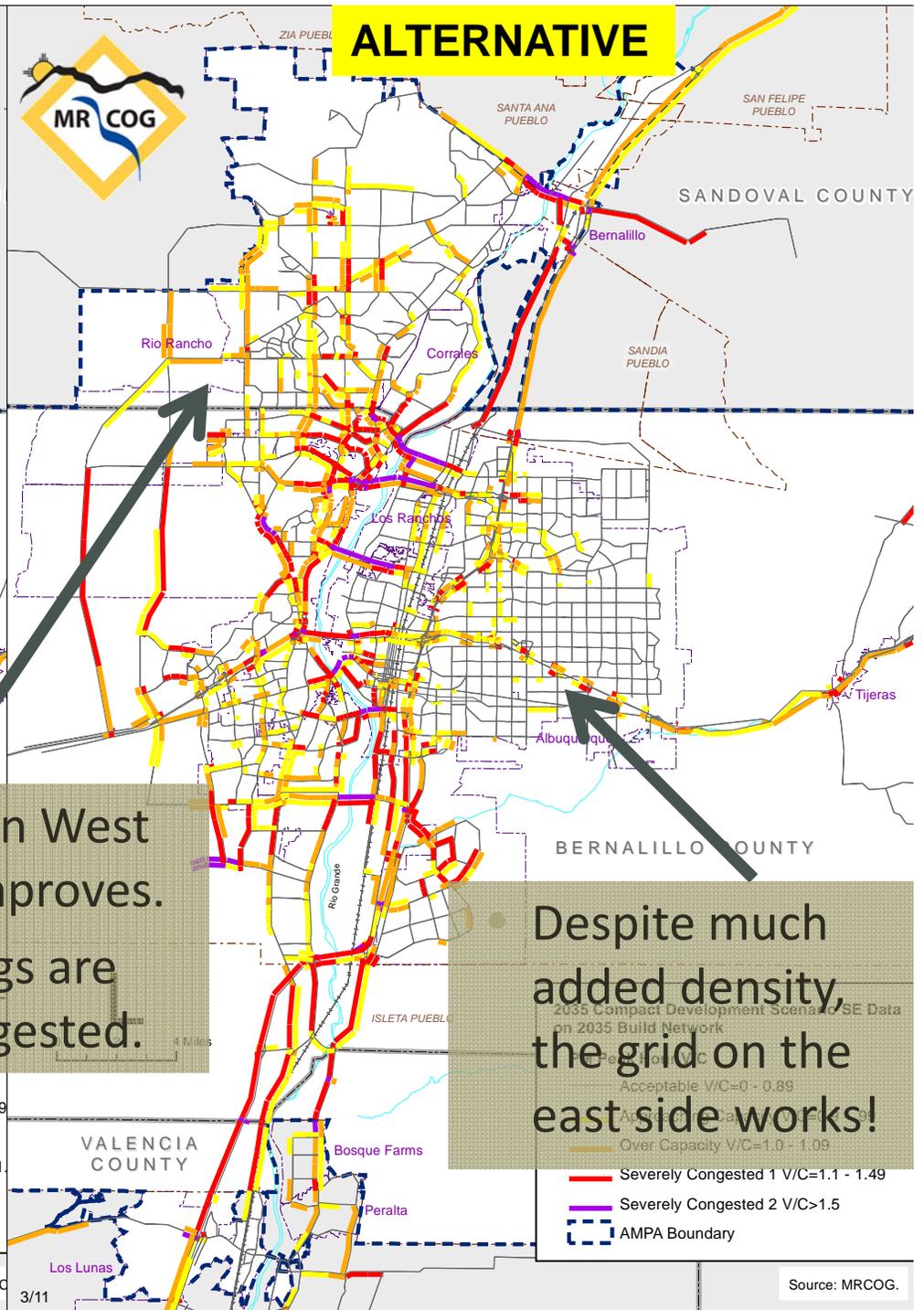
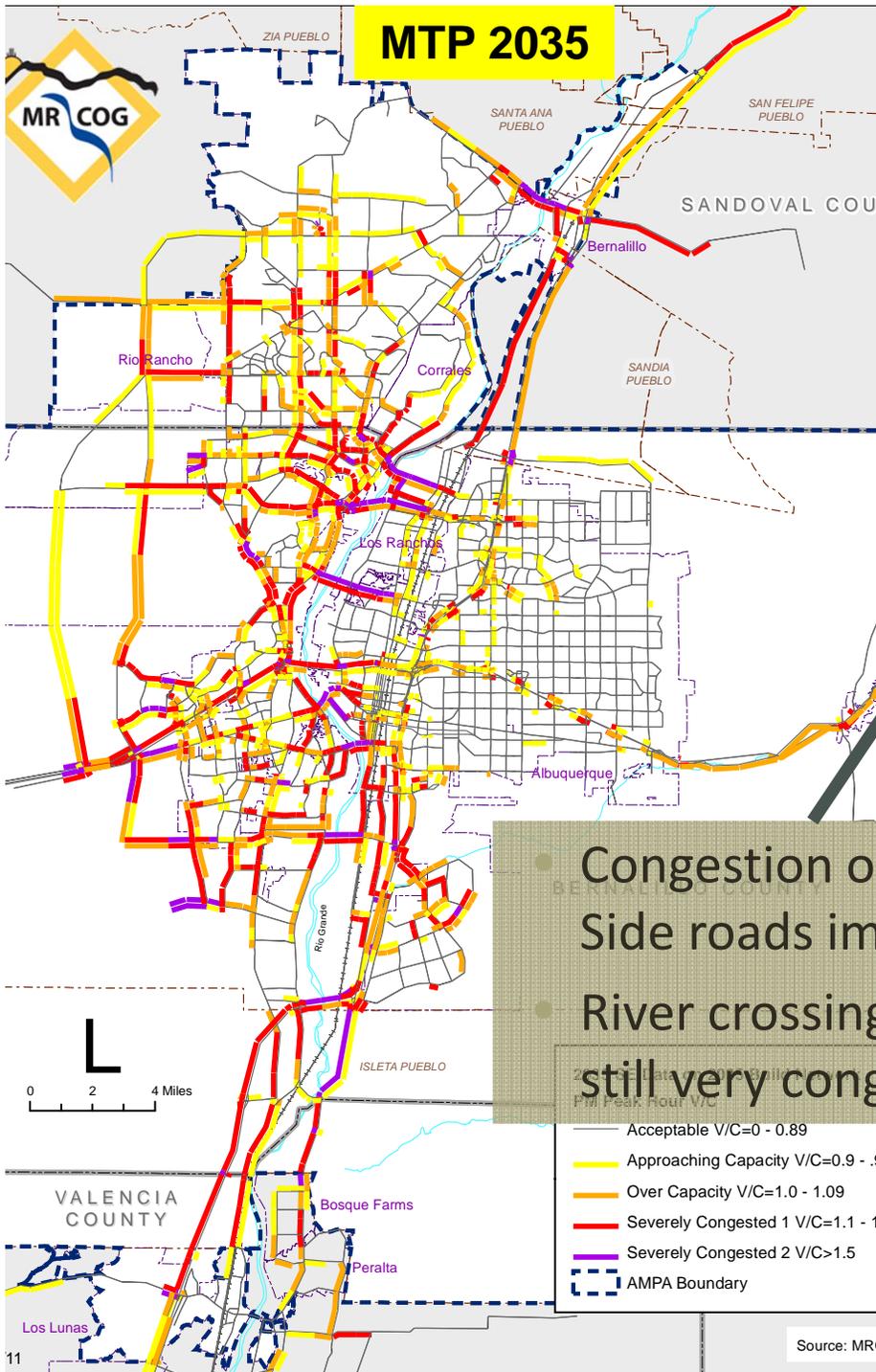
# Land Use and Transportation

Targeted Zones for the High Density Scenario  
and relationship with Transit Centers and Corridors

- MTP 2035 analyzed:
  - What changes if land uses redevelop at higher densities surrounding transit routes & stations?





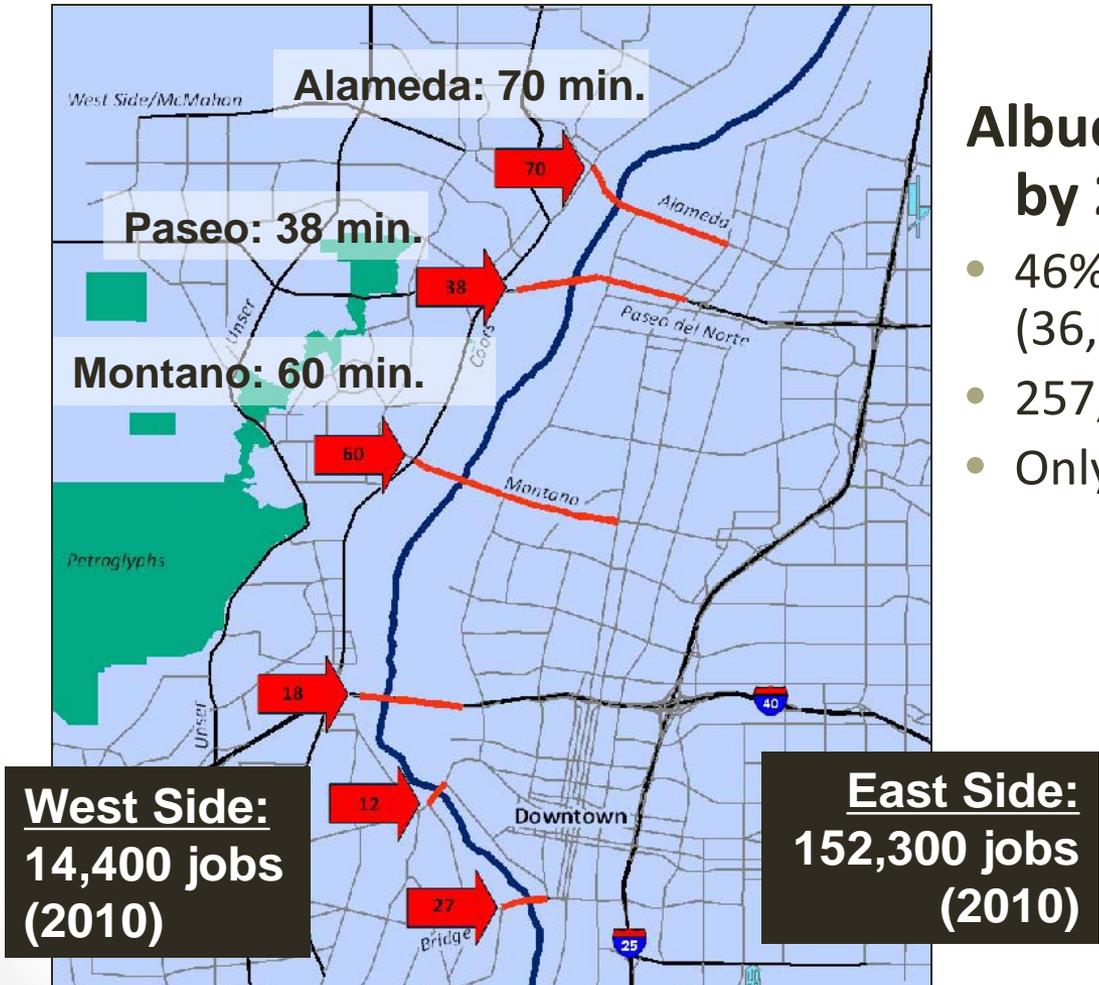


- Congestion on West Side roads improves.
- River crossings are still very congested.

- 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!)

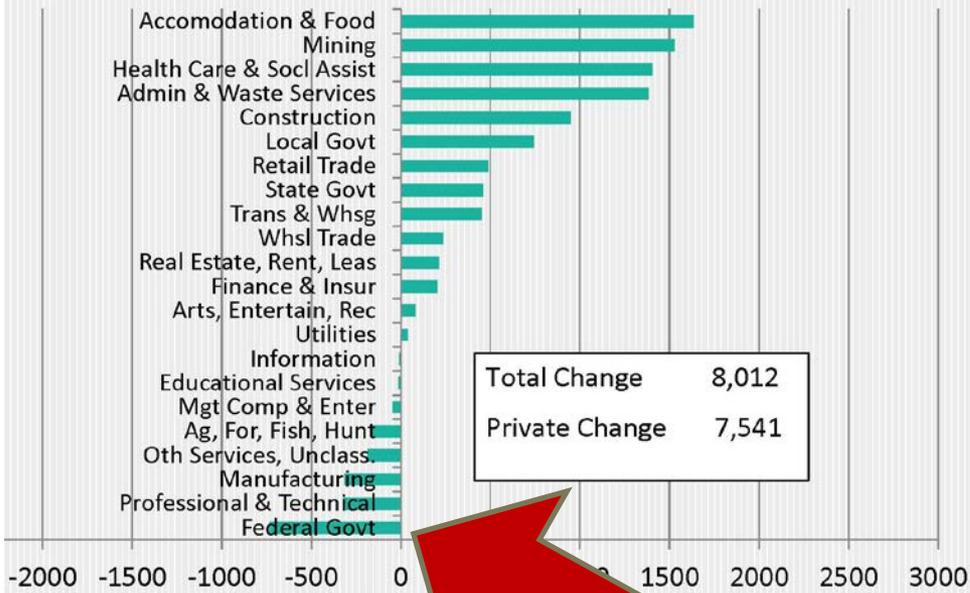


## Albuquerque's West Side by 2035:

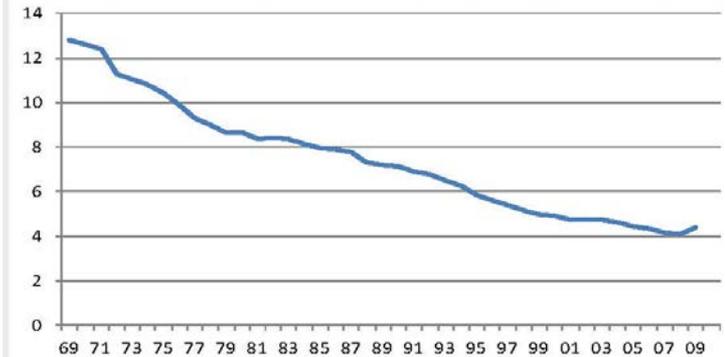
- 46% of new development (36,000 acres) in 4 counties
- 257,000 new residents
- Only 20% of City's jobs

# 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

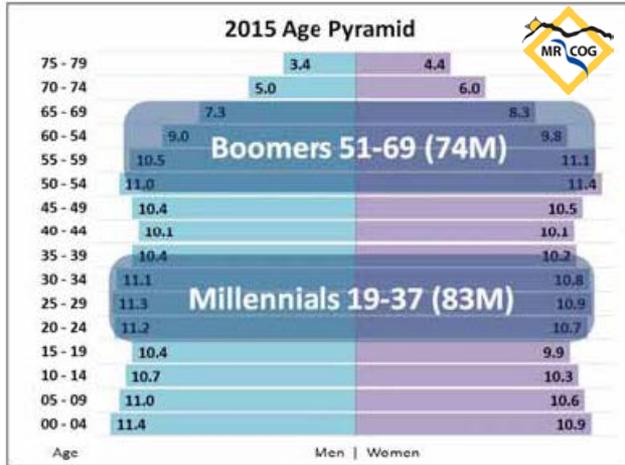


Source of data: US Bureau of Economic Analysis

- 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.

# Demographic & Market Changes

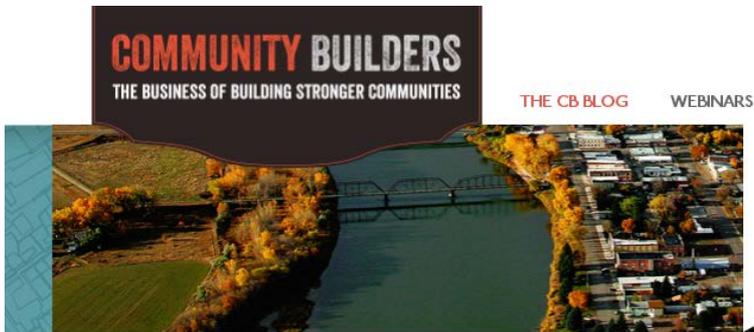


- Boomers

- 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

# Millennials = Workforce



In 2001, those aged 16 to 34 years of age drove 10,300 miles a year.

In 2009, they drove an average 7,900 miles.

“Demographics is destiny”



“I expect not only to take all of [Portland and Seattle’s] bikers, but I also want all the jobs that come with this.”

- Mayor Rahm Emanuel, Chicago

*APA, Planning Magazine, Feb. 2014*

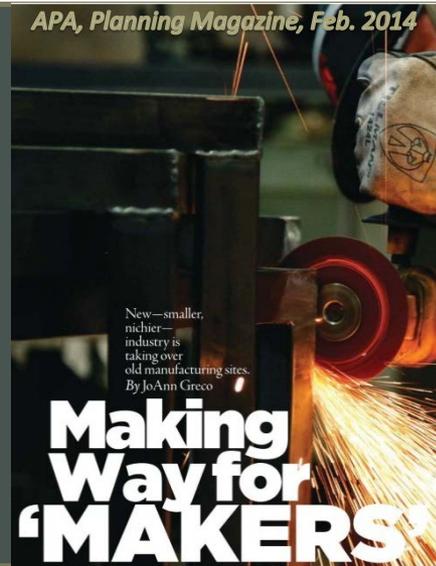
“[This] should be a city where you can live, work and play and not have to get into your car.”

- Mayor Bob Buckhorn, Tampa



“Mayor Rahm Emanuel called out Seattle, saying he wanted our bikers and our tech jobs. We’re going to work to keep them here.”

- Mayor Mike McGinn, Seattle



New—smaller, nichier—industry is taking over old manufacturing sites.  
By JoAnn Greco

## Making Way for 'MAKERS'

# Placemaking = Job Creation

*“If job creation can be spurred by municipal government, that phenomenon will be driven by the ability of the city to **build public spaces** where people want to live, work, shop and invest. This exercise is called ‘**placemaking.**’”*

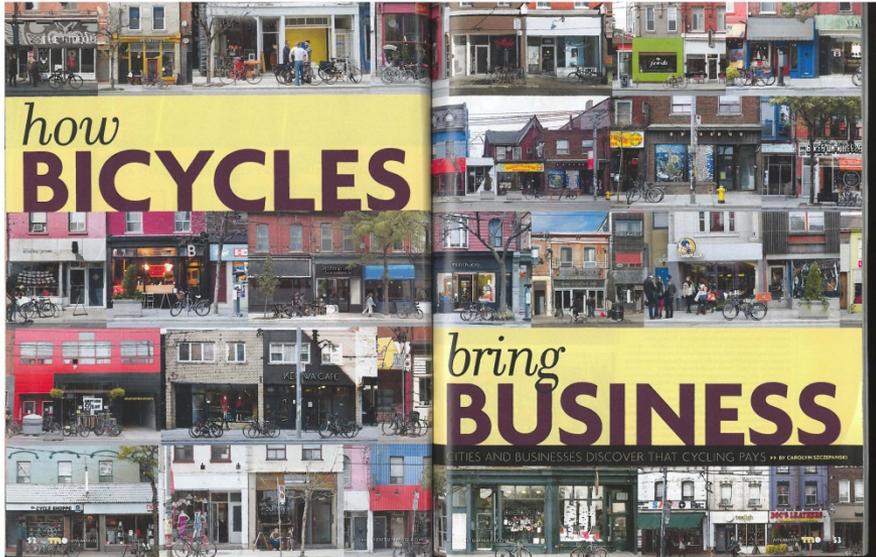
– Spokane Councilor Richard Rush  
(July 2011)

*“You cannot be for a startup, high-tech economy and not be pro-bike.”*

– Chicago Mayor Rahm Emanuel  
(December 2012)



# The Secret's Out



Momentum Magazine - 2013

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."



## Placemaking



### A Community's Appeal Drives Economic Prosperity

By Brad Siroberg

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."

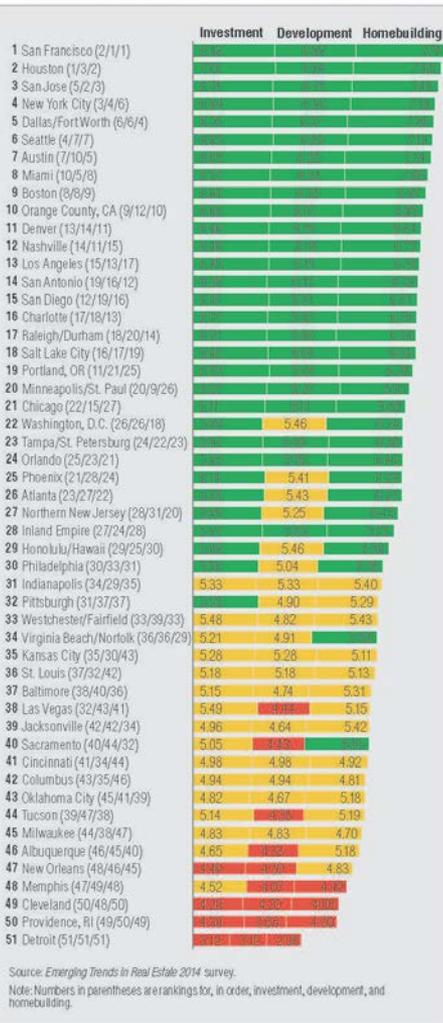
The report, "Putting Our Jobs Back in Place," argues that placemaking is the best way to generate lasting prosperity at a time when technology gives people and companies greater freedom to work and do business wherever they please.

"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."

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.

# But the message is not...

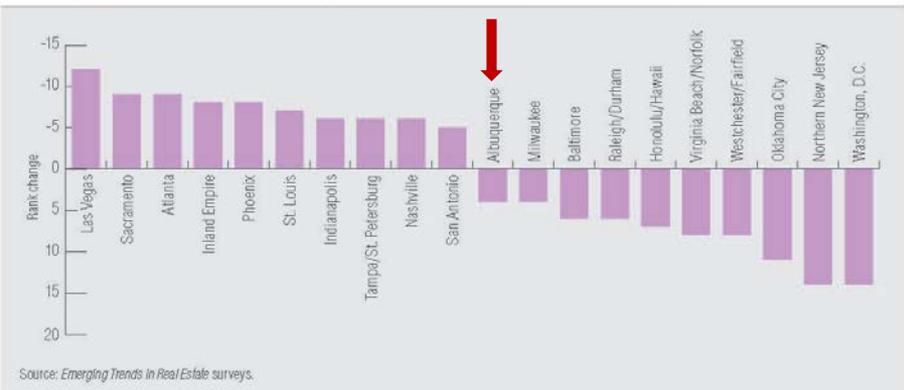
EXHIBIT 3-1  
U.S. Markets to Watch: Overall Real Estate Prospects



“American infill locations offering walkability and strong transit systems continue to outshine the others.”  
- 2013 Emerging Trends in Real Estate

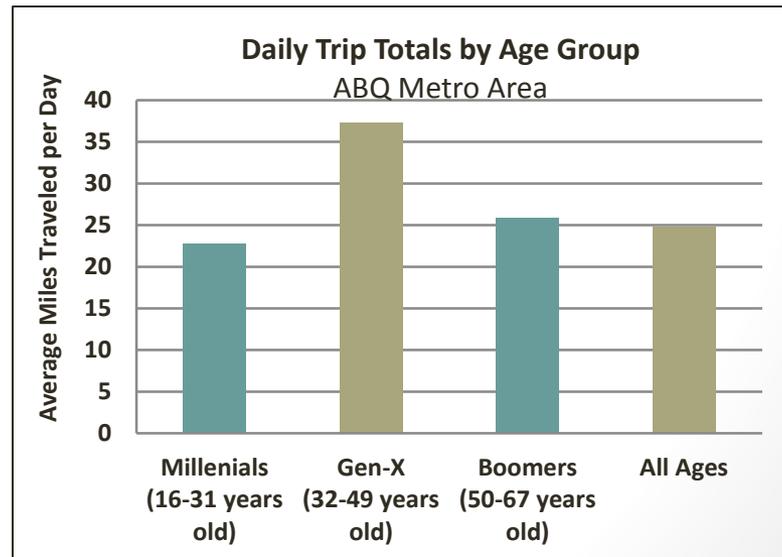
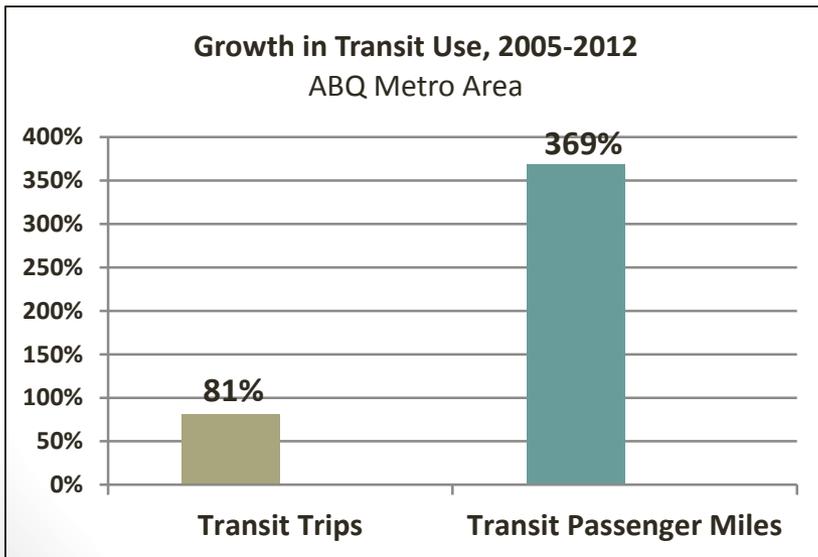
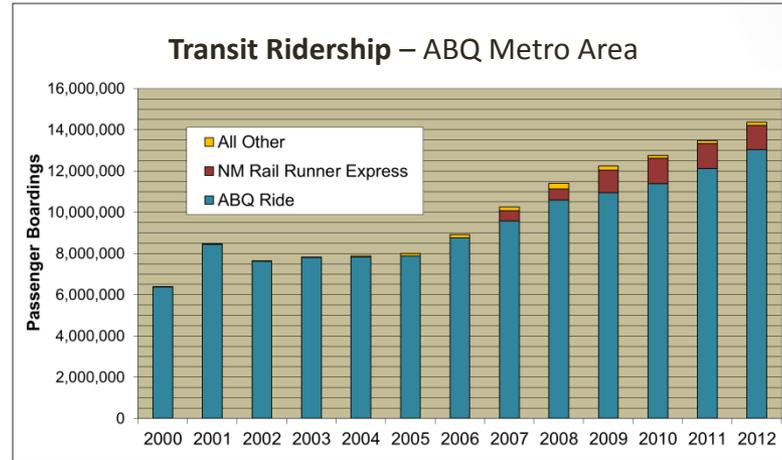
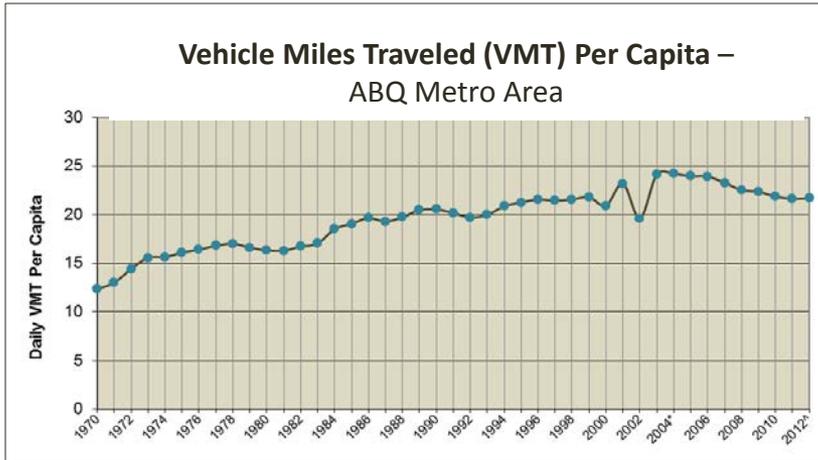


EXHIBIT 3-3  
Emerging Trends Overall Real Estate Prospects Rank, Change from 2013



Source: ULI, Emerging Trends in Real Estate, 2013 & 2014

# Shift in Transportation Modes

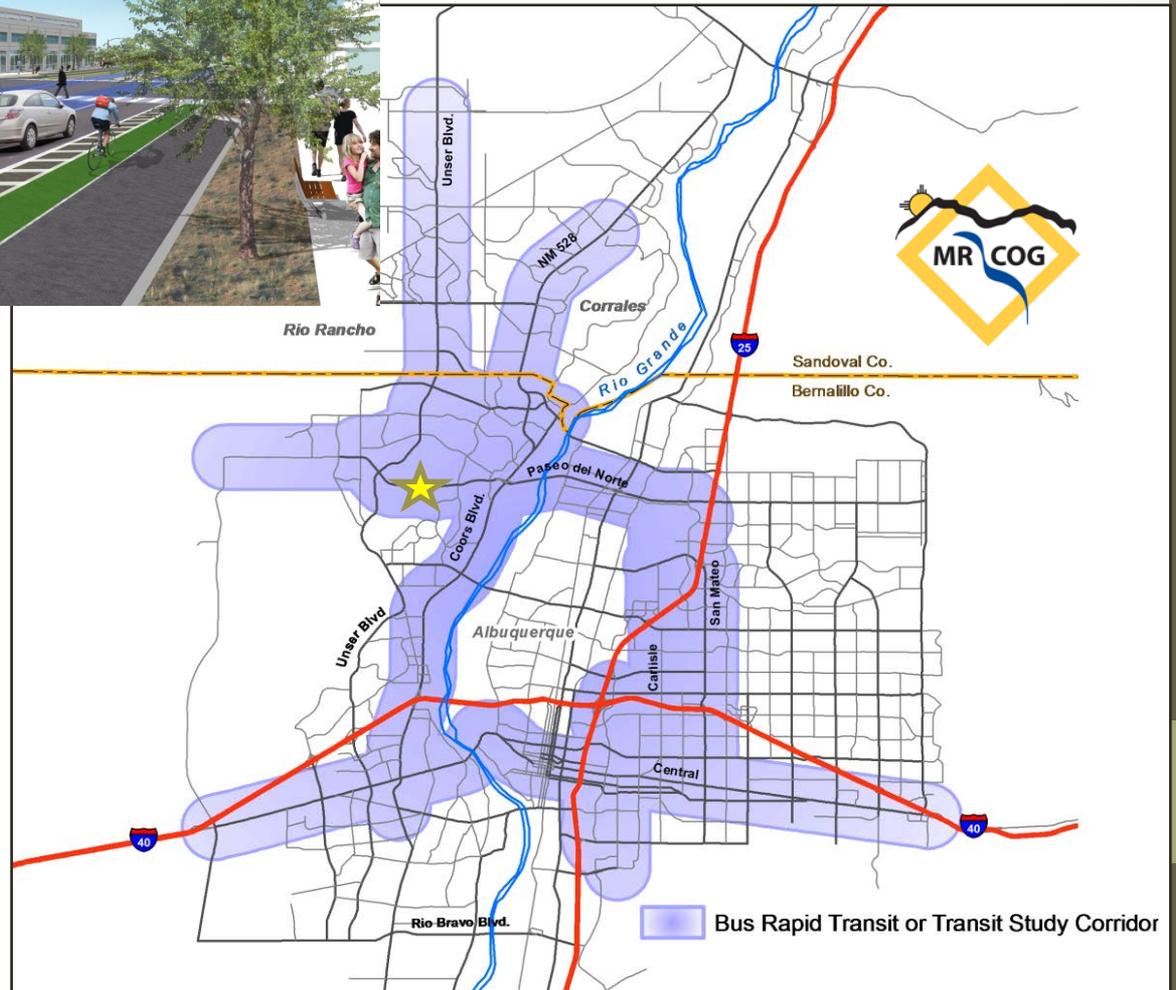


# New Transit Innovations



**Dekker/Perich/Sabatini**  
architecture interiors landscape planning engineering

- Respond to new market demand.
- Need transit-supportive land uses and densities along corridors.



# Land Use & Transportation

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

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# Land Use & Transportation

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

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



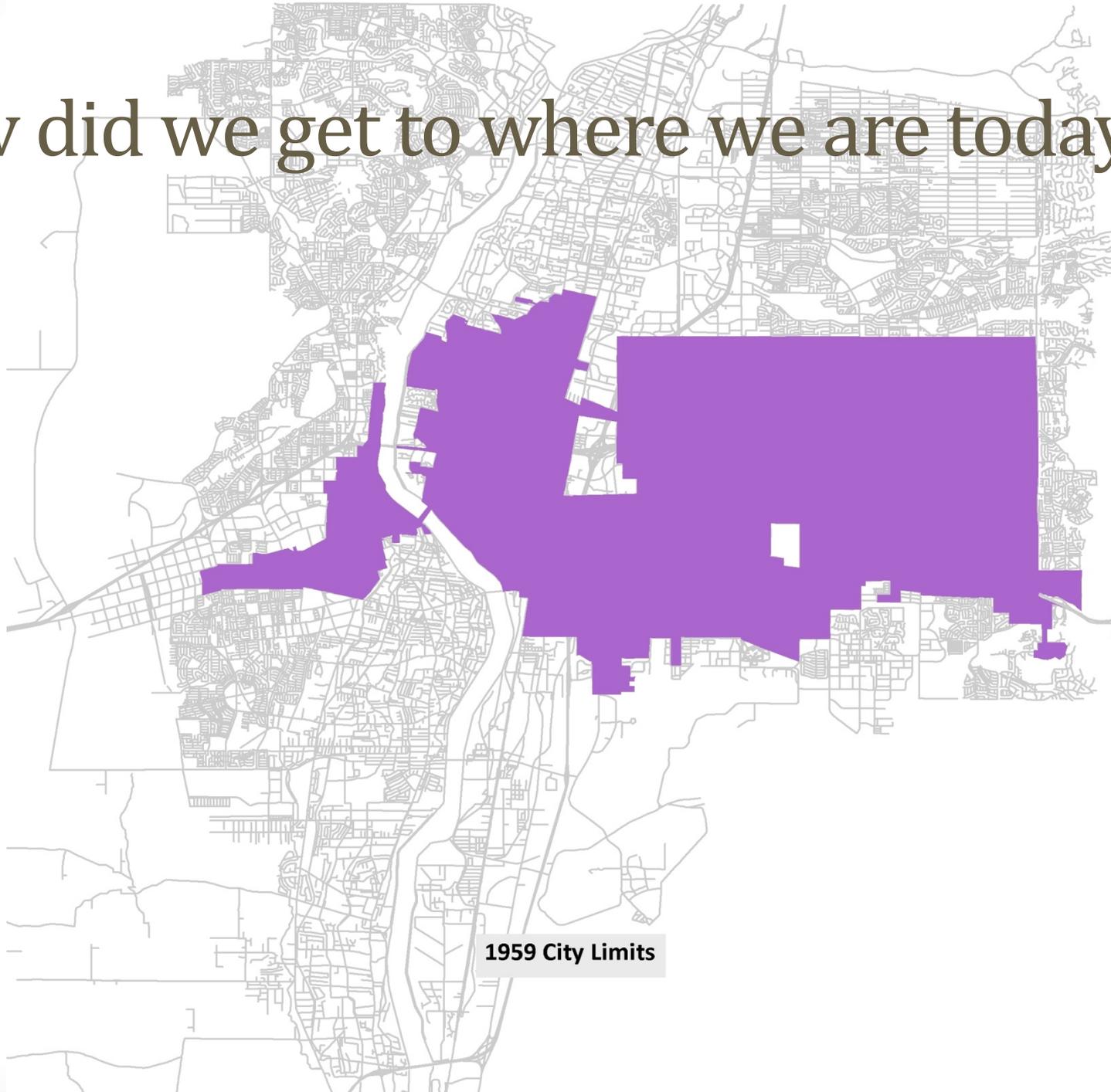
Land use supports  
transportation options  
and vice versa.

# Planning → Economic Development



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

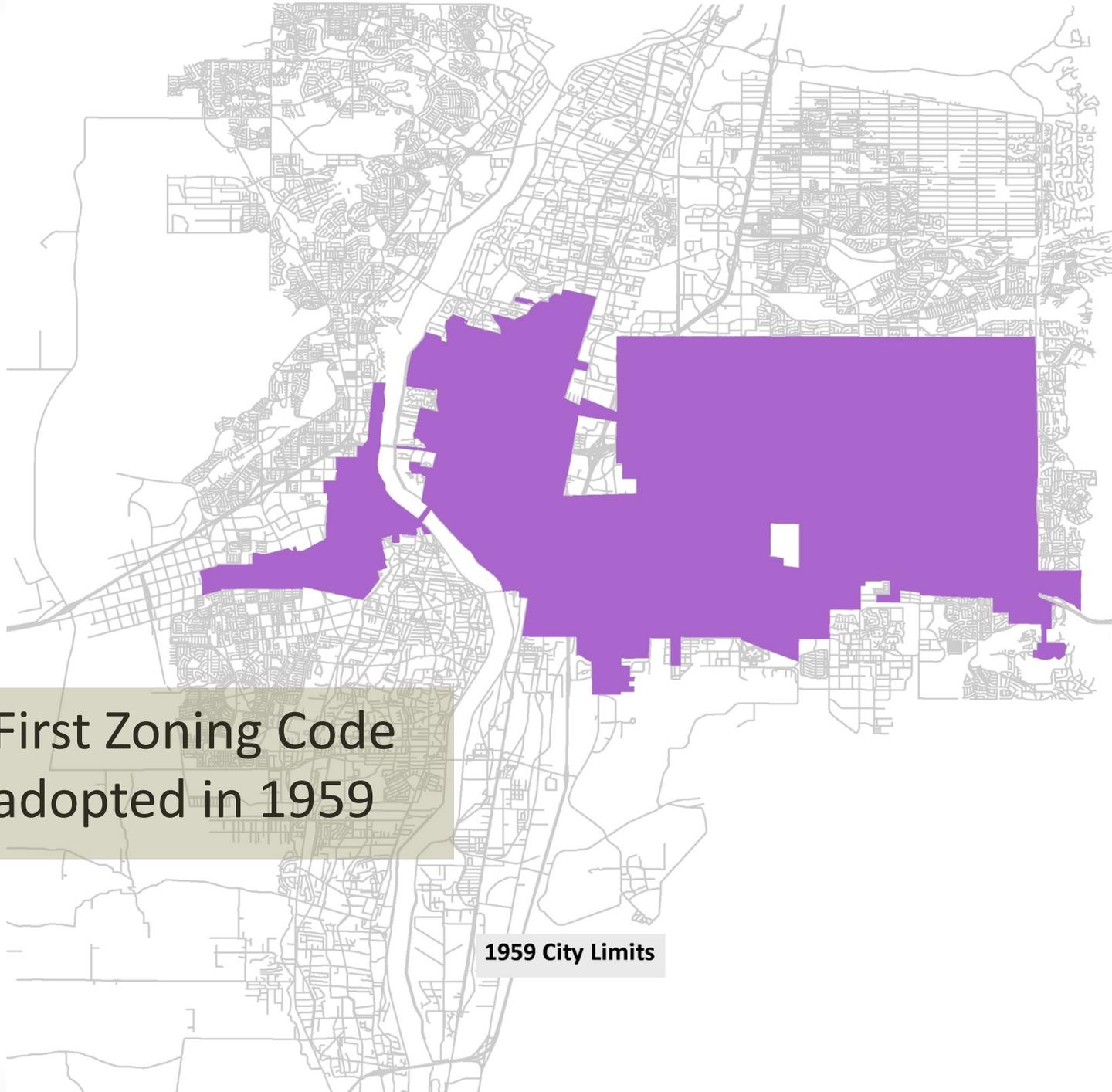
# How did we get to where we are today?

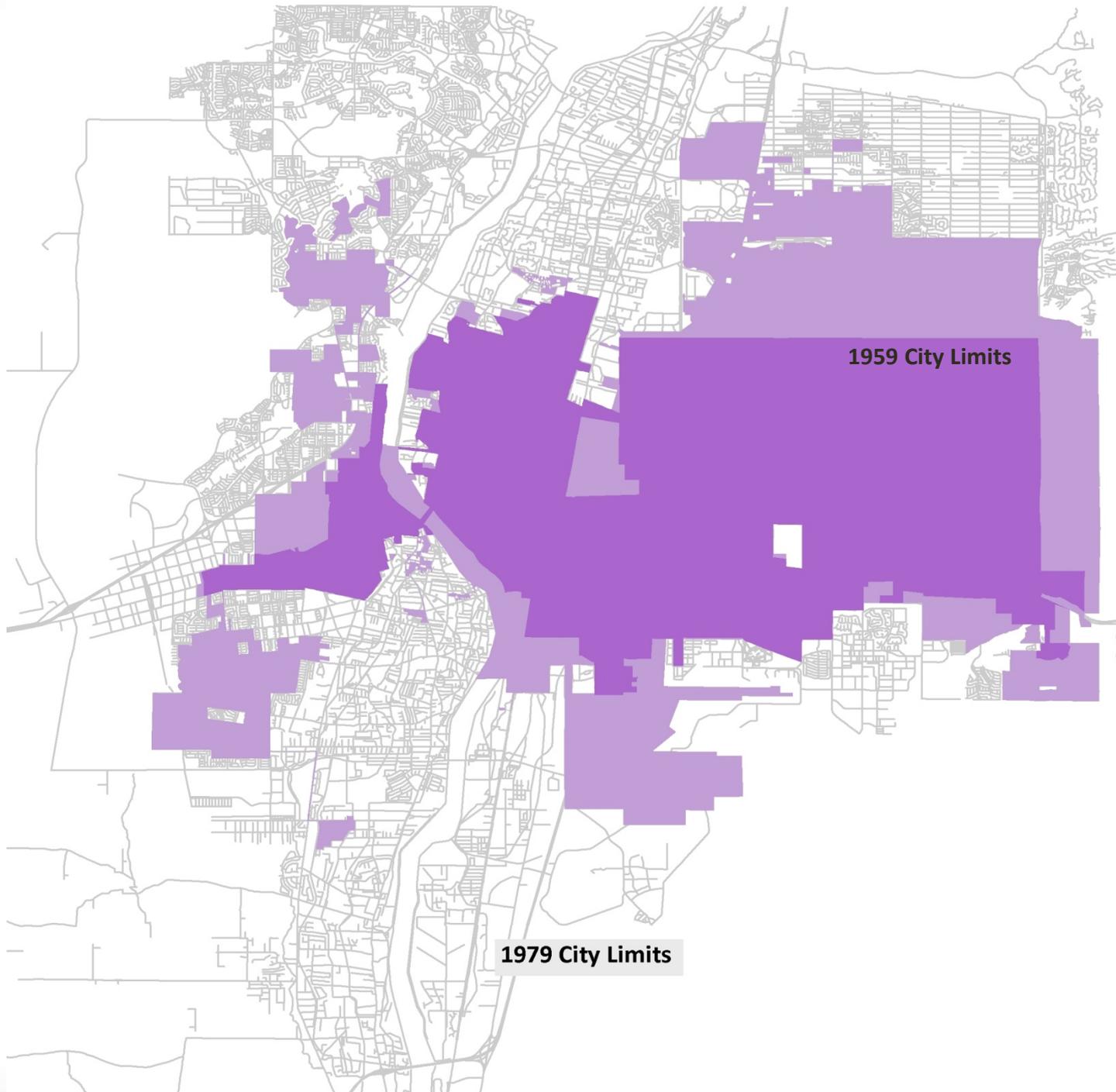


1959 City Limits

- First Zoning Code adopted in 1959

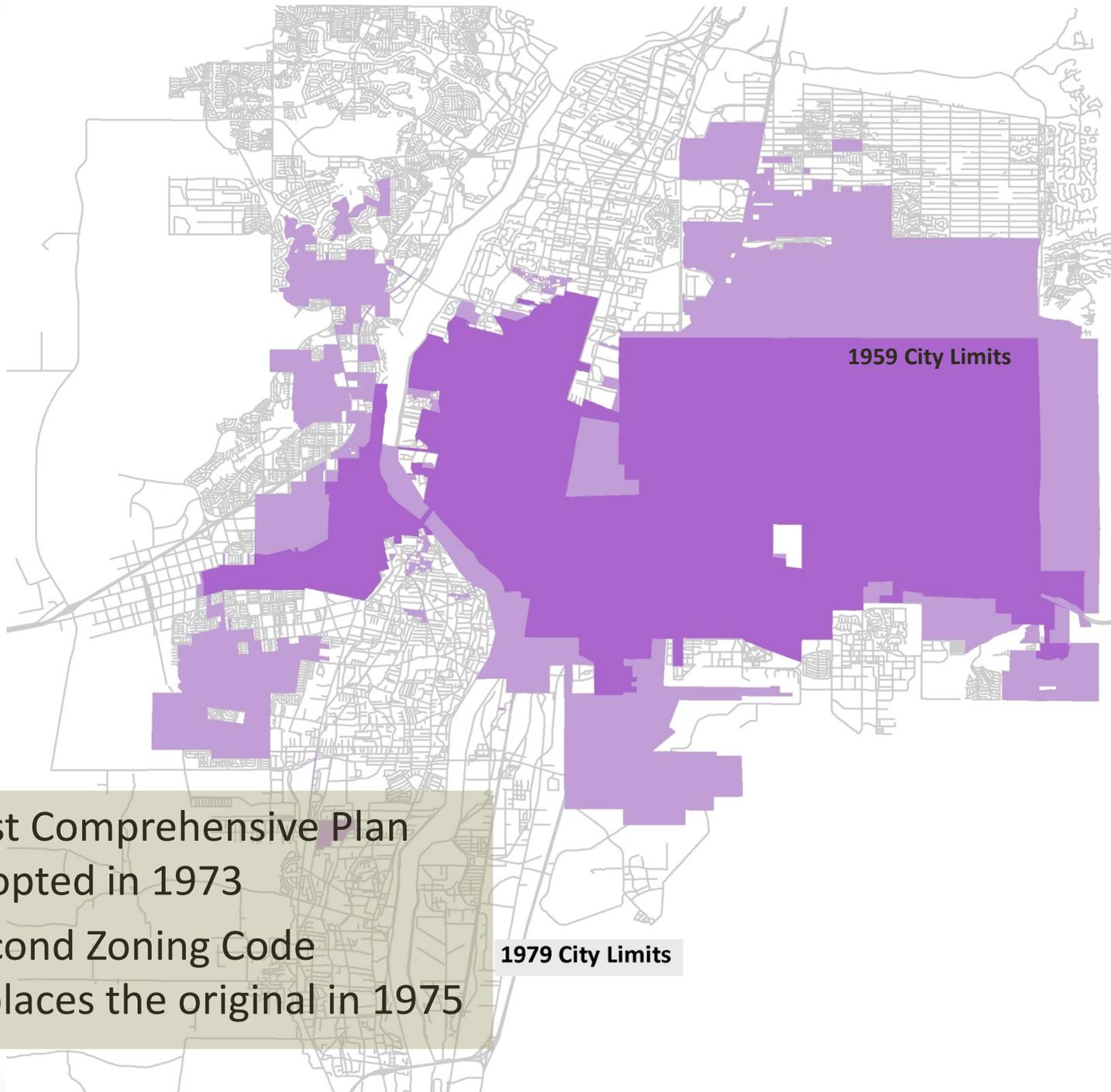
1959 City Limits





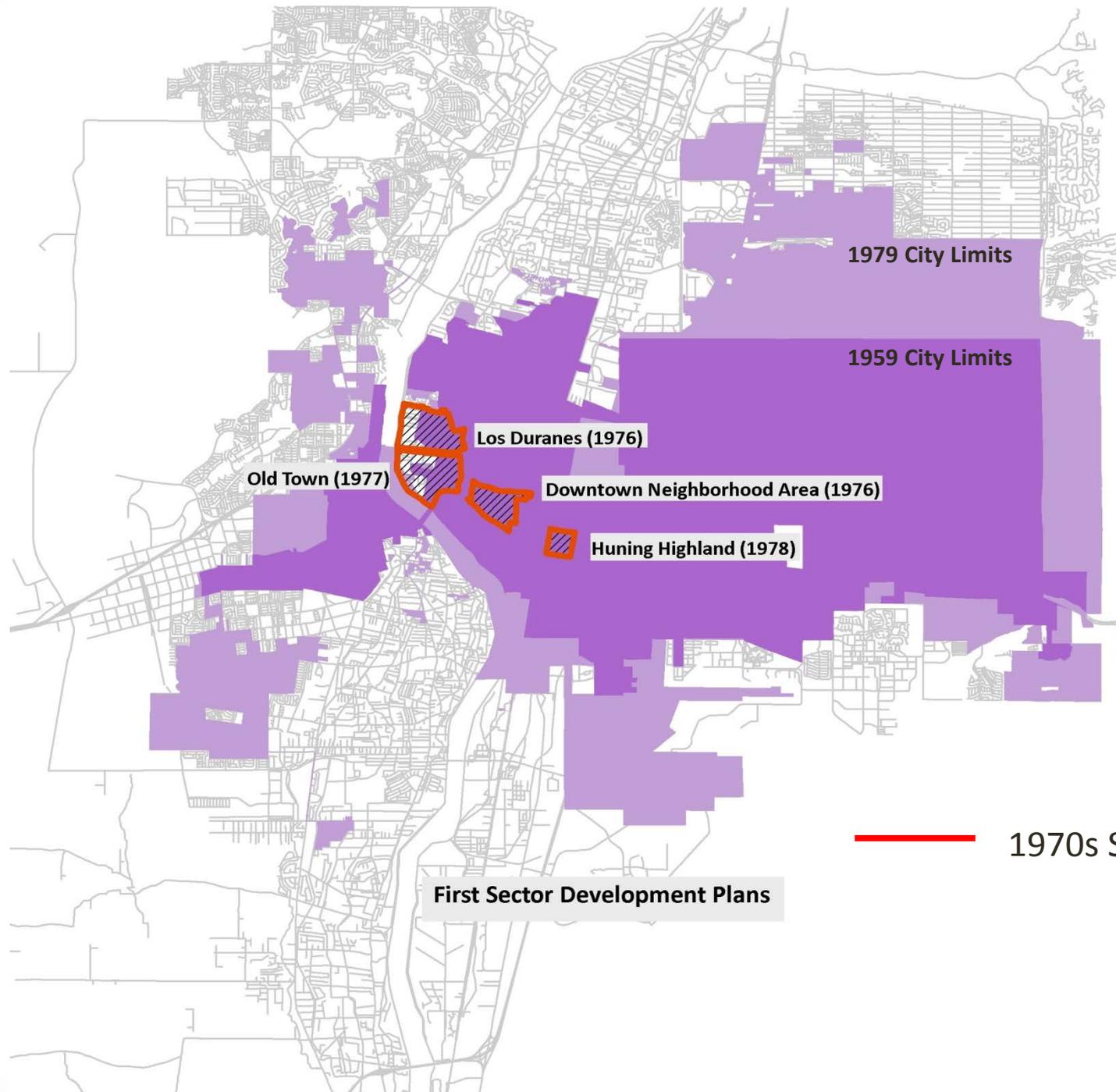
1959 City Limits

1979 City Limits



- First Comprehensive Plan adopted in 1973
- Second Zoning Code replaces the original in 1975

1979 City Limits



1979 City Limits

1959 City Limits

Los Duranes (1976)

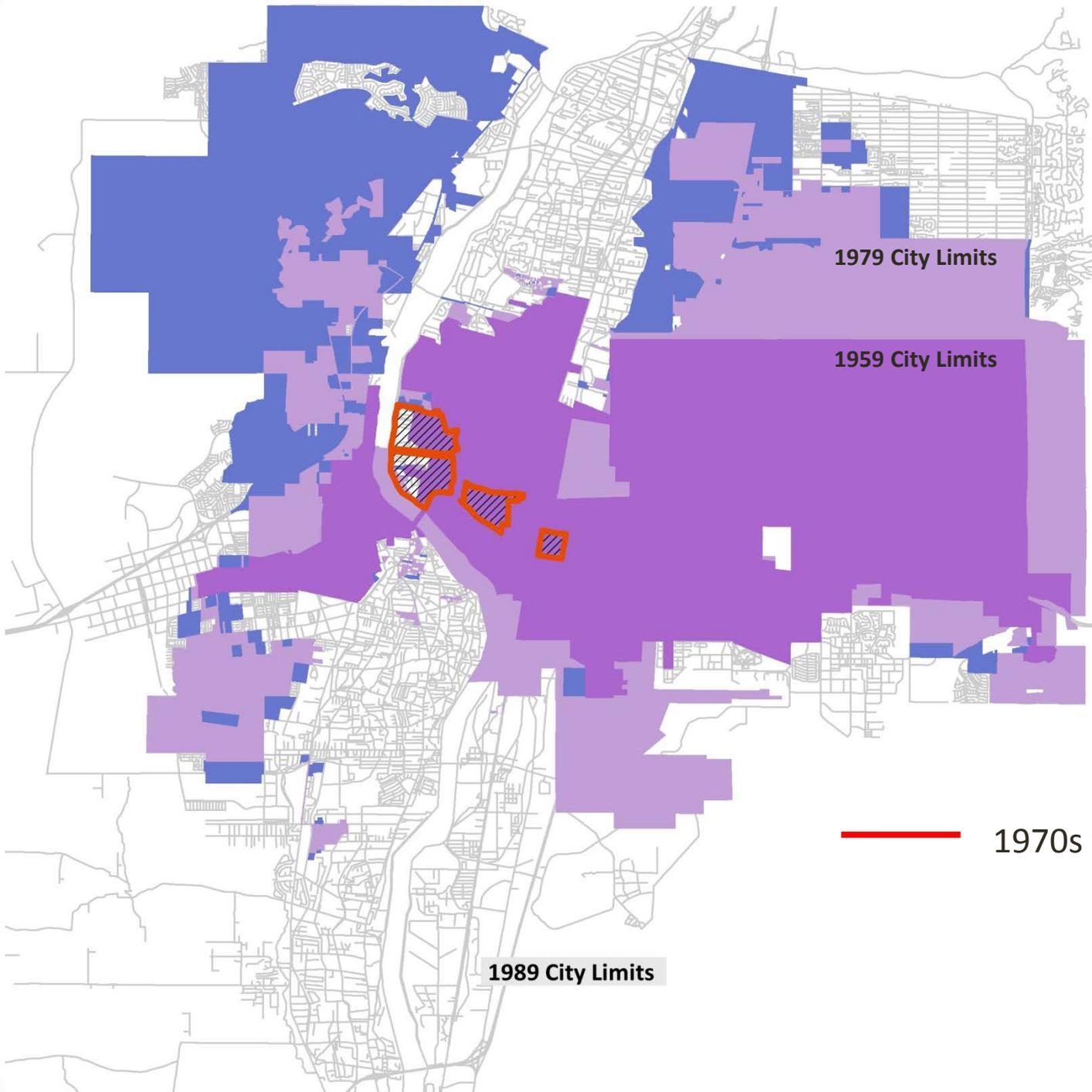
Old Town (1977)

Downtown Neighborhood Area (1976)

Huning Highland (1978)

— 1970s SDPs

First Sector Development Plans

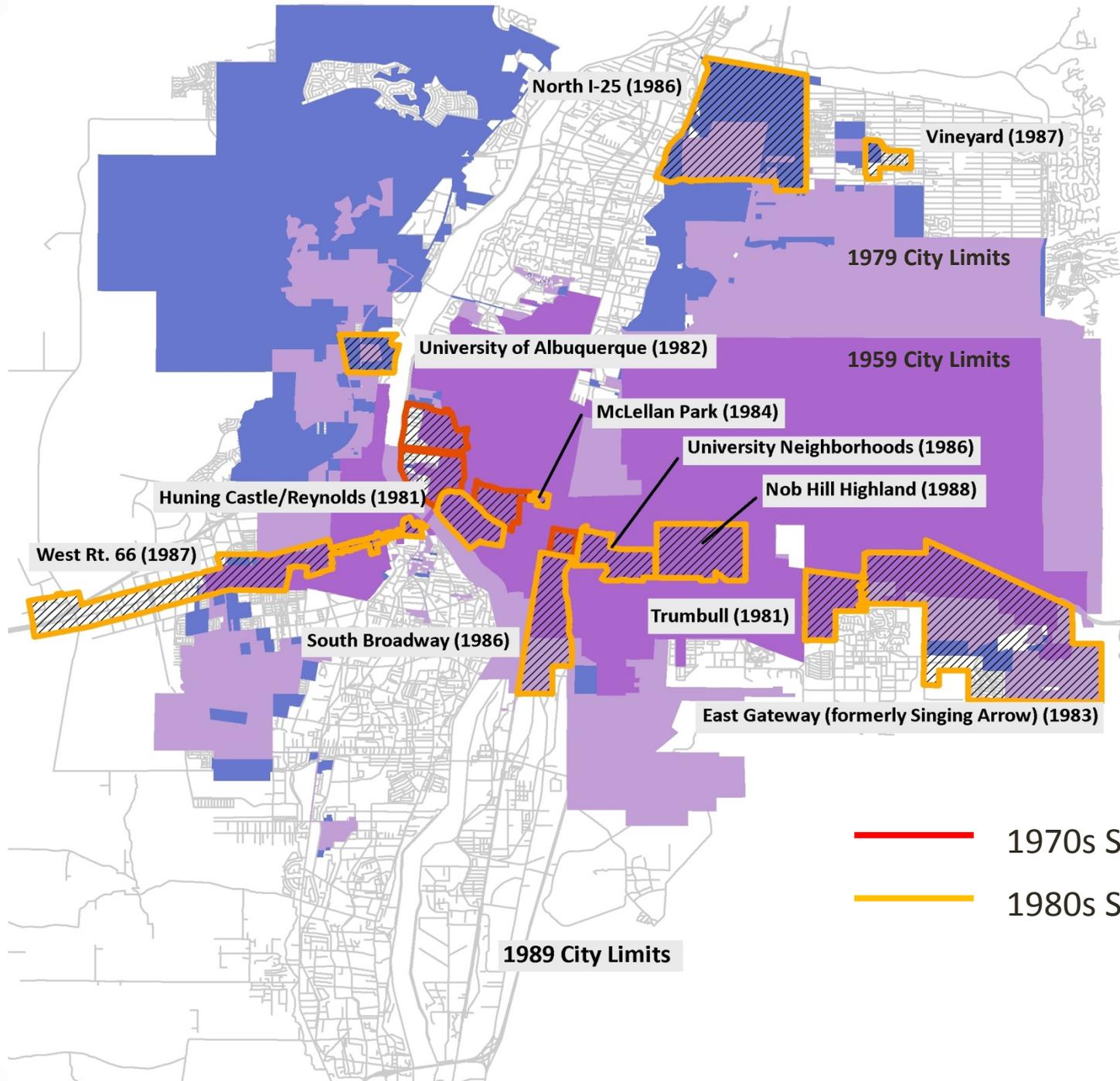


1979 City Limits

1959 City Limits

1989 City Limits

1970s SDPs



North I-25 (1986)

Vineyard (1987)

1979 City Limits

University of Albuquerque (1982)

1959 City Limits

McLellan Park (1984)

University Neighborhoods (1986)

Nob Hill Highland (1988)

Huning Castle/Reynolds (1981)

West Rt. 66 (1987)

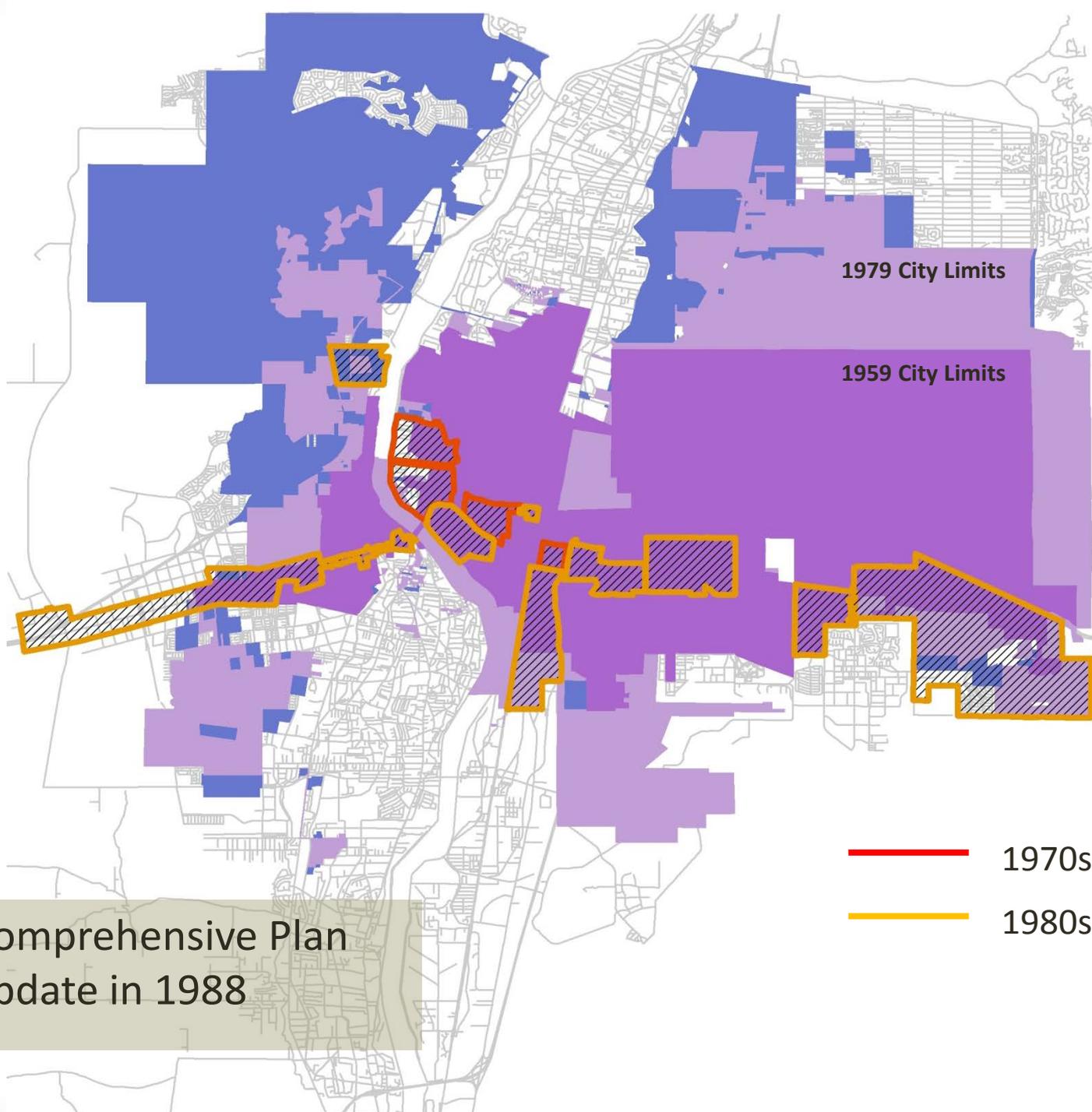
South Broadway (1986)

Trumbull (1981)

East Gateway (formerly Singing Arrow) (1983)

1989 City Limits

- 1970s SDPs
- 1980s SDPs



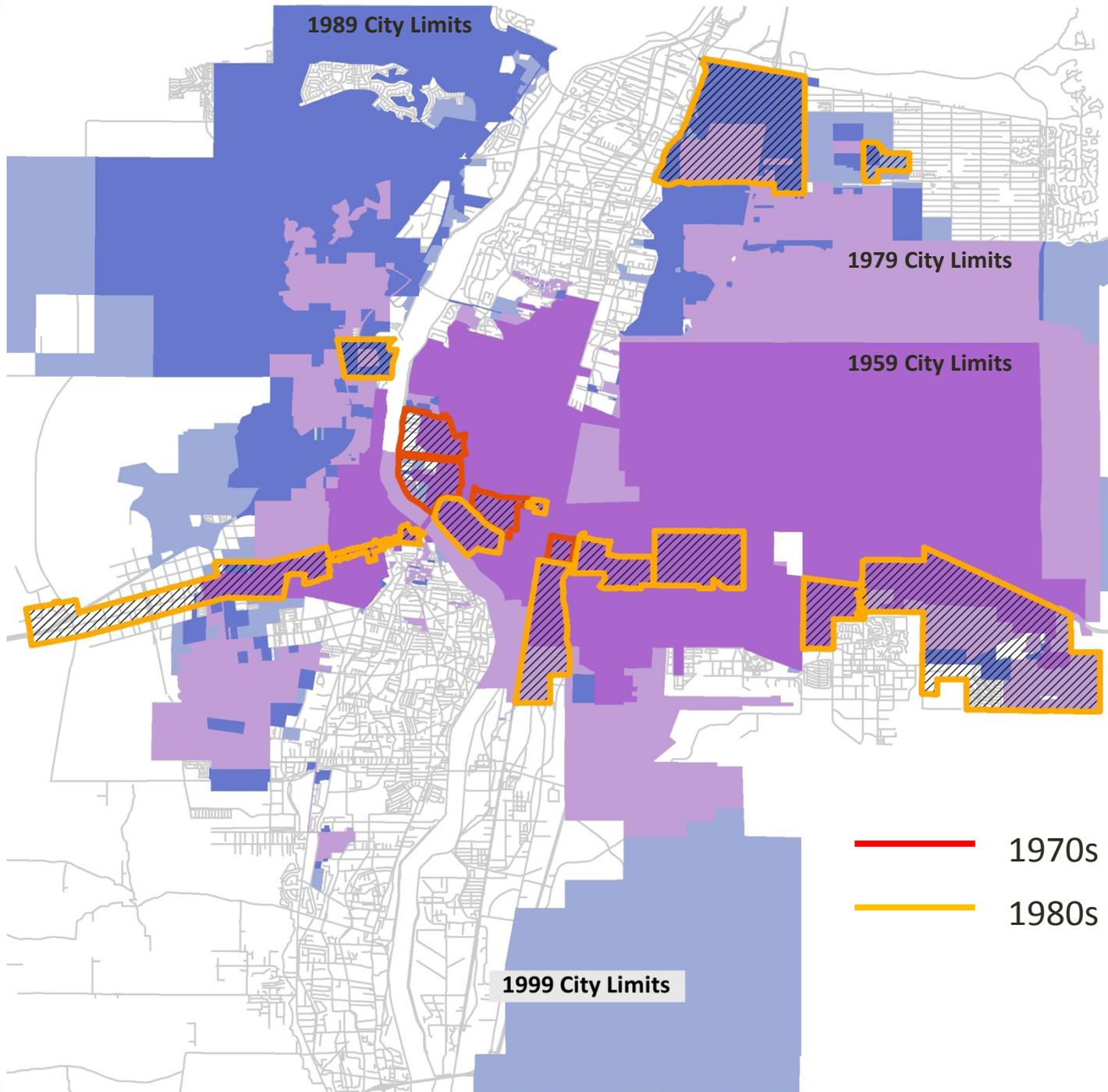
1979 City Limits

1959 City Limits

— 1970s SDPs

— 1980s SDPs

- Comprehensive Plan update in 1988



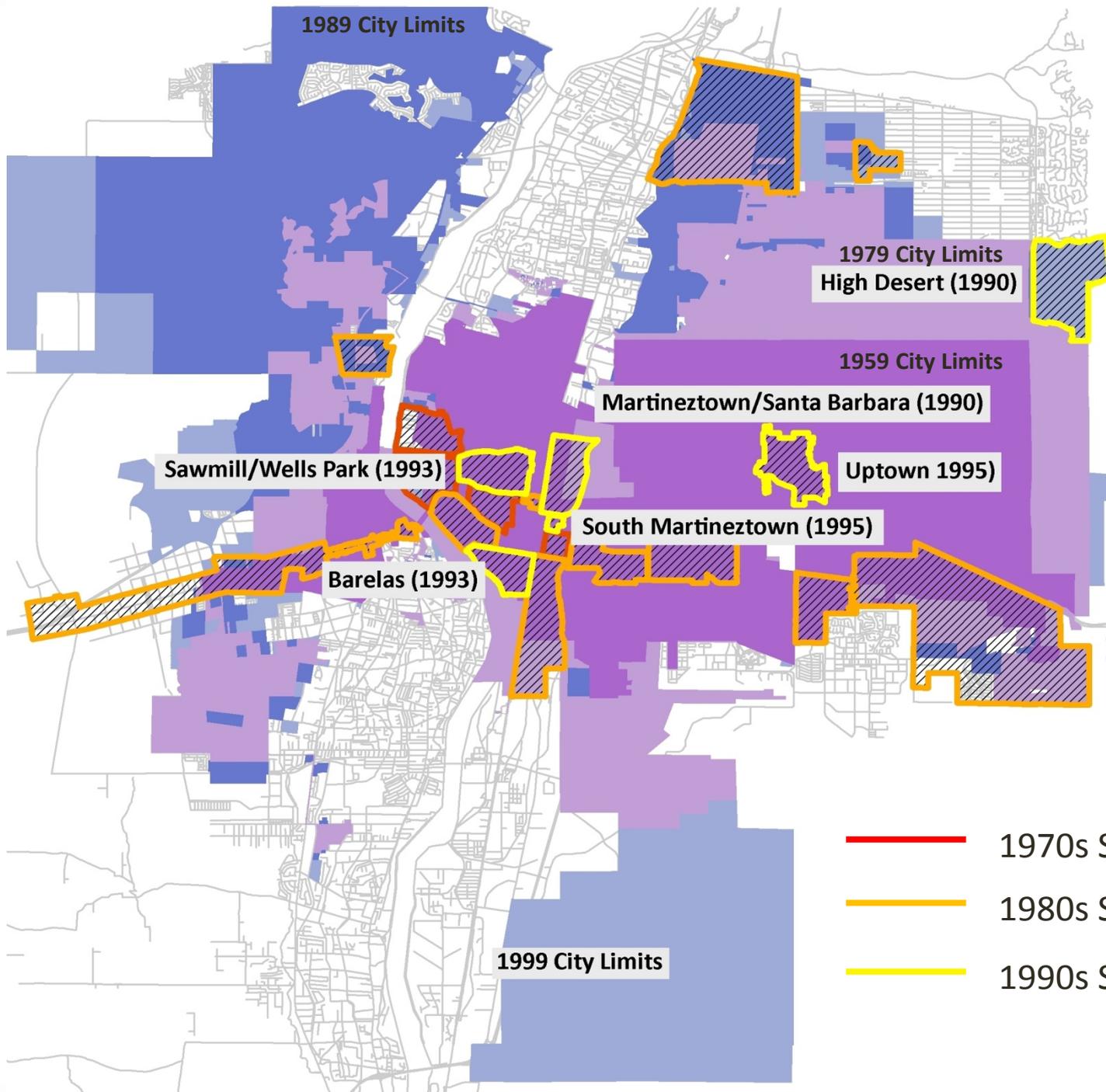
1989 City Limits

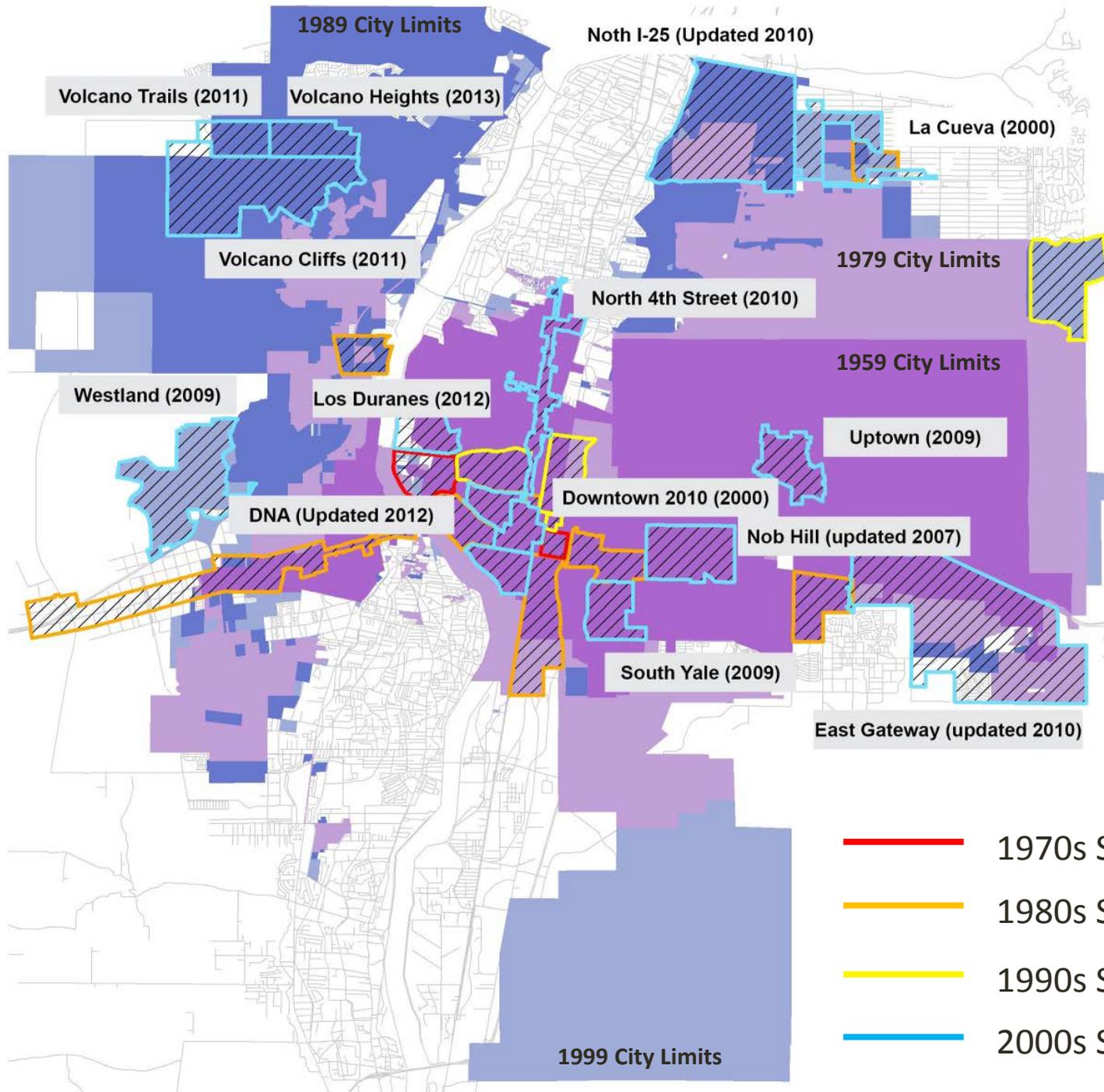
1979 City Limits

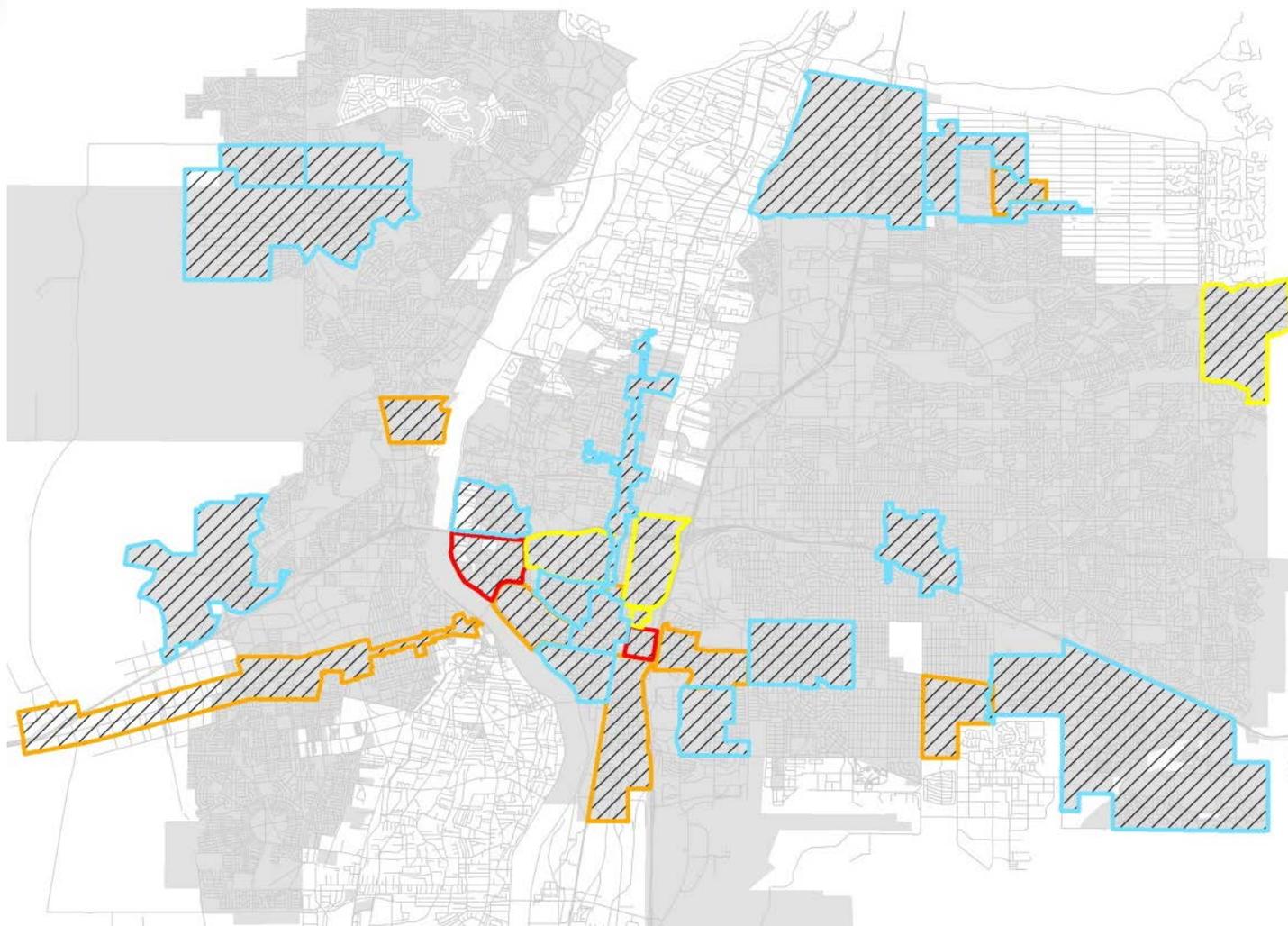
1959 City Limits

1999 City Limits

- 1970s SDPs
- 1980s SDPs



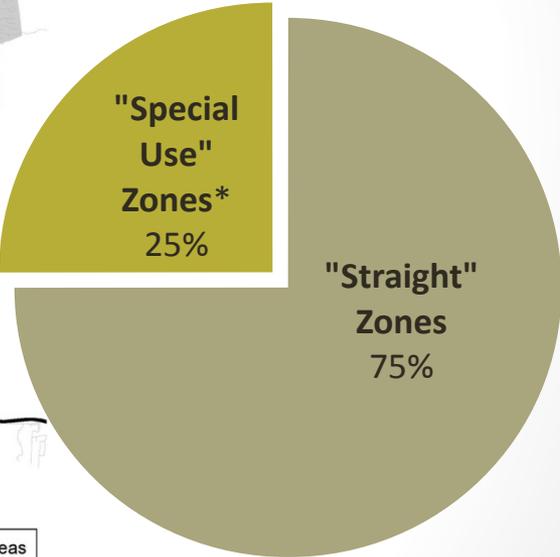
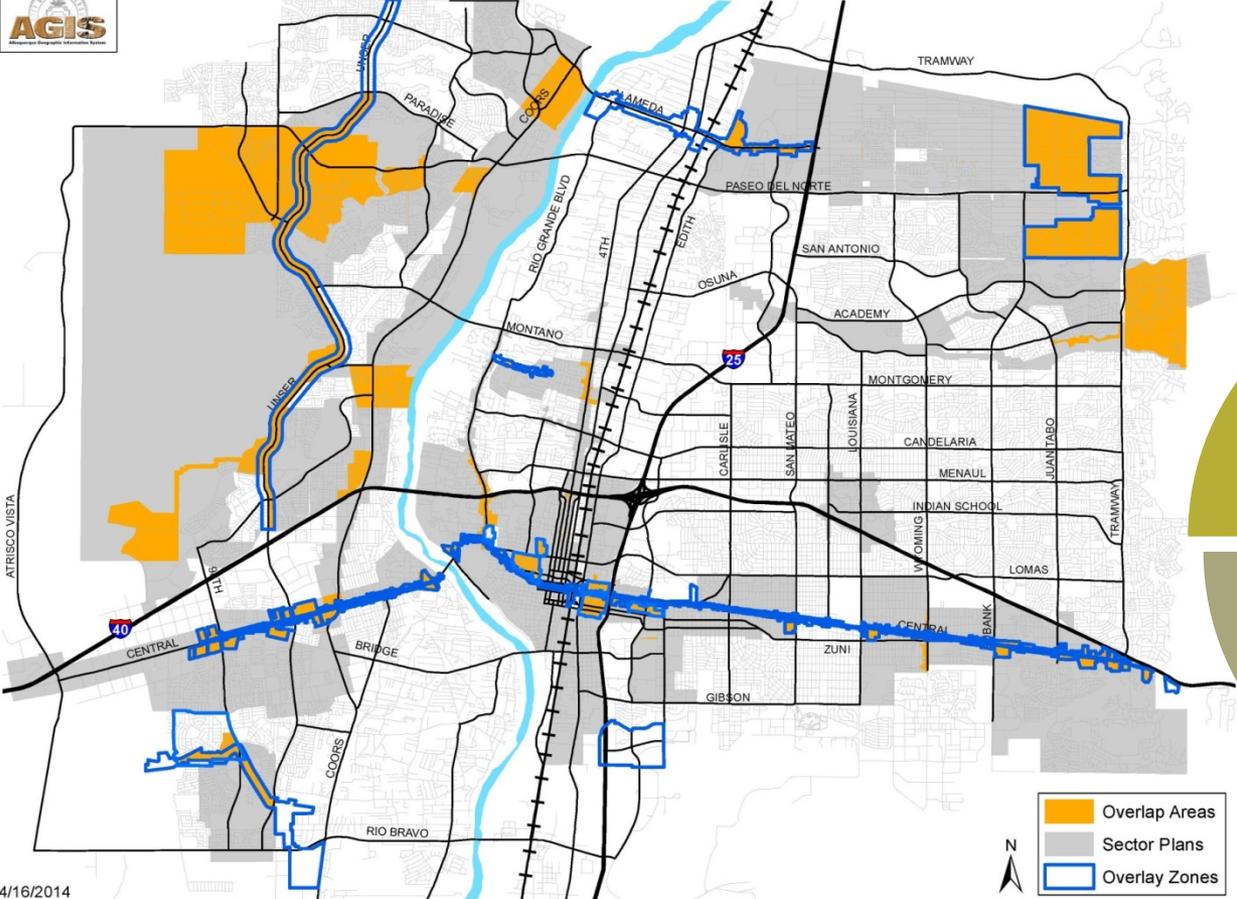




• Comprehensive Plan update in 2001 & 2013

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

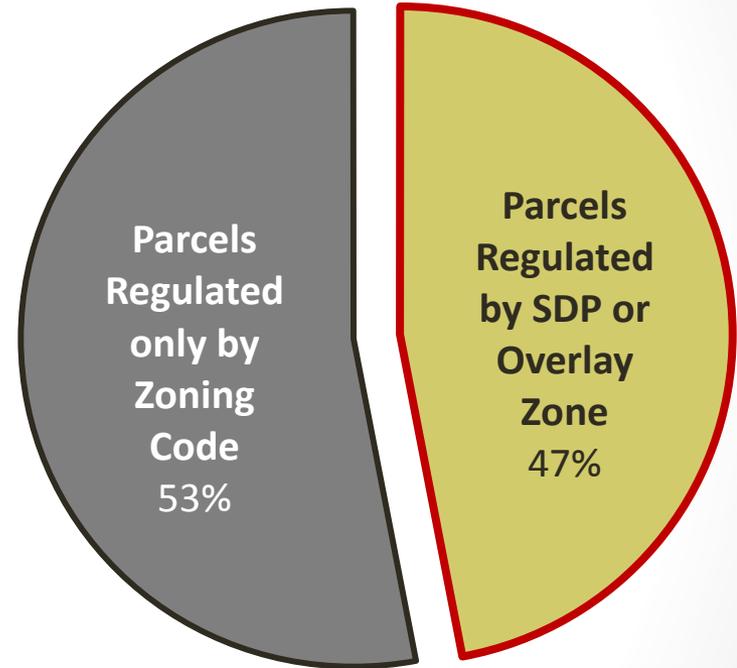
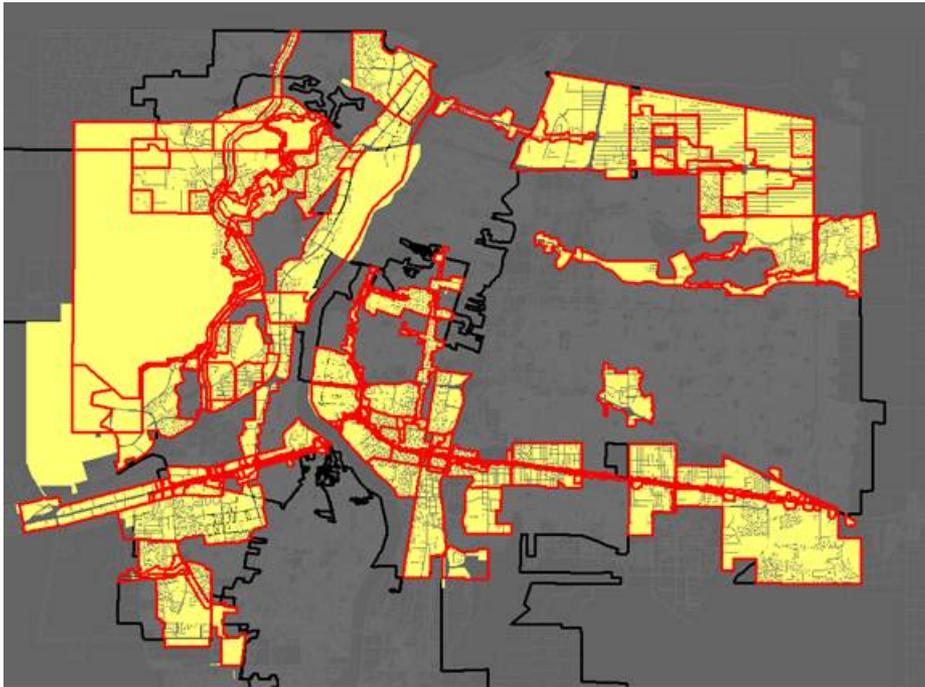
# Confusing, problematic system



4/16/2014

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

# What's wrong with this picture?

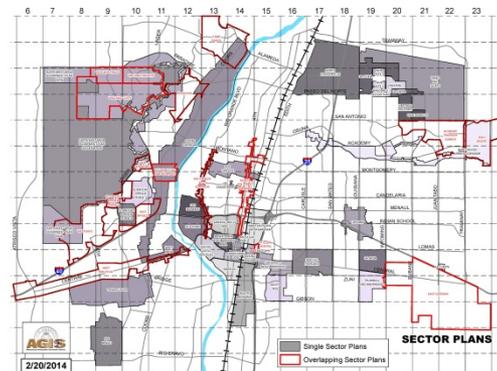
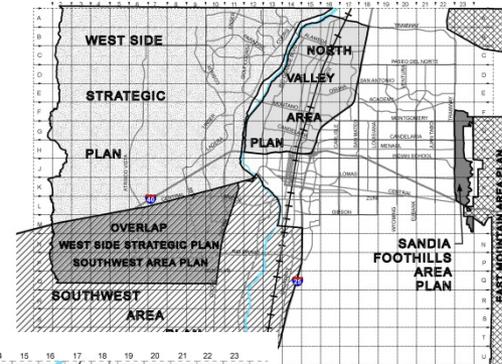
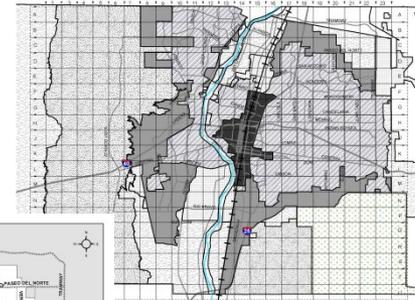


# Objectives

- Simplify
- Streamline
- Update
- Coordinate
- Activate



What



# 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



# Objectives

- Simplify
- Streamline
- Update
- Coordinate
- Activate
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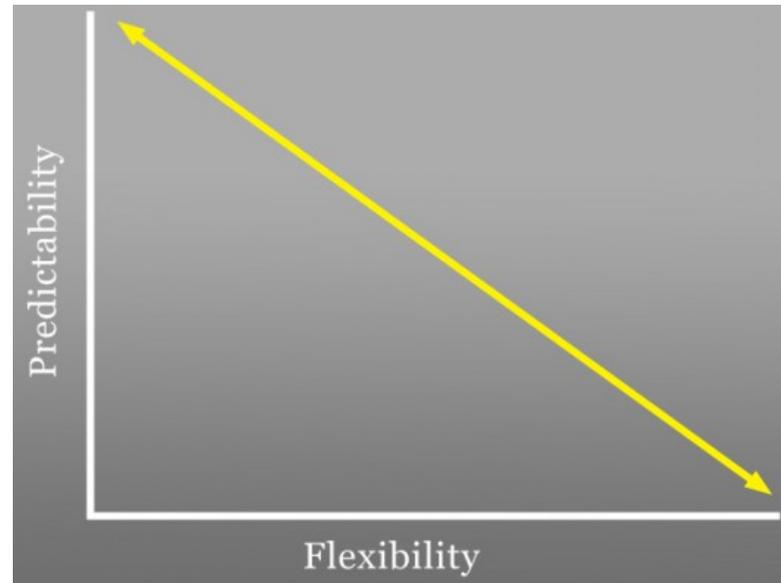


## How

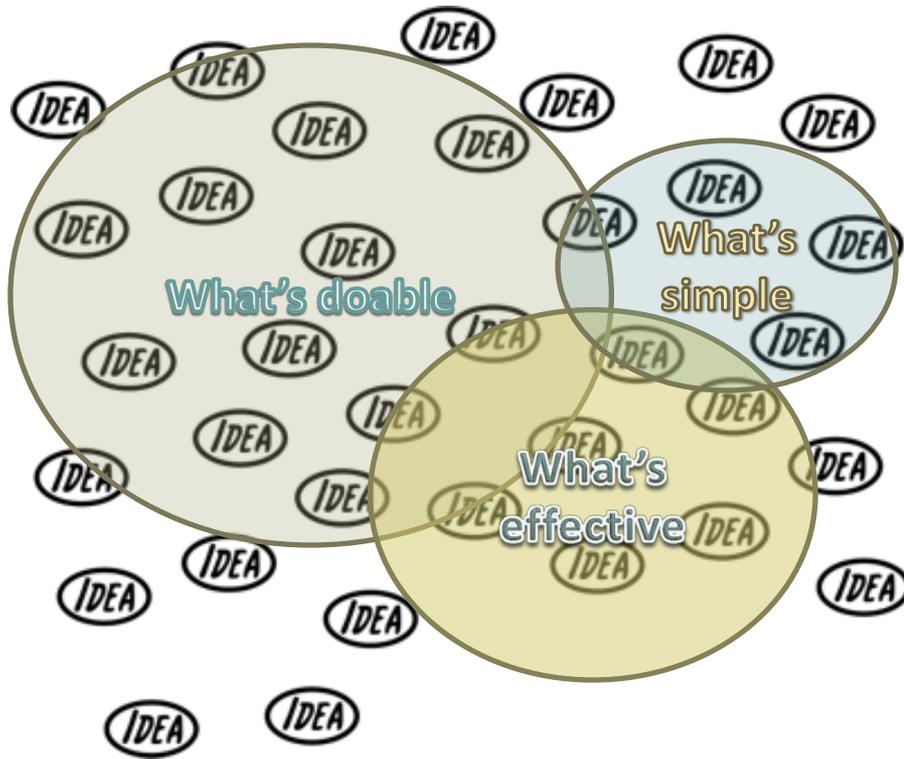
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- Reduce layers
  - Increase consistency
  - Minimize appeals
  - Extend good ideas
  - Eliminate bad ideas

# The Trick

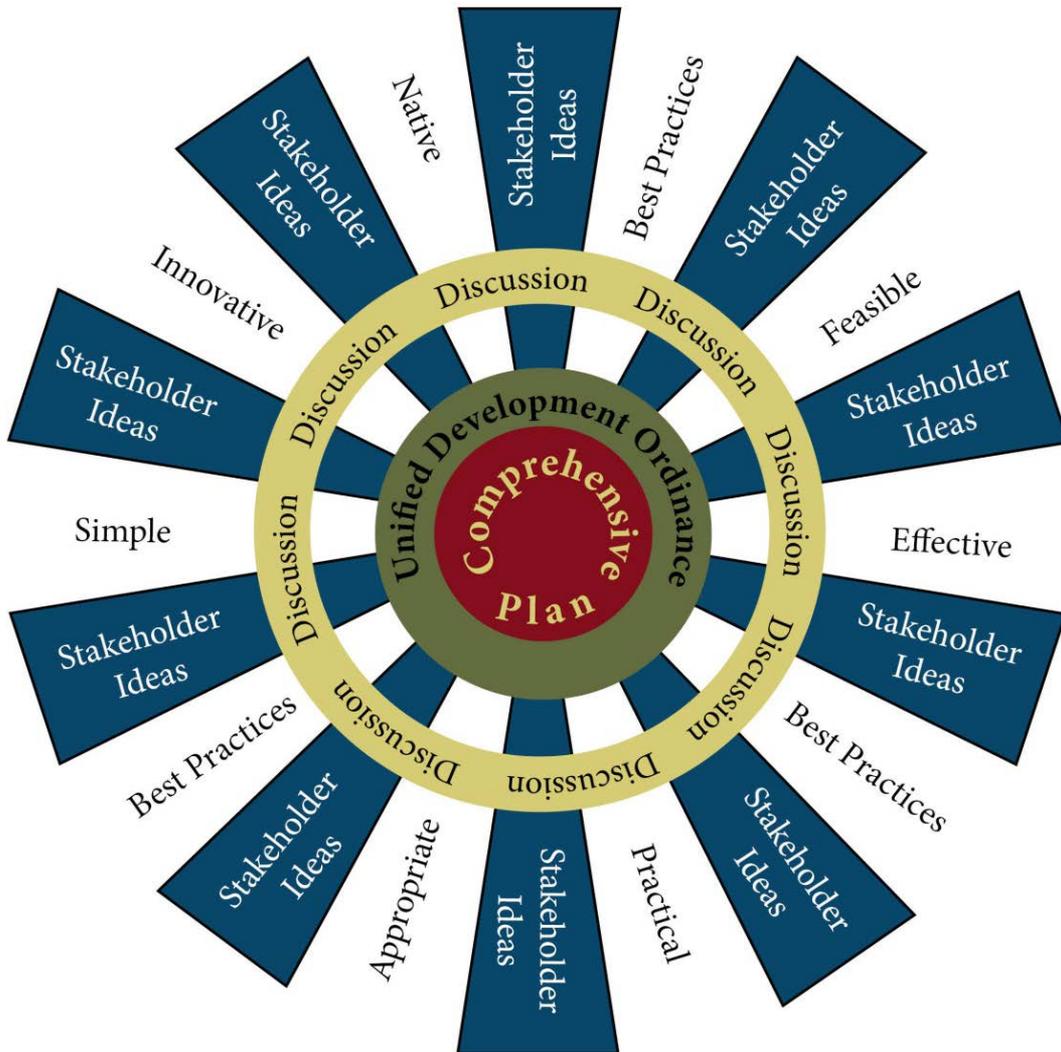
- Finding the sweet spot
  - Still fair and enforceable
  - Still streamlined
  - Still feasible and effective



# The Challenge

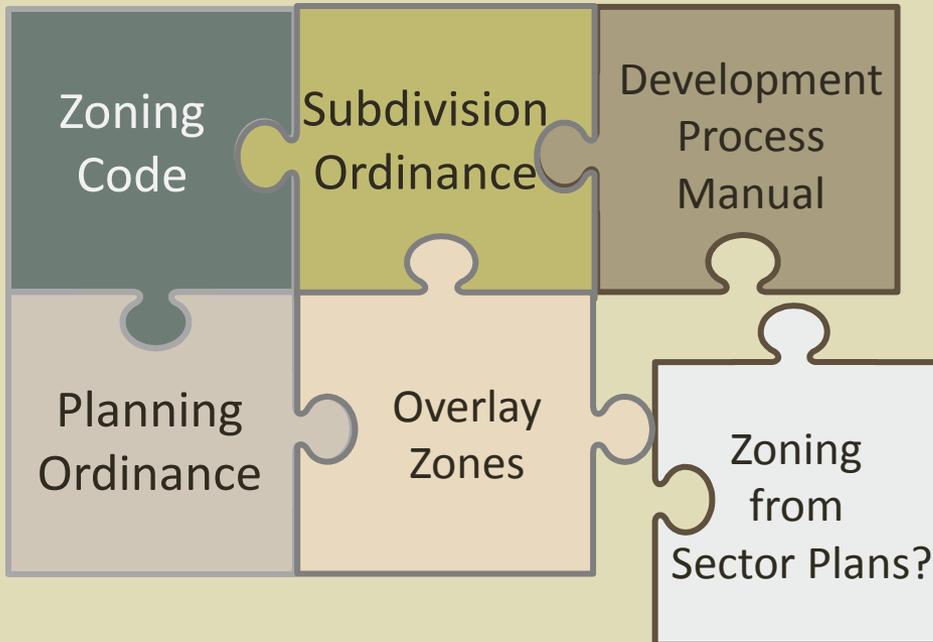


# What will success look like?



# Update and Consolidate

## Unified Development Ordinance



## Comprehensive Plan



# Questions?



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