

The following text replaces text in Part B, item 6 (**Urban Centers**) of the Comprehensive Plan narrative beginning on page 15.

## I. INTRODUCTION AND CONTEXT

### B. LAND USE

#### 6. ACTIVITY CENTERS

##### Trend

As noted elsewhere in the Comprehensive Plan, much of Albuquerque’s development for the last 50 years has been in a ~~low density~~ form **characterized by buildings with large setbacks and parking lots** served by a grid of arterial streets designed [especially] **primarily** to move vehicular traffic. Commercial, office and retail land uses typically are not concentrated in well-differentiated activity centers, but rather tend to be strung out along many of the arterial streets. Also typically, these land uses are auto/driver oriented, with substantial amounts of surface parking. **This trend has been made more prevalent in the last two or three decades by increasing numbers of big box retail establishments, and by larger formats for medical services.**



Auto-oriented strip commercial development

While it is true that slightly more agglomerated activity nodes occur at arterial street intersections, they seldom function as singular activity centers with easy walking connections among uses. Instead, they work more like four “sub-centers”, one on each corner, separated by multiple lanes of traffic, not at all conducive to pedestrian trips from one side to the other, nor to mass transit usage.

##### Centers Concept

The Plan’s Centers element describes a concept that can have a major effect on urban form **through balanced growth and consumption of land**. Centers are intended to concentrate a diversity of community activities at appropriate locations. Designated centers should be the focus of City and County efforts to build upon existing locations and develop future activity centers as vibrant, transit-oriented urban places that encourage walking to destinations throughout each center.

The Centers concept provides a rational framework for the efficient allocation of public and private resources. The concept would concentrate land uses for greater efficiency, stability, image, diversity and control while safeguarding the city's single-family residential areas from potential intrusion by more intense land uses. Population concentrations located within centers and interconnected corridors ~~[can result in less]~~ **could help reduce** automobile travel, provide better mass transit opportunities, and decrease adverse environmental effects. **Other benefits may include housing close to jobs and services, reduced personal transportation costs which can go toward other needs, and increased options for living an urban lifestyle with easy access to a great variety of activities.**



Typical major arterial intersection and auto-oriented land use



The same arterial intersection showing infill/redevelopment that would convert the area into a community-scale activity center.

Activity centers can become magnets for activity and development which positively affect urban form, environmental quality, and the transportation network. Committing capital implementation funds specifically to public improvement in activity centers and taking actions necessary to limit the range and intensity of land uses outside the centers are key needs if such a new development style is to be realized, **and it will likely take two decades or more to accomplish, depending on what proportion of the capital program is committed to centers implementation, and on land use regulatory success and private sector response.**

### Types of Activity Centers

The Plan envisions five basic center types: Major Activity Centers, Community, and Neighborhood Centers, as well as Specialty Centers and Rural Village Centers. This plan contains policies which address the function and composition of each.

- **Major activity centers:** Areas whose major focus is concentration of commercial and/or major employment uses.

A major activity center is an area between 300 and 1,000 acres designated to provide a place of work for residents throughout the metropolitan area, but also including medium (**7-12 dwelling units per net acre**) to high-density (**12 dwelling units or greater per net acre**) housing and other uses in support of employees and commerce in the area and region. Predominantly auto-oriented in Albuquerque at the present time, major centers should be concentrated more in the future to better support transit usage, and be redesigned for greater pedestrian access. Major Centers floor area ratios should be higher than elsewhere in the city, and they should contain such activities as regional shopping centers, government and financial institutions, and major cultural and entertainment features. Major urban transportation corridors would connect these centers with each other and with residential areas.



*Downtown, Albuquerque's original Major Activity Center.*



*Nob Hill contains good examples of "community scale" center development.*

- **Community Activity Centers:** Areas designated to provide focus, identity, and convenient goods and services **as well as some employment** for a **number of** surrounding [area of 6 to 12] neighborhoods with a combined population of [15,000 to] 30,000 **or more**. The **ideal** community activity center should be between 15 and 60 acres of commercial, office, entertainment, medium density residential, and institutional uses accessed by arterial streets and a range of transit service levels depending on composition; **adjacent, contributing uses could result in larger quantities of acreage**.

The ideal Community Activity Center would have parcels and buildings scaled to pedestrians, small enough to encourage parking once and walking to more than one destination. Off-street parking is often shared, and on-street parking helps contribute to the

intimate scale typical of well functioning pedestrian areas. Parking located between and behind buildings would permit people to walk more safely and comfortably between uses that front on sidewalks rather than parking lots. Seating and shade along pedestrian routes also promote walking and informal gathering. The successful multi-use Community Activity Center is a vibrant people place **especially serving the surrounding community area as defined by the “Community Identity and Urban Design “sections and map within the Comprehensive Plan, e.g. the San Mateo/Montgomery and Hoffmantown Community Activity Centers serve the Mid-Heights Community Area.**

- **Specialty Activity Centers:** Several “one-of-a-kind” facilities or Specialty Activity Centers, need support to continue providing the metro area population with variety and interest. The State Fairgrounds, UNM Sports Complex, Balloon Fiesta Park, Old Town/Museum Complex, Bio Park and Zoo all provide unique recreational and entertainment opportunities and, in some cases other, more year-round uses that are complementary to the primary use. The Albuquerque Sunport, the regional air travel hub, is a Specialty Activity Center with another type of significance to Albuquerque and this part of New Mexico. Specialty Activity Centers tend to be quite large, several hundred acres in size, due to their extensive regional, state, and national “service area”.



Albuquerque’s Biopark exemplifies the uniqueness of Specialty Activity Centers.

- **Neighborhood Centers:** Designed to meet the daily “convenience” goods and service needs of residents in two or three immediately adjacent neighborhoods. Their size would not usually exceed [25] 10 acres, and would include a mix of small scale retail/service uses, neighborhood park and perhaps small institutional uses such as elementary schools. Access is generally by local and collector streets. Too numerous to indicate on the Comprehensive Plan map, neighborhood centers should be specifically located and mapped in the course of smaller area planning.
- **Rural Village Centers:** These centers exist at several locations in unincorporated areas of Bernalillo County. They are designed to serve daily convenience goods and service needs of residents living in the surrounding rural and semi-urban communities. Similarly to Neighborhood Centers in the urban area, Rural Village Centers are usually only a few acres in size, located on an arterial street or highway, and **should ultimately** contain a mix of small scale retail and service uses such as grocery stores, restaurants, gasoline service stations, hardware stores and offices, **as well as some housing within walking distance of the other uses.**

## **[POLICY] Objectives for Creating Centers**

Generally speaking, Major Activity Centers designated by the Centers and Corridors map are too diverse in terms of function to be effectively governed by a single set of design principles, either for streets or the private realm. Where Downtown (in the near term, and perhaps Uptown in the longer term) can realistically pursue a development philosophy of “park once and walk” to multiple destinations during the course of a day, the relatively low density employment district of a Journal Center lacks the small block grid and platting of mixed land use necessary to successfully promote significant pedestrian activity. Specific solutions suited to the unique circumstances of each major activity center must be designed to effectively build and redevelop street features and complimentary land uses. This is best accomplished through Rank Three development plans, similar to those already in place for Downtown and Uptown.



*One illustration of Downtown developed with more building intensity, transit and pedestrian opportunities.*

Most of the remaining activity centers designated by the map are community scale in nature, and while they too are quite diverse in their history and functional character, it is useful to establish basic community identity design and development objectives intended to gradually move them toward greater pedestrian and bicycle accessibility and transit usage. This objective is important because the goal of community centers is to serve mainly the routine daily and weekly service needs of nearby neighborhoods, with some employment. A “baseline” set of design/development policy objectives for community scale centers is promulgated in this Comprehensive Plan. More detailed design objectives appropriate to different locations should be set forth in smaller area planning efforts.

Land use, zoning and transportation decisions made incrementally over decades have undermined effective implementation of the activity centers concept at designated locations. A dispersed pattern of commercial, office, industrial and **low to** medium-density residential zoning **and use** has developed since the first Comprehensive Plan’s adoption in 1975. The availability of lower cost vacant land with equivalent zoning outside the designated centers works against attempts to concentrate uses in the centers.

With rigorous community support, public investment and effort to contain intense uses in designated activity center areas **over the next 20 to 25 years**, the concept might succeed. Travel would become less dispersed, making transit systems more efficient and public/private expenditures for pedestrian ways and community amenities more feasible.

***As of 2001, with a limited capital program that annually is \$20 million short of funding infrastructure rehabilitation needs, and with declining Gross Receipts Tax revenue undermining local government operating capacity, Albuquerque and Bernalillo County will need the efficiencies which can be achieved through implementation of centers and corridors development policy.\* A corollary benefit would be a more compact urban area that is more sustainable, not only fiscally and economically by virtue of more concentrated and efficiently used infrastructure, but also environmentally by virtue of shorter travel distances and reduced landscape irrigation. And finally, property values within the built urban area would be stabilized or improved through reinvestment.***

Activity Center development can only be accomplished through careful analysis and identification of advantageous connections among interrelated factors such as land use form and intensity, zoning and its spatial distribution, demographics, market trends, transit considerations, redevelopment and infrastructure conditions and objectives. Ongoing public-private cooperation is essential to creating market conditions that support centers development.

***Assumptions that underlie successful development of mixed use activity centers and transportation corridors include:***

- ***Albuquerque and Bernalillo County will continue to grow, probably at or near the recent annual rate of 1.4%, most years through 2025. This will result in more than 60,000 additional households.***
- ***Personal vehicles will continue to be the predominant choice in mode of transportation, though drive time will erode considerably, and a larger share of trips than today will be taken on mass transit, bicycles, or by walking or ridesharing.***
- ***Arterial streets will be maintained and/or reconstructed, with greater attention to serving travel modes including mass transit, walking and bicycling as well as vehicles.***
- ***Transit services will be improved in terms of comfort, convenience and competitiveness as a viable transportation choice.***

***\* It is also useful to note that, in 2001, there is an estimated \$1.8 billion backlog of water, sewer, transportation and hydrology rehabilitation need, as well as \$700 million in deficiencies.***

The following text replaces text in Part D, item 4 (**Transportation and Transit**) of the Comprehensive Plan narrative beginning on page 31.

## **I. INTRODUCTION AND CONTEXT**

### **D. COMMUNITY RESOURCE MANAGEMENT**

#### **4. Transportation and Transit**

The national air, rail, and highway systems are necessary for a functioning economy in the city. They connect the Albuquerque region to the state, nation, and other countries. They enable regional specialization, and link spatially separated activities into an economic system. The major facilities of these systems are also important in providing the structure for the city's physical development pattern. Albuquerque is the state's transportation center; it is the only community in the state in which all the modes converge **locally, the bus transit system is a significant potential alternative to drive - alone automobile trips.**

##### **The Interstate Highway System**

Albuquerque is served by two interstate highways: Interstate Highway 25 and Interstate Highway 40. Both carry large volumes of traffic locally and regionally, and are being upgraded [~~between 2000 and~~] **through 2010. The State's highway upgrade program is an opportunity to enhance the I-25 and I-40 Corridors.**

**Albuquerque and Bernalillo County, in cooperation with the NMSHTD, the Middle Rio Grande Council of Governments (MRGCOG), community groups, business, and professionals, has prepared the Interstate Corridor Enhancement Plan - A Conceptual Framework (ICEPlan) for I-25 and I-40.**

In addition to a great deal of local commuter travel, these facilities are used by two modes of transport. These are trucking and motor coach carriers.

Trucking is the dominant freight transport mode in New Mexico relative to the dollar value of goods destined to or originating in the state. Albuquerque is New Mexico's motor freight hub for truck firms, terminals, and warehousing.

Trucking and warehousing has three distinctive business groups. Each serves the economy differently and have different requirements for development, access, and circulation within the city.

Truckload/intercity firms are national or multi-regional in scope and specialize in truckloads of freight from an origination terminal in one major city to a destination terminal in another major city. Scheduled service is provided over fixed routes. Rail transport is increasingly used to carry trailers or containers in distances of 600 or more miles between major cities.

Regional truckload and regional less-than-truckload firms are generally regional in scope, moving freight from the origin customer to a terminal (origin-terminal movements) or moving freight from a terminal to a final destination (terminal-destination movements).

Local distribution trucking generally operates only within the city and delivers products to outlets.

Trucking terminals in the city are presently concentrated in three geographic locations. The largest concentration of terminals is within a ~~two square~~ **3/4** mile radius of Edith Boulevard and Montañó Road in the North valley ~~near~~ **west of** Interstate Highway 25. A smaller concentration is located on the west mesa near Hanover Road and Coors Boulevard, ~~near~~ **South of** Interstate Highway 40. A new concentration is developing on the west mesa along Central Avenue at Nine Mile Hill, near Interstate Highway 40.

Motor coach carriers using the Interstate Highways offer affordable ~~accessibility~~ **passenger service** to major destinations and to destinations without any other mode of scheduled passenger services. Carriers serving Albuquerque have changed service patterns since Federal de-regulation. Several new companies now provide service to destinations within the state and beyond, supplementing very long distance service operated by more established carriers. Albuquerque generates about 200,000 passengers annually for scheduled motor coach carriers.

The primary purpose of the interstate highway system is to carry longer distance trips to and through urban areas; that function could be facilitated by a “managed lane” dedicated to truck movement much of the time and shared with express (local) buses, carpools, etc. at other times.

### **Aviation**

Albuquerque is the location of a Federal Aviation Administration Air Route Traffic Control Center, a facility necessary for ~~same,~~ reliable aircraft operations across a major part of the Southwest.

~~Three~~ **Two** of New Mexico’s fifty-six publicly owned airports are in Albuquerque. The largest is International Sunport, a terminal with three passenger concourses and twenty-seven gates, four active runways, a separate air cargo building, and a full range of support facilities.



*The International Sunport, New Mexico’s major air traffic hub and one of Albuquerque’s Specialty Activity Centers*

General aviation is served by two airports dedicated to that activity: Double Eagle Airport (west mesa), **and privately - owned** Coronado Airport (east mesa). Some general aviation operations continue to use the

International Sunport. Corporate general aviation activity has been growing in Albuquerque with a trend of using larger aircraft.

Albuquerque is the focus of commercial air traffic in New Mexico: over half of the state’s population is within 100 miles of the city’s principal airport. It is a medium hub air passenger market, one which annually enplanes between .25 and 1.00 percent of all certified domestic activity. About 95% of New Mexico’s airline passenger activity occurs here.

Commercial aviation (scheduled airline service) has two components. Major airlines (Level 1 carriers) are responsible for the largest number of operations and passenger enplanements. Commuter airlines (Level II carriers) represent a much smaller share of total commercial aviation operations in Albuquerque. Five all-cargo carriers serve the city.

Commercial aviation exclusively uses the City’s International Sunport, a facility shared with Kirtland Air Force Base. The National Plan of Integrated Airport Systems classifies it as a medium haul commercial service airport. Such airports accommodate non-stop commercial airline service to destinations of 500 to 1500 miles. The City’s Airport Master Plan (1993) (focusing on landside issues) constitutes a development plan to assure this facility will meet projected demand.



Sunport and KAFB runways in the south edge of Albuquerque

The feasibility of direct flights to international destinations and more non-stop flights to domestic destinations has recently been analyzed and found to be a potential need.

The following table describes projections of annual passenger enplanements.

<b>Year</b>	<b>Major Airlines</b>	<b>Commuter Airlines</b>	<b>Total Enplanements</b>
<b>2000</b>	4,047,000	213,000	4,260,000
<b>2005</b>	4,826,000	254,000	5,050,000
<b>2015</b>	5,610,000	290,000	5,900,000

Source: 1996 Forecast, Landside Master Plan (1998)

## **Rail**

The national railroad network provides both freight and passenger service to Albuquerque. Railroad right-of-way is also important for advanced telecommunications: it is used as a fiber optics cable route.

The freight railroad companies consist of three business groups based on their operating revenue (Class I), or on other characteristics (Class II, Regional and Class III, Local). Class I carriers, similar to intercity truck load firms, are wholesalers of transportation services. In 1991 there were 196,081 miles of Class I track, nationally, 1,910 of which are in New Mexico.

Rail freight service is provided by the Burlington Northern and Santa Fe Railroad (BNSF), a Class I carrier. Between 10-12 million tons of freight annually pass through or are shipped to/from Albuquerque by rail, depending on national and regional economic conditions. Albuquerque contains the only trailer and container “straddle lift” (crane) for intermodal car loading in the state.

Rail passenger service is provided by the National Railroad Passenger Corporation (Amtrak). Albuquerque has the main rail passenger station in the region. It generates about 52,000 passengers annually for the single schedule through the city. Several new service possibilities has been recently analyzed including Albuquerque-Santa Fe and El Paso-Albuquerque-Denver and found to be potentially feasible.

The crossing of railroad lines with streets at grade is a safety issue. There are 28 railroad/highway crossings in Bernalillo County, only 10 of which are grade separated. The remaining 18 are protected by lights and gates but increasing traffic (motor vehicle and rail) increase the risk of collisions.

The preservation of the two inactive rail corridors in the city is an economic development issue. One corridor extends east toward the airport terminal. The other (further south) extends along the north bank of the Tijeras Arroyo to Kirtland Air Force Base. Federal Funds are available for [this purpose] **preservation**, possibly [preserving] **allowing** future re-use options.

Other concepts to expand rail service and improve safety are contained in the New Mexico Transportation Plan’s Railroad Plan (1996). Perhaps the most important change for Albuquerque’s rail corridor is completion of the new Alvarado Transportation Center along First Street south of Central Avenue. It will serve as Albuquerque’s ground transportation hub, where passengers may switch from one mode to another or simply transfer from one local bus to another.



*The Alvarado Transportation Center on the east side of Albuquerque’s downtown*

## **Transit**

***All transit service in the Albuquerque area today consists of publicly-provided buses. The Transit Development Program is important in the area's transportation network. Transit is not only a vital transportation link for people without private automobiles; increased usage can generate substantial savings in public and private expenditures. Transit use, walking and biking are likely to increase as traffic congestion and fuel prices increase in the future, and logically, more people should opt to live close to activity centers in order to reduce trip distances.***

Between 1960 and 1985, increased automobile use and declining transit ridership occurred simultaneously and attest to the auto centered development patterns characterizing ~~[the area]~~ ***metropolitan Albuquerque. Before 1960, as much as 30% of trips in Albuquerque were made on buses. In 1995, less than 1% of all trips were made on transit. Carpooling accounts for around 12% of work trips, and drive - alone trips to work account for more than 80%.***

Future population growth, environmental concerns and transportation network saturation at peak periods will likely stimulate greater mass transit use. Land use decisions can encourage transit use by concentrating major activities in easily served locations. In addition to providing cost effective service, transit riders do not have to ~~[deal with]~~ ***contend with*** congested traffic ~~[congestion]~~ and parking problems associated with private travel. In areas where high intensity land uses currently exist, such as Downtown, transit and ridepooling are viable alternatives to additional parking facility construction. Transit can also be used in downtown revitalization and within other activity centers by promoting pedestrian activity and reducing the need for parking. Greater transit use could also generate savings on roadway maintenance, improve air quality, and relieve traffic congestion.

In order to reduce dependency on travel by auto, the metropolitan area must provide more travel options to residents. A major step toward providing travel options is improving the public transit system. With a good transit system, access is improved for people with limited mobility - whether it be to their jobs, getting home at night or going to the many cultural and special events offered in the evenings and on weekends. A good transit system also provides an additional choice of travel mode for many trips within the area. To provide this system, transit must be able to provide convenient local and express bus service, including service for the mobility impaired. New types of service like over-the-road coach service, shuttle service within activity centers, and deviated fixed route service within neighborhoods may be feasible to replace or supplement the standard route service. Transportation Demand Management (TDM) strategies can also be promoted by implementing subsidized vanpools, carpools, bikes, and high capacity transit (light rail, busways, bus priority facilities).

Transportation Demand Management (TDM) Programs include strategies for working with employers and developers to plan and promote use of transit, ridesharing, bicycle and pedestrian commuting. Efforts are concentrated in areas which generate a significant number of trips.

### **Street Network**

The Long Range Roadway System Plan identifies the location and the functional classifications of the street network. Automobile usage dominates the means of transportation in Albuquerque. Vehicle miles traveled (VMT) per person per day has increased from 12.2 in 1970 to about 22 in 2000. Overall VMT for Albuquerque was 9.4 million in 1987, and now approaches 13 million. ***Lane miles increased from 2078 in 1995 to 2267 in 2000, amounting to about 38 additional lane miles per year.***

Vehicle-carrying capacity is being approached during peak periods on a number of major travel corridors and intersections such as Coors and Montano Boulevards. ***Some ten links citywide have peak hour traffic volumes that exceed the capacity those links were designed for: Alameda from the west side to 4th Street NW; Golf Course Road north of Paradise Hills; Coors Boulevard at Paseo del Norte, Montano, I-40, and South of Coors; Paseo del Norte at several points between the west side and Wyoming Boulevard; Montano from Coors to 4th Street; Academy at points between San Mateo and Wyoming; Central Avenue over the Rio Grande; Bridge Boulevard over the Rio Grande; Rio Bravo between Iseleta and Broadway; Gibson between Yale and Carlisle.***

Extensive residential development west of the Rio Grande has generated more river crossing trips in an area where existing roadway deterioration is already outpacing maintenance. Street efficiency can be improved by increasing emphasis upon compatible land use and roadway design measures. New land uses along major roadways should not, for example, impede traffic flow through the inappropriate placement of driveway entrances and exists.

***\*NOTE: A TDM program should include:***

- Developing proposals and guidelines for the establishment of Transportation Management Associations (TMAs).***
- Developing commute management programs for major employers.***
- Promoting development conditions at the Environmental Planning Commission for the implementation of TDM programs that provide: Onsite assistance to employees seeking alternative transportation; subsidized transit passes; carpool and vanpool matching; subsidized vanpool programs; preferential parking for ridesharers; facilities for bicycle commuters (lockers, showers); transit marketing programs; workday schedule alternatives; financial and other incentives.***

**Some 300 lane miles are rated as congested, and despite the addition of lane miles at the pace noted above, there would be an estimated 1100 lane miles congested in 2020, with an erosion in drive time of 35%. And as evidenced by the number of comparatively new street links with traffic volumes exceeding their design capacity,** new roads and network expansion are both short-term and finite solutions to the area's ultimate transportation needs and demands. Continued air quality degradation, and network and fiscal constraints are some factors making alternative travel options more feasible, particularly as land development aggravates existing difficulties. The development and continued improvement of transit and TDM provide feasible transportation alternatives to building new or wider roads. Albuquerque and its surrounding area have a growing network of bicycle paths whose expansion and linkage will improve prospects for both recreational and work related bike travel.

### **Corridors Connecting Activity Centers**

The Corridors depicted on the Centers and Corridors map delineate a framework for the growth of Albuquerque and Bernalillo County which will protect the area's environmental, economic, social and fiscal resources. **Widely supported by the public in a 2001 series of community gatherings, focus groups and stakeholder meetings,** the concept seeks to change the patterns of growth and transportation service in a manner that allows transit, bicycle, and pedestrian travel to provide an increasing percentage of the transportation needs and create centers of community and regional activity. The auto has been the primary form of transportation in the area, and auto service levels affect the economic vitality of the city. But the Centers and Corridors policy concept would balance auto needs with increasing efforts to shift to other modes, reduce trip lengths, and reduce auto trip making. Specific to this vision is encouraging more compact mixed-use development along transportation corridors and in



*How a Major Transit Corridor could change over time.*

specified activity centers. An additional objective is to promote transit by increasing transit service in a pattern of centers and corridors which gives transit the maximum potential to shift trips from the automobile. Finally, the vision seeks to increase the mode share of bicyclist and pedestrian trips by improving pedestrian environments and bicycle connections within/to centers and corridors.

The Centers and Corridors concept seeks to make the best use of the arterial street network to move people. The concept guides not only street infrastructure and transit service investments, but also land use development. The corridor/centers designations are applied in addition to the arterials' destinations according to the Functional Street Classification System. These designations are depicted on the Long Range Roadway System Map (Appendix E). ***The Centers and Corridors Concept is also consistent with the Middle Rio Grande Connections Study (April, 2001).***

### **Types of Corridors**

This policy concept intends to change transportation characteristics and service as well as land use forms. The existing transportation characteristics and land uses within the corridors/centers are not generally described in the following designations. The Plan will promote the change of transportation and land development characteristics over time.

- **Express Corridors:** A network of roadways that would be dedicated to developing higher speeds with fewer interruptions to travel for the car and public transit vehicles. These corridors are typically limited access, higher speed with pedestrian and bicycle trails separate and protected, and would provide efficient express bus service to the major activity centers where the largest share of the region's jobs are located. These corridors would be the site of some future **infill** and redevelopment that could create a larger number of people living close enough to have good access to public transportation at selected locations.
- **Major Transit Corridor:** Roadways designed to optimize public transit and move large numbers of people in a very timely and efficient manner. These roadways could have dedicated bus lanes, wide sidewalks, bike lanes, and longer term possibility of light rail service. These corridors would focus on the movement of many people in a pedestrian friendly environment, would emphasize short trips and convenience and would be prime candidates for significant mixed use infill and redevelopment.
- **Enhanced Transit Corridor:** Roadways designed or redesigned to improve transit and pedestrian opportunities for residents, businesses and other users nearby. These roadways could have similar features to the major transit corridor. Their goal is to provide transit service competitive with the car, and develop adjacent land uses and intensities that promote the use of transit.

### **Roadway Design**

Environmental features and adverse effect should be considered in planning roadway facilities. The all weather circulation system for rural areas which ensures access to existing and planned development is one example of the environmental and network conditions that

must be considered when designing roadways. Natural features such as escarpments, arroyos, volcanoes, basalt rock, soils and topography will continue to be a strong alignment choice determinant. Man-made features like diversion channels also require consideration in designing new facilities which traverse them. Air quality, noise pollution and visual effect on existing neighborhoods are important environmental and aesthetic questions which must be weighed when designing new roadways. New facilities should protect neighborhoods from negative roadway design while providing amenities like safe road crossings and parallel paths which facilitate non-motorized travel.

### **Bicyclists and Pedestrians**

Bicycling and walking have become increasingly important transportation modes because trips can be made with no environmental degradation and the modes are supported by generally smaller investments. The choice to bicycle or walk is influenced by travel distance, traffic safety, [climate] **weather**, topography, convenience, costs, valuation of time and exercise, physical condition, family circumstances, habits, attitudes/values, and peer group acceptance. Other factors which influence a person's decision to bicycle or walk and for which the city has



control are the presence of bicycle facilities, traffic conditions, and access and linkage to destinations. The most common reasons given why an individual does not bicycle or walk is the lack of safe, direct, and interconnected facilities. The interconnection of bicycle and pedestrian facilities to transit service expands the opportunity to travel further distances for bicyclists and pedestrians.

As of 1998, the bikeway system identified 200 miles of existing (unmarked, on-street) bike routes and 45 miles of existing (marked, on-street) bike lanes. The Comprehensive Bike Plan proposes reducing bike routes on arterials in favor of safer facilities. In most cases, existing routes are upgraded to bike lanes when adequate right-of-way or curb-to-curb width is available. Other bike lanes are lanes placed on minor arterials and collectors which typically have lower traffic volumes and speeds. Bike routes will primarily be located on local, residential streets (low volume) when other streets are less [feasible] **safe and attractive**.



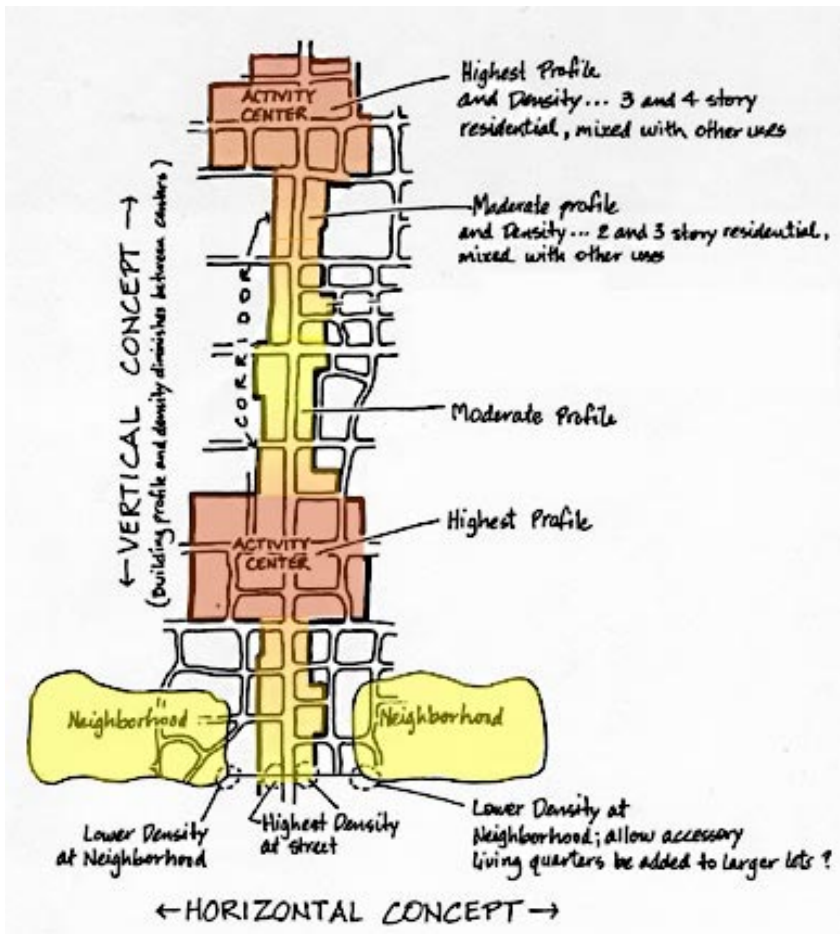
*Marked bike lanes are safer and therefore more attractive to riders.*

Of critical importance to the Bike Plan is elimination of travel barriers. To this end, the Plan maintains all river crossings and seeks to obtain crossings of the two interstates. River crossings are few and the distant spacing between them does not allow any one river crossing to be a substitute route for another. An even more challenging barrier occurs for east/west travel across I-25. The width of the freeway includes frontage roads which limits options for overcrossing the freeway, and opportunities to cross under the freeway are limited by congested intersections. In contrast, north/south travel across I-40 east of the Big "I" is facilitated with five overcrossings, and crossing west of the Big "I" can be incorporated into the existing at-grade intersections.

A comprehensive and integrated pedestrian plan, providing regional guidance on pedestrian facilities, is yet to be completed for the Albuquerque/Bernalillo County area. At the city level, policy on pedestrians is stated in many planning documents. Some of the critical elements are pedestrianism within and to centers, [and] **pedestrian connections between adjacent parcels, neighborhoods, and the arterial streets, and compliance with ADA (Americans with Disabilities Act) Standards for sidewalk design and pedestrian access.**



How moderate intensity mixed land uses can transform an area.



A general concept for distribution of land use intensity in a transit corridor linking two activity centers.

### Land Use

Internal circulation is closely associated with the location and design of land uses that generate the need for movement. Reducing the need to travel by automobile and reducing trip lengths are as important as providing transportation facilities that meet area needs. Altering the placement and mix of land uses can make alternatives to private automobile travel feasible. Mixed land use, for example, congregates several different activities at one location, facilitating work, leisure, and shopping functions without driving. Not everyone will live close to where they work, or shop close to where they live, but the option should be available.

Density of housing and intensity of non-residential development should be highest where corridors coincide with designated activity centers. ~~[and diminish along the corridor between centers.]~~ **Between seven and twelve dwelling units per net acre is necessary to support frequent bus service.** Density and intensity should, generally speaking, also be highest at or near the street/corridor, and diminish as the adjacent residential neighborhoods are encountered. **Successfully developed activity centers and linking corridors with mixed residential and non-residential uses offer an alternative to sprawl, creating more life - style choices and a more sustainable city in the process. With cooperation among local government, the private sector, and consumers, 15,000 to 20,000 housing units could be added by 2025 within the activity centers and the transit corridors shown on the Comprehensive Plan map.**

### **Planning Coordination**

The Middle Rio Grande Council of Governments' (MRGCOG) Urban Transportation Policy Board (UTPPB), composed of elected officials from the City, the County and other local governments and agencies in the region, is responsible for setting regional transportation policy. By contrast, land use planning and zoning decisions fall under the jurisdiction of the respective local government, be it the City of Albuquerque, Bernalillo County, Corrales or Tijeras. The current urban form has evolved based upon the desires and policies of the past. The centers and corridors policy concept seeks to promote a more compact ~~[urban form]~~ **built environment** with areas of ~~[higher density]~~ **greater population** and mix of uses, ~~[served increasingly by]~~ **that increases opportunities** for transit, bicycle, and walking. Early coordination is essential to properly planning multi-modal transportation systems for this changed pattern of growth. These coordinating efforts also need to incorporate such concepts as carpooling/vanpooling, Intelligent Transportation Systems (ITS), and Transportation Demand Management (TDM).

**Sources: Data on the transit system and street network used in the above write-up are from either from Middle Rio Grande Council of Governments or from the draft "Planned Growth Strategy" (2001).**

The following replaces Part B, item 6 (Urban Centers) policy section of the Comprehensive Plan, beginning on page 69.

## II. GOALS & POLICIES

### B. LAND USE

#### 6. ACTIVITY CENTERS (Replaces “URBAN CENTERS”)

The Goal is to [~~create specially designed~~] **expand and strengthen** concentrations of moderate and high-density mixed land use and social/economic activities which reduce urban sprawl, auto travel needs, and service costs, and which enhance the identity of Albuquerque and its communities.

##### Policy a

**Existing and proposed** activity centers are designated by the [~~Centers and Corridors~~] **Comprehensive Plan** map\* where appropriate to help shape [~~urban form~~] **the built environment** in a sustainable development pattern, create mixed use concentrations of interrelated activities that promote transit and pedestrian access both to and within the center, and maximize cost-effectiveness of City services. **Each center will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation.** The following table [~~presents defining~~] **specifies** policy objectives for each type. [~~as well as for Neighborhood Centers which are not shown on the Plan map.~~]

\* **Boundaries of centers shown on the Plan map are not official, but merely indicate where non-residential use and/or Zoning meet the edge of residential use and/or Zoning, and where interrelated activities exist within walking distance of one another.**

**Policy a: TYPES OF ACTIVITY CENTERS (pg 1)**

	Neighborhood Center	Community Activity Center
<b>Purpose:</b>	Provides for the daily service of convenience goods & personal services for the surrounding neighborhoods. It serves as the social and recreational focal point for the surrounding neighborhoods and is accessible from all surrounding residential developments.	Provides the primary focus for the entire community sub-area with a higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, civic land uses, employment, and the most intense land uses within the community sub-area.
<b>Service/ Market Area:</b>	- <i>Ideally</i> up to .5 mile walking distance - serves <del>up to</del> 15,000 population <i>± in a larger, driving service area.</i>	- up to 3 miles - serves <del>up to 100,000</del> population <i>of 30,000 +</i>
<b>Access:</b> - <b>street designation</b> - <b>modes of travel</b>	- located on local or collector streets - least auto dependent - active pedestrian and bicycle connections should be provided to all adjacent neighborhoods, schools, and parks - convenient transit services should be connected with community-wide and regional transit development	- very accessible by automobile - located on minor & major arterial streets - should provide main hub connecting to regional transit system - community-wide trail network should provide access to center - the interior of the center should be very accommodating to the pedestrian, even within the predominantly off-street parking areas
<b>Land Uses:</b>	Core Area: 5-15 acres  - minimum noxious impacts to sensitive adjacent uses  EXAMPLE OF TYPICAL USES: - convenience grocery, dry cleaners, gift shop, deli - public and quasi-public uses (branch library, post office, police, fire, etc.) - garden offices [- <del>community or senior center</del> ] <i>Neighborhood Service Center</i> - daycare center [- <del>no drive up</del> ] - apartments, townhouses, patio homes and shop houses - elementary school	Core Area: 15-60 acres, + adjacent, <i>contributing uses</i>  [- <del>large volume retail necessitates need for limited big box</del> ] <i>limited floor area per building</i>  EXAMPLE OF TYPICAL USES: - low-rise office - public & quasi-public uses (e.g. post office, library) - entertainment (restaurants, theaters, etc.) - hotel/motel - shelter care - medical facilities - education facilities - large religious institutions - medium density residential - middle/high school - senior housing - <i>community or senior center</i> - <i>park-and-ride facility under certain conditions</i>
<b>Scale:</b> <b>a. platting</b> <b>b. buildings</b> (size, massing, height, intensity, setbacks) <b>c. parking</b> <b>d. pedestrian amenities</b>	<b>a.</b> walkable from one side to another; fine grain/small parcels <b>b.</b> 1-2 story; <del>up to 100,000 square feet of gross leasable area;</del> small buildings close or touching each other, <del>greater percent of facade is</del> transparent <i>windows toward street</i> ; buildings oriented to street <b>c.</b> on-street parking is encouraged; “teaser” parking; park once; bicycle parking is required <b>d.</b> intimate outdoor seating should be provided by individual businesses for informal gathering (depends on business) at or near pedestrian paths/sidewalks	<b>a.</b> Some larger parcels, but heavily punctuated with fine grain, smaller parcels; very walkable <b>b.</b> 2-3 story; moderate floor area ratios (.3 to 1.0); connections between buildings and to sidewalks; more than one façade; buildings separate off-street parking from the street <b>c.</b> predominantly off-street parking; site circulation plan is important to avoid conflict between pedestrian and auto; parking in lots or structures; pedestrian paths between parking & bldg.; bicycle parking is encouraged <b>d.</b> public plaza/open space should be provided <del>and maintained by group of tenants in center</del>

**Policy a: TYPES OF ACTIVITY CENTERS (pg 2)**

Major Activity Center	Specialty Activity Center	Rural Village Center
Provides the most highly concentrated locations of commercial, service and employment uses in conjunction with area-wide needs.	Provides locations for unique attractions serving local, regional and statewide needs.	Provides a location for the daily goods and service needs of surrounding rural communities. It should include pedestrian and non-motorized travel amenities such as sidewalks or trails, depending on area character and respecting its history.
- serves the entire metropolitan population and beyond	- serves the entire population of the metro area; draws some users from around New Mexico and nationally	- surrounding rural communities
<ul style="list-style-type: none"> <li>- accessible by all modes of travel, including pedestrians and bikes</li> <li>- located at major roadways and/or major transit stops/ transfer points</li> <li>- served by on street and off-street parking; structures encouraged</li> <li>- major street intersections designed to facilitate pedestrian - transit connections</li> </ul>	<ul style="list-style-type: none"> <li>- accessible by all modes of travel, depending on nature of uses</li> <li>- located on or easily accessible to major roadways</li> <li>- served mainly by off-street parking</li> </ul>	<ul style="list-style-type: none"> <li>- accessible by vehicle, located on an arterial street</li> <li>- should afford opportunity to walk safely from one use to another, proximate use on same side of roadway</li> <li>- pedestrian and non-motorized travel amenities</li> </ul>
<p>Area: 300 acres or more</p> <ul style="list-style-type: none"> <li>- land uses typical in modern commercial, office, and technology centers, including medium to high density residential in sensitive relationship to employment</li> <li>- transition from intense core to surrounding residential neighborhoods</li> </ul> <p>EXAMPLE OF USES:</p> <ul style="list-style-type: none"> <li>- mid &amp; high rise office</li> <li>- hotels</li> <li>- major cultural, entertainment uses</li> <li>- regional &amp; corporate offices</li> <li>- retail <del>and services [employment]</del> [- customer, business and service uses]</li> <li>- technology/light manufacturing</li> <li>- higher education facilities</li> <li>- public &amp; quasi-public uses</li> <li>- medium to high density residential</li> </ul>	<p>Area: Up to several hundred acres, depending on nature of uses</p> <p>EXAMPLES OF USES:</p> <ul style="list-style-type: none"> <li>- unique, large-scale recreational attractions</li> <li>- major air transportation hub</li> <li>- supporting retail and service uses (e.g. restaurants gift shops, administrative offices)</li> </ul>	<p>Area: several acres, depending on use/mix</p> <p>EXAMPLES OF USES:</p> <ul style="list-style-type: none"> <li>- grocery</li> <li>- service station</li> <li>- post office or other civic use</li> <li>- restaurant</li> <li>- office</li> <li>- retail and service uses</li> <li>- residential</li> </ul>
<ul style="list-style-type: none"> <li><b>a.</b> mixed small and large parcels</li> <li><b>b.</b> 3 story and higher; floor area ratios of 1.0 and larger; connections between buildings and to sidewalks; buildings close or touching in more urban of centers</li> <li><b>c.</b> on-street and off-street parking; opportunity for park-and-ride; structured parking encouraged</li> <li><b>d.</b> larger scale plazas and paths; greater opportunity for public-private partnership in creating public spaces</li> </ul>	<ul style="list-style-type: none"> <li><b>a.</b> typically one large parcel, but may be broken up by multiple buildings</li> <li><b>b.</b> buildings and related facilities may be of any height, appropriate to use and size</li> <li><b>c.</b> predominantly off-street surface parking; site circulation plan should avert conflict between pedestrian movement and vehicles.</li> <li><b>d.</b> interior of center should be very accommodating to the pedestrian, even within off-street parking areas</li> </ul>	<ul style="list-style-type: none"> <li><b>a.</b> platting varies with use</li> <li><b>b.</b> 1-2 story buildings in scale with surrounding rural character &amp; market</li> <li><b>c.</b> off-street parking per use; might be shared</li> <li><b>d.</b> should afford opportunity for pedestrians to walk from one use to another, especially when on same side of highway</li> </ul>

**Policy b**

Net densities above 30 dwelling units per acre should generally be within **Major Activity Centers**; lower net densities in areas surrounding **all types of** activity centers will serve as a transition to residential neighborhoods.

**Policy c**

Structures ~~[which would dominate]~~ **whose height, mass or volume would be significantly larger than any others in** their surroundings shall be located only in **Major** activity centers to provide for visual variety and functional diversity in the metropolitan area while preserving pleasing vistas and solar access.

**Policy d**

Size, functional diversity, and supporting market area are the primary determinants for designation as a center. Smaller activity centers serving surrounding neighborhoods may be developed, but are not designated ~~[and]~~ or mapped. ~~[as centers.]~~

**Policy e**

New activity centers may be designated **and added to the Comprehensive Plan** through **local government review and approval** based upon the following criteria:

- The proposed center's potential for shaping ~~[a balanced urban form]~~ **the built environment** in keeping with overall policies of the Comprehensive Plan.
- Market potential for concentrating activities to higher than average intensities, and potential for promoting infill of vacant land inside the existing urban services boundary.
- ~~[Feasibility]~~ **Appropriateness** of the proposed center, including ~~[availability of appropriately located land.]~~ **location** relative to the market area[s] and access/connections including transit service potential.
- Fiscal impact of the proposed center on City government and the private sector.
- Compatibility of the proposed center with surrounding neighborhoods.
- Capacity and availability of public services such as transportation, water, and sewer systems to support the center as proposed.
- Environmental impact of the proposed center.

**Policy f**

The most intense **uses in** activity centers ~~[uses]~~ shall be located away from nearby low-density residential development and shall be buffered from those residential

uses by a transition area of less intensive development.

**Policy g**

Activity center locations shown on the Comprehensive Plan map, and their predominate uses in accordance with their unique roles and expected needs of the community, shall be developed in accordance with more specific sub-area planning efforts.

**Policy h**

Changing zoning to commercial, industrial or office uses for areas outside the designated activity centers is discouraged.

**Policy i**

Multi-unit housing is an appropriate use in neighborhood, community and major activity centers.

**Policy j**

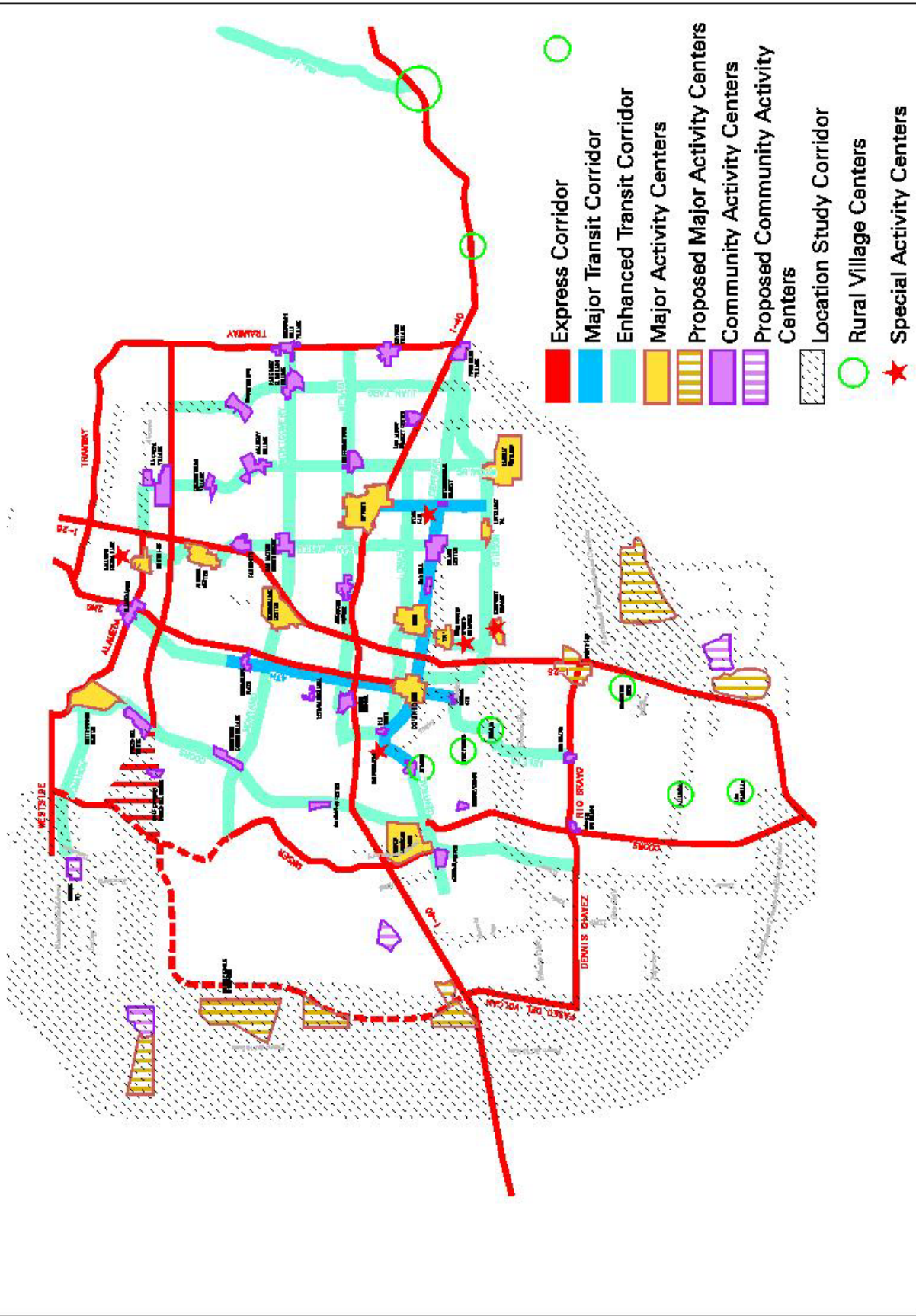
The City will structure capital expenditures and land use regulations in support of creating multi-use activity centers, and will promote ongoing public/private cooperation necessary for private market conditions that support the development and functioning of centers.

**[IMPLEMENTATION ACTIONS FOR ACTIVITY CENTERS]**

**Possible Techniques for Implementing Activity Centers**

- 1) **Review zoning and codes** for revisions necessary to facilitate private land use development and redevelopment of mixed-use concentrations of housing and employment that supports transit and pedestrian activity.
- 2) **Develop prototype plans and integrating mechanisms** that illustrate details of ideal land use, site design, neighborhood interface, public right-of-way features, etc. for Major and Community Activity Centers as defined by Comprehensive Plan policy.
- 3) **Form an inter-agency team** to devise ways of evaluating private land use *intensity* changes in designated activity centers which must be realized in order for the City to rebuild streets in the centers with Major Transit or Enhanced Transit characteristics.
- 4) **In cooperation with the private sector, develop a balanced program of regulations and incentives** designed to put more jobs near housing concentrations, to target growth to centers and corridors by priority, and to *encourage and support* Business Improvement Districts in those most committed to achieving the characteristics identified in the above activity centers policies.
- 5) **Review all development standards and ordinances** and identify obstacles to achieving the pedestrian and transit orientation necessary in centers and in transit corridors; develop modifications which facilitate walking and transit use in areas of suitable land use.
- 6) **Identify all funding mechanisms** — e.g. Capital Improvement Programs, Metropolitan Transportation Program, Metropolitan Redevelopment Area Funds, *a development impact fee system* — and their potential as implementation tools and incentives for development of activity centers, by priority.

# Centers & Corridors



The following policies replace policy a. of the Part D, item 4 policy section (Transportation and Transit) of the Comprehensive Plan (beginning page 105); remaining policies (beginning with the former policy b) will be re-lettered.

#### 4. TRANSPORTATION AND TRANSIT

The Goal is to **develop corridors, both streets and adjacent land uses, that** provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.

##### Policy a

~~[Transportation system improvements among all modes shall be made in accordance with land use, environmental, and public service policies of the Comprehensive Plan;]~~ The following ~~[matrix]~~ **table** presents ideal policy objectives for street design, transit service, and development form consistent with corridors and centers as shown on the Centers and Corridors map in the Activity Centers section of the Comprehensive Plan. **Each corridor will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation.**

**Policy a. CORRIDOR POLICIES**

<b>Street Design</b>				
<b>Policy Objective</b>	<b>Express</b>	<b>Major Transit</b>	<b>Enhanced Transit</b>	<b>Arterial</b>
<b>Access Control</b>	limited access	full access	some access control	some access control
<b>Peak Hour LOS/Auto</b>	LOS D or better	LOS D or better. The <b>City</b> may permit a lower LOS at an intersection by substituting transit improvements for auto improvements. A <b>developer</b> may be allowed to substitute transit improvements, employee travel demand strategies, and mixed use developments which lower overall trip generation, in place of auto based improvements in order to mitigate traffic impacts of a development.	LOS D or better. The <b>City</b> may permit a lower LOS at an intersection by substituting transit improvements which facilitate transit vehicles bypassing congestion at the intersection for auto improvements. A <b>developer</b> may be allowed to substitute transit improvements, employee travel demand strategies, and mixed use developments which lower overall trip generation, in place of auto based improvements in order to mitigate traffic impacts of a development.	LOS D or better
<b>Travel Speed</b>	45-55 mph	30-35 mph	35-45 mph	35-45 mph
<b>Signalized Intersections</b>	decel lanes; right turn lanes	transit/emergency vehicle signal preemption; selected lanes for transit; selected right turn lanes	transit/emergency vehicle signal preemption; selected lanes for transit; some right turn lanes	some decel lanes; some right turn lanes
<b>Transit in Outside Lane</b>	shared with auto	dedication of lane concurrent with transit level of service requirement	generally shared with auto, but with exceptions to facilitate transit movement through intersections	shared with auto
<b>On-Street Parking</b>	no	Permissible on case-by-case basis	Permissible on case-by-case basis	Permissible on case-by-case basis
<b>Pedestrian Circulation</b>	pedestrian connections required from development to transit stops and between adjacent developments	maximize pedestrian connections to transit stops, between adjacent developments, and across the street	maximize pedestrian connections to transit stops and between adjacent developments	pedestrian connections required from development to transit stops and between adjacent developments
<b>Sidewalk</b>	trail or sidewalk, minimum 6 feet wide	12 foot wide sidewalk; as little as 6 feet where there are unalterable constraints	6-8 foot wide sidewalk	6 foot wide sidewalk
<b>Sidewalk Setback</b>	8 feet minimum unless right-of-way constrained	4 feet minimum, may be reduced if wider sidewalk is desirable or should be increased with sufficient right-of-way	4 feet minimum, may be reduced if wider sidewalk is desirable or should be increased with sufficient right-of-way	4 feet minimum, should be increased with sufficient right-of-way
<b>Bicycle Circulation</b>	trail preferred; bike lanes possible	alternate routing of bikes, if possible	based on bike plan	based on bike plan

<b>Transit Service</b>				
<b>Policy Objective</b>	<b>Express</b>	<b>Major Transit</b>	<b>Enhanced Transit</b>	<b>Arterial</b>
<b>Bus Service Type</b>	Express rush hour service	Local; some express	Some local; mostly express	Local; some express
<b>Frequencies: Peak Hour</b>	20-30 minutes	5-10 minutes	5-15 minutes local; 15-30 minutes express	15-30 minutes
<b>Frequencies: Off Peak Hour</b>	Express service	10 minutes maximum, except late evening hours	15-30 minutes local; 60 minutes express	20-45 minutes
<b>Target Service Hours</b>	Approximately 6 am to 9 pm	Approximately 5 am to midnight	Approximately 5 am to midnight	Approximately 6 am to 9 pm
<b>Route &amp; Service Commitment</b>	Long term capital commitment	Long term capital commitment	Long term capital commitment	Flexible
<b>Stations/Stops (Capital Commitment)</b>	Enhanced bus stops at activity nodes; park-n-ride with enhanced stops; bus bays	Varies; amenity based on adjacent uses	Weather-protected bus stops	Weather-protected bus stops at select locations
<b>High Capacity Service (community-wide high capacity study)</b>	Not anticipated	Future service possible	Future service possible	Not anticipated

<b>Development Form</b>				
<b>Policy Objective</b>	<b>Express</b>	<b>Major Transit</b>	<b>Enhanced Transit</b>	<b>Arterial</b>
<b>Building Access from Street</b>	Flexible	Provide major entrance from street	Provide an entrance from street	Flexible
<b>Building Setback</b>	Based on zoning ordinance	Minimum setback; setback to provide landscaping or pedestrian activity areas only	Minimum setback; setback to provide landscaping or pedestrian activity areas only	Based on zoning ordinance
<b>Parking Location</b>	Flexible	Separated from the street by the building	Separated from the street by the building or to the side of the building	Flexible
<b>Parking Reductions</b>	10% allowed if transit stop available; shared parking allowed	10% mandatory and up to 25% encouraged; shared parking encouraged	10-20% encouraged; shared parking encouraged	10% encouraged if transit stop available; shared parking allowed
<b>Employment Density Targets for New Development</b>	Flexible	Floor area ratio of 1.0 – 2.0	Floor area ratio of 0.5-1.5	Flexible
<b>Housing Density Targets for New Development</b>	5 – 12 du/acre (net)	10-35 du/acre (net)	7-30 du/acre (net)	5-20 du/acre (net)
<b>Modal Hierarchy</b>	Autos Transit Bikes Pedestrians	Transit Pedestrians Autos Bikes	Transit & Autos Pedestrians Bikes	Various accommodations of modal needs

*NOTE: Not all the above objectives will be implemented throughout the system due to such constraints as right-of-way width, costs of acquisition etc.*

**Policy b**

The City will structure capital expenditures and land use regulations in support of creating additional housing and jobs within Major Transit and Enhanced Transit Corridors, and will promote ongoing public/private cooperation necessary to create private market conditions that support intensified development of jobs and housing in these corridors.

**Policy c**

In order to add to transit ridership, and where it will not destabilize ~~the~~ **adjacent** neighborhoods, additional ~~[of a second]~~ dwelling units **are**~~[is]~~ encouraged ~~[on single-family lots in those portions of neighborhoods]~~ close~~[st]~~ to Major Transit and Enhanced Transit streets.

**Policy d**

The frequency of driveways along principal and minor arterial streets will be reduced when possible, toward a spacing frequency of one or two drives per 300 feet of frontage on principal arterials, and one or two drives per 200 feet on minor arterials.

**Policy e**

***The architecture of bridge structures, landscaping, planting and public art shall be incorporated into interstate highway engineering designs in cooperation with the State of New Mexico.***

**[IMPLEMENTATION ACTIONS FOR CORRIDORS]**

**Possible Techniques for Implementing Corridors**

- 1) **Review zoning and codes** for revisions necessary to facilitate private land use development and redevelopment of mixed-use concentrations of housing and employment that supports transit and pedestrian activity.
- 2) **Develop prototype plans and integrating mechanisms** that illustrate details of ideal land use, site design, neighborhood interface, public right-of-way features, etc. for each type of corridor as defined by Comprehensive Plan Policy.
- 3) **Form an inter-agency team** to devise ways of evaluating private land use *intensity* change corridor by corridor which must be realized in order for the City to rebuild street with Major Transit or Enhanced Transit characteristics.
- 4) **In cooperation with the private sector, develop a balanced program of regulations and incentives** designed to put more jobs near housing concentrations, to target growth to corridors by priority, and to [create] *encourage and support* Business Improvement Districts in those most committed to achieving the characteristics identified in the above corridors policies.
- 5) **Review all development standards and ordinances** and identify obstacles to achieving the pedestrian and transit orientation necessary in transit corridors; develop modifications which facilitate walking and transit use in areas of suitable land use.
- 6) **Identify all funding mechanisms** — e.g. Capital Improvement Programs, Metropolitan Transportation Program, Metropolitan Redevelopment Area Funds, *a development impact fee system* — and their potential as implementation tools and incentives for development of corridors, by priority.