

**IDO Annual Update 2023 – Small Area Text Amendment  
Exhibit – Proposed Rail Trail Contextual Standards**

**5-2 SITE DESIGN AND SENSITIVE LANDS**

**5-2(A) RAIL TRAIL**

**5-2(A)(1) Applicability**

This Subsection 14-16-5-2(X) applies to development or redevelopment on lots adjacent to the Rail Trail, as mapped below.

*[IDO map pending]*

**5-2(A)(2) Access and Connectivity**

On-site pedestrian walkways shall connect to the Rail Trail, as long as such access is coordinated with and approved by the Parks and Recreation Department.

**5-2(A)(3) Edge Buffer Landscaping**

5-2(A)(3)(a) All new multi-family, mixed-use, or non-residential development other than industrial development shall provide a landscaped edge buffer area pursuant to Subsection 14-16-5-6(E)(2)(b)1 along the property line abutting the Rail Trail.

5-2(A)(3)(b) All new industrial development shall provide a landscaped edge buffer at least 15 feet wide along the property line abutting the Rail Trail, as specified in Subsection 14-16-5-6(E)(4)(b).

**5-2(A)(4) Wall and Fences**

5-2(A)(4)(a) For multi-family residential development, mixed-use development, and non-residential development other than industrial development, walls in any side or rear yard abutting the Rail Trail shall meet the requirements of Subsection 14-16-5-7(D)(3)(d).

5-2(A)(4)(b) For industrial development, chain link fencing (with or without slats) shall not be allowed on any portion of a site visible from the Rail Trail. Chain link fencing is allowed as temporary security fencing during active construction.

**5-2(A)(5) Building Height Stepdown**

Except within the Downtown Center (DT), a Main Street (MS) corridor, or a Premium Transit (PT) area, any portion of a primary or accessory building within 50 feet in any direction of the Rail Trail shall step down to a maximum height of 48 feet.

**5-2(A)(6) Building Design**

5-2(A)(6)(a) In the NR-LM or NR-GM zone districts, any façade facing the Rail Trail shall meet the requirements in Subsection 14-16-5-11(E)(2)(a)3.

5-2(A)(6)(b) Outdoor seating and gathering required by Subsection 14-16-5-11(E)(3) shall be located adjacent to the Rail Trail.

## **5-5 PARKING AND LOADING**

### **5-5(C) OFF-STREET PARKING**

#### **5-5(C)(1) Parking Reductions**

##### **5-5(C)(1)(a) Reduction for Proximity to a City Park or Trail [new]**

The minimum number of off-street parking spaces required may be reduced by 10 percent if the proposed development is located within 330 feet in any direction of any City park or trail.

## **7-1 DEFINITIONS**

### **Rail Trail**

The right-of-way and/or easements designated as the Albuquerque Rail Trail by the Rank 3 Albuquerque Rail Trail Master Plan and mapped by AGIS. For the purposes of this IDO, the Rail Trail Corridor is considered both a City trail and a street.

# Rail Trail - 7 Mile Loop - Small Area Trail Alignment

- Priority/Preferred Alignment
- Alternative Alignments
- Complete - Alignment Final

Proposed Design Standards would impact the following zones along the Rail Trail:

- R-ML
- R-MH
- MX-T
- MX-L
- MX-M
- MX-H
- MX-FB-ID
- MX-FB-FX
- MX-FB-UD
- NR-C
- NR-BP
- NR-LM
- NR-GM
- PD
- PC

Zones excluded from proposed Rail Trail Design Standards:

- R-A
- R-1A
- R-1B
- R-1C
- R-1D
- R-T
- R-MC
- NR-PO-A
- NR-PO-B
- NR-PO-C
- NR-PO-D

