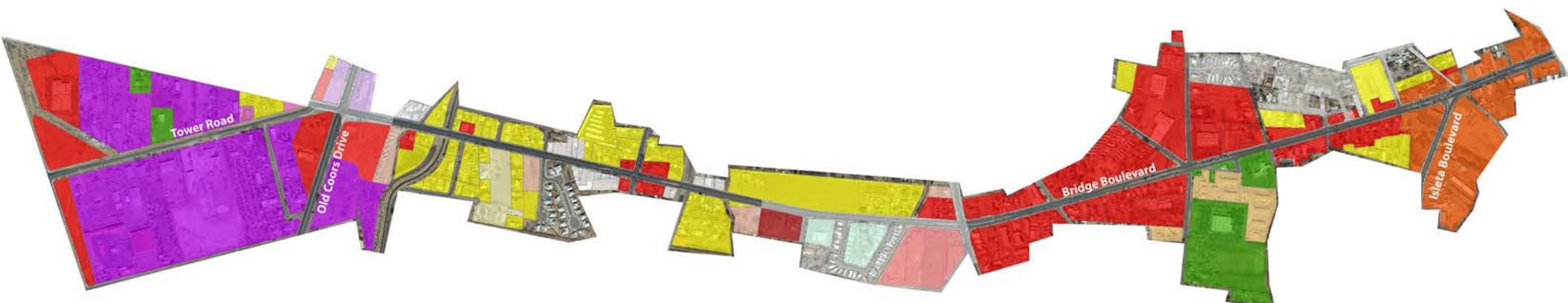


Appendix D



Zoning Report

ZONING REPORT



Dekker/Perich/Sabatini
architecture interiors landscape planning engineering

BRIDGE BLVD CORRIDOR REDEVELOPMENT PLAN

REVISED DRAFT
MAY 7, 2012



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CORRIDOR REDEVELOPMENT PLAN

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CORRIDOR REDEVELOPMENT PLAN

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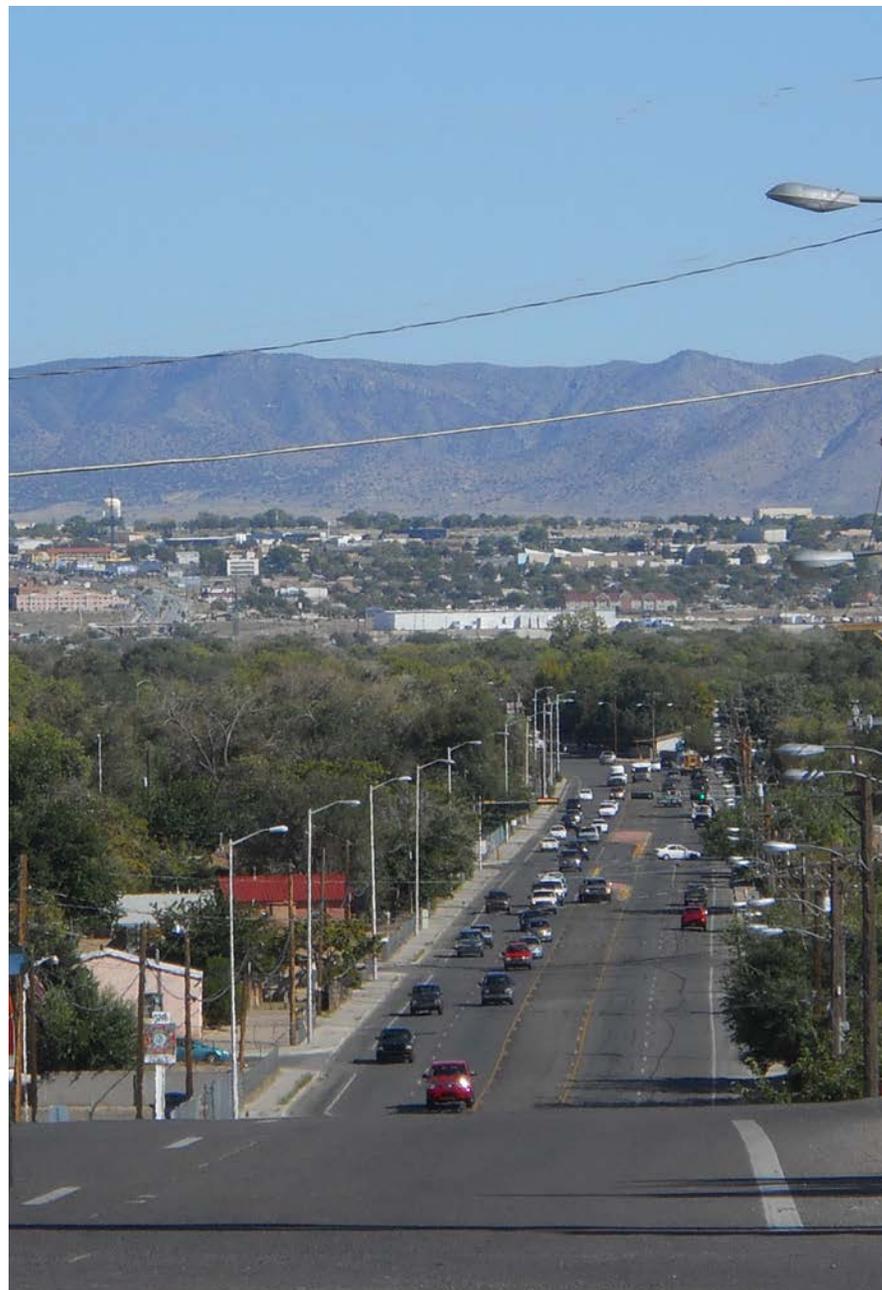
EXECUTIVE SUMMARY

This Zoning Report summarizes existing land uses and zoning along Bridge Boulevard from the bridge crossing at the Rio Grande to Old Coors Boulevard on the west, a distance of about 2.75 miles. Bridge Boulevard, a primary roadway in the southwest quadrant of the Albuquerque metropolitan region, is one of the most congested roadways in the area. Its right-of-way measures 100 feet to the east of Isleta Boulevard, and just 80 feet to the west.

Despite the fact that the corridor carries more than 30,000 cars per day, a windshield business survey indicates that the corridor has relatively few viable retail businesses along the corridor. With about 100 businesses along the corridor, there are three major concentrations of commercial activity: auto repair, health care, and clothing. Former retail centers that were anchored by grocery stores are now operating as indoor mercados, with a wide variety of micro businesses.

To understand the rate of development in the corridor, the team reviewed building permit activity from 2008-2011. Over the five year period, most of the permits were for minor additions or renovations. The team also reviewed Special Use permits activity. Special Use permits are a tool used by Bernalillo County to allow certain uses that are not typically permitted under the existing zoning. There were only seven Special Use Permits applications during the past five years; many of them are for auto-related businesses.

Land uses along Bridge Boulevard range from small scale commercial to single family residential to light industrial operations. The highest concentrations of commercial activity are typically at the major intersections, while residential uses dominate many of the long, narrow parcels along the mid-section of the corridor. The west end of the corridor is characterized by light industrial and contractor yards, while the eastern portion has a higher concentration of restaurants and automotive repair shops.



Most of Bridge Boulevard contains zoning that was established when the roadway was primarily residential with some neighborhood commercial uses. Consequently, Bridge Boulevard has a disproportionate amount of residential zoning, interspersed with commercial zoning. The eastern Isleta Gateway district is covered by the Isleta Sector Plan and has an SD-IVC zoning designation. Some of the corridor falls under Albuquerque zoning and is mostly commercial (C-1, C-2, and C-3).

To make the corridor more understandable, the study team divided the corridor into five districts, each with its own village center. For the purposes of this study, “village center” describes a node or concentration of land uses intended to anchor the surrounding area.

Isleta Gateway District

The smallest district in the study area, comprising 24 acres and approximately 1,500 feet of frontage along Bridge Boulevard, this district has the highest concentration of existing businesses. It is also the busiest district for automobile traffic, with the intersection of Bridge Boulevard and Isleta Boulevard.

Five Points District

Characterized by the intersection of Sunset, Five Points, and Bridge, this area has parcels with some of the highest potential for redevelopment. It contains 72 acres and about 3,300 feet of Bridge Boulevard frontage. Some multifamily apartments line the south side of Bridge Boulevard near Five Points.

Goff Center District

Goff Center is the smallest district, comprising just 20 acres. The southwestern area falls within the City’s boundaries and C-2 zoning. The major commercial center at this location has had some renovations and façade improvements to attract new businesses. There is also a large, gated apartment complex near the southeast corner of the intersection.

Atrisco Residential District

The largest district along the corridor, Atrisco also has some of the most residential areas and agricultural resources. A large alfalfa field lines the

north side of Bridge Boulevard to the west of Goff Boulevard. The district also has a concentration of social service-related businesses such as Catholic Charities and the County’s Housing Department.

Tower Employment District

The western-most district on the corridor has larger lots and a high concentration of industrial uses and contractor yards. The area sits at a higher elevation than most of the corridor, with dramatic views of the valley and the Sandia Mountains. With some consolidation of parcels, the area has the potential to attract large scale employment related uses.



CONTEXT

Bridge Boulevard is the gateway to the South Valley, the historical core of Bernalillo County. The original river crossing for the area, Bridge Boulevard was also a segment of Route 66 and a primary east-west route. The corridor continues to function as a primary route for the southwest quadrant of the City, serving local traffic and commuters who work on the east side of the river.

The Southwest Mesa, generally defined as the area bordered by Rio Bravo on the south, Atrisco Vista on the west, Central on the north, and Coors on the east, experienced rapid residential growth from the mid -1990's to 2008. While the recession has dampened the rate of growth, this area west of the study corridor is still projected to grow significantly for the next 20 years, resulting in increasing east-west traffic on corridors like Bridge. East of the river lies the Barelmas neighborhood, the southernmost neighborhood of the downtown area. Just east of the Rio Grande along Bridge Boulevard is the National Hispanic Cultural Center, an internationally renowned institution for Hispanic cultural studies. The Barelmas neighborhood extends from Bridge Boulevard to downtown Albuquerque. That neighborhood is anchored by the Barelmas Railyard, which ushered in the industrial era a century ago for Albuquerque. The railyards accelerated and shaped growth and development in the area for decades but since its closure in the 1980's, the facilities have been the subject of numerous planning studies and charrettes, all with the hope of bringing jobs and new activity to the area. Finally, the Central Business District continues to see gradual revitalization, with new apartments that leverage access to the RailRunner and which could eventually lead to growing retail and commercial demand.

The neighborhoods adjacent to Bridge Boulevard are characterized by low density single family dwellings. The 2.75 mile corridor itself has a number of vacant/underutilized lots. The road network surrounding Bridge Boulevard has limited connectivity, forcing most traffic onto major roadways like Bridge Boulevard. The corridor has a network of acequias, historic irrigation canals that serve the agricultural lands near the Rio Grande. With relatively few neighborhood-serving retail uses along the

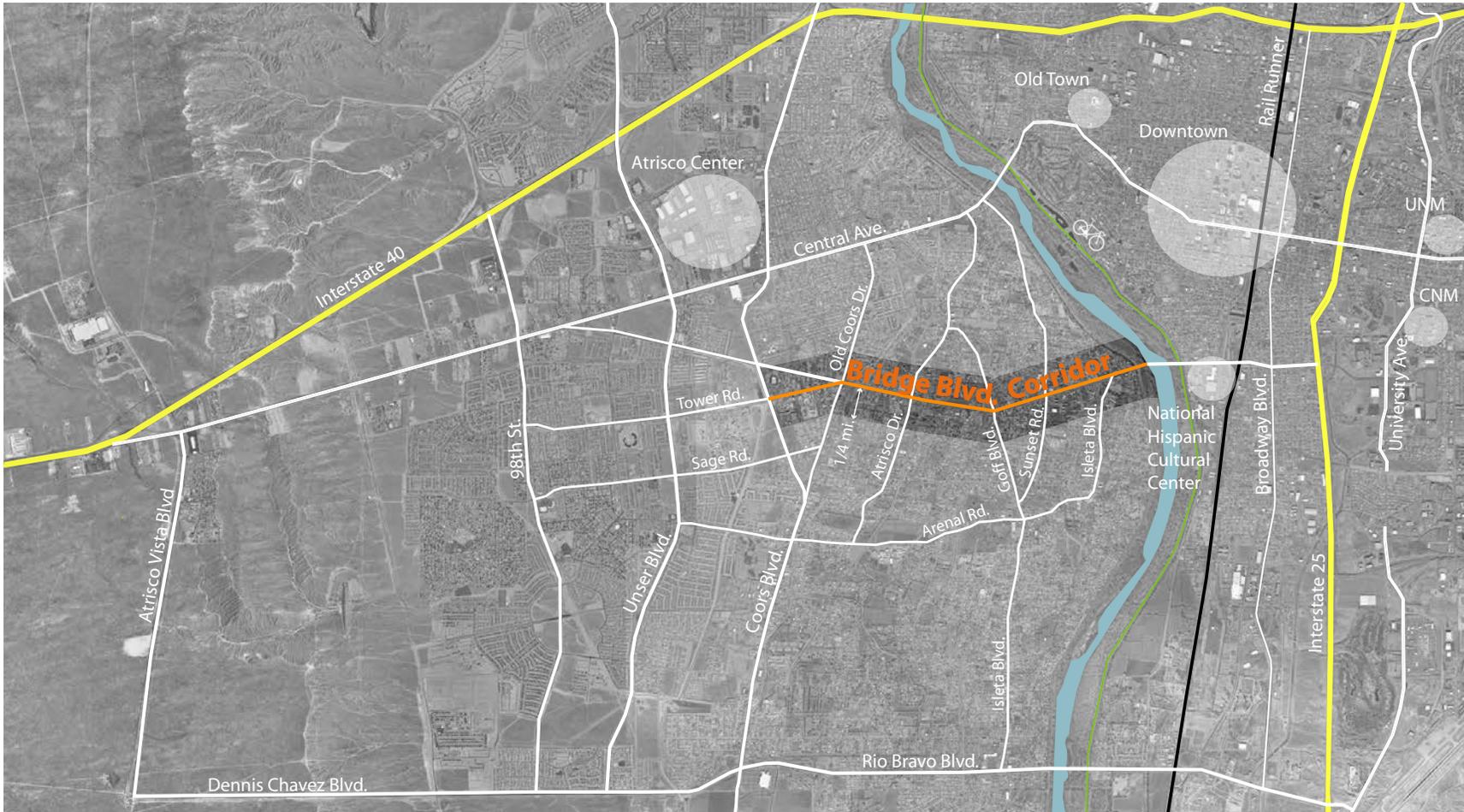
corridor, most residents in the area do the majority of their shopping either on Coors Boulevard or various shopping destinations on the east side of the river.

The ultimate intent of the corridor redevelopment plan is to enhance the livability of the corridor. The objective will be met by developing an integrated strategy for the corridor that incorporates the following principles:

- Provide more transportation choices
- Expand location and energy-efficient housing choices
- Improve economic competitiveness of neighborhoods
- Target federal funding toward existing communities
- Align federal policies and funding
- Enhance the unique characteristics of all communities

Land use and zoning can further these livability principles by creating a policy framework that will shape development patterns aligned with the vision set forth by the community. Land use and zoning policies help drive the form of the built environment, which directly impacts the way in which one experiences his or her community.





Bridge Boulevard corridor context map

BUSINESS INVENTORY

To better understand the type and nature of businesses along Bridge Boulevard, the team conducted a windshield survey of the corridor in early 2012. Using the North American Industry Classification System (NAICS), each business was surveyed for type of use and to determine if it was still a viable operating business. Of the 100 businesses identified along Bridge Boulevard, the most common business type was auto repair (12), followed by health care (8) and clothing (7). The majority of businesses lie at the east end of the corridor, between the river and Five Points. Goff Shopping Center skews that perception due to the high concentration of businesses at the shopping center known as "J-Town".

What was striking about the inventory of businesses is the minimal presence of regional or national retailers; most of the businesses are local and small scale operations. Some businesses were difficult to characterize as they combined businesses such as mobile phones sales, money transfer services, and clothing sales. Two former shopping centers have been transformed into indoor mercados, with a wide variety of micro businesses and retail operations. The survey did not detail each individual stall within the indoor mercados but rather characterized the entire operation as "miscellaneous store retailers". From the number of closed businesses, it is clear that there has been a high turnover rate of businesses. The Market Feasibility Report provides more information about the businesses, including a business survey conducted as part of the study.



Existing business signage along Bridge Boulevard.



Historic Photo that depicts the type of business that used to exist along the corridor.

HISTORICAL RESIDENTIAL AND COMMERCIAL PERMIT ACTIVITY

Bernalillo County Building Permits

To understand the rate of development along Bridge, our team reviewed building permit activity in the corridor. Bernalillo County maintains a database of permit activity through its Kiva Permitting system. Each permit is geo-referenced to a specific address. Using the Kiva System, our team queried all the parcels that fell within the project area boundaries. The building permit activity was compiled for the five year period of 2007-2011. The data was divided into commercial and residential permits. Special Use permits, needed for uses not permitted under the current zoning, were also analyzed. The table below summarizes the data. Full descriptions of the permit activity can be found in Appendix X.

Permit Activity on Bridge Boulevard: 2007-2011

	Additions	Remodels	New Construction	Total Permits
Commercial	6	4	9	19
Residential	2	0	1	3

Most of the permits were for relatively minor projects; two permits were for projects over 30,000 square feet and the rest were 6,000 square feet or

less. Of the two projects over 30,000 square feet, one is for a self-storage complex in the middle of the corridor and one is for an office building on the west end of the corridor near Coors Boulevard. The timeframe for analysis was five years, from 2007-2011. This timeframe roughly corresponds to the downturn in the local and national economy. The team also reviewed building permit history for a longer timeframe but the rate of activity did not vary greatly from the most recent five year period. There has been relatively little building permit activity for new construction in the corridor; most of the permits are for minor additions or tenant improvements. None of the permits are for national retailers. The lack of building permit activity points to the historical lack of investment in the corridor.

Special Use Permits

Since 2007, Bernalillo County has issued ten Special Use Permits along Bridge Boulevard. The uses range from a contractor's yard to a planned development for seniors. The County relies upon special use permits to allow uses that are otherwise not permitted or not specified under the zoning.



Bridge Boulevard corridor Special Use Permits by parcel



BRIDGE BLVD

CORRIDOR REDEVELOPMENT PLAN

The uses proposed for the special use permits are as follows:

- Contractor's Yard (2)
- Sales of Chile products
- Food processing
- Sales of Autos /Auto Repair (3)
- Retail sales of iron works
- Signage for auto sales
- Planned development area for Senior Living

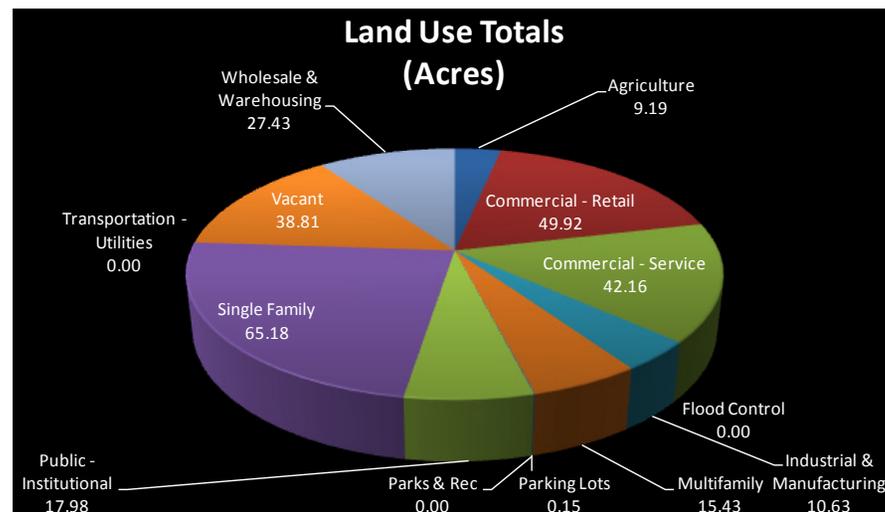
The history of Special Use permits reflects the trend towards more automotive uses. The one outlier, the planned development for seniors, is for a site off of Bridge Boulevard and is still under review. The use of special permits as a land use tool points to some inconsistencies between established zoning and actual land uses along the corridor. The prevalence of A-1 and R-1 zoning, agricultural and single family residential, underscores the fact that zoning along the corridor has not been revised for decades.

LAND USE

Land uses along the Bridge Boulevard corridor reflect the agricultural heritage of the area and its legacy as the primary route into the South Valley. Existing land uses make up of a diverse mix of categories from single family residential to agricultural, to commercial and light industrial. Uses vary from one end of the corridor to the other: whereas the west end of the corridor is characterized by larger scale light industrial and contractor-related businesses, the section heading east from approximately Old Coors Drive to nearly Goff Boulevard is dominated by single family residential lots. A mix of residential and commercial uses predominantly make up the rest of the corridor, from Goff Boulevard to the bridge. Larger concentrations of commercial uses are largely centered near the major intersections with Goff Boulevard, Sunset Road, and Isleta Boulevard.

The corridor as a whole is underutilized. Much of the existing development along the corridor is low density and auto-oriented. Many land uses are characterized by significant setbacks from Bridge Boulevard and large

parking lots. The right-of-way is constrained on the east end of the corridor. With the widening of Bridge Boulevard in the 1980's some older structures, largely located near the intersection with Isleta Boulevard, contain minimal setback from the street, with entrances opening onto five foot sidewalks. Right of way utilization throughout the corridor reinforces the auto-centric patterns with narrow sidewalks, little buffer from travel lanes for pedestrians, lack of street trees, pedestrian-scale lighting, and



LAND USE CODE	LAND USE	ACREAGE
1	Agriculture	9.19
2	Commercial - Retail	49.92
3	Commercial - Service	42.16
4	Flood Control	0.00
5	Industrial & Manufacturing	10.63
6	Multifamily	15.43
7	Parking Lots	0.15
8	Parks & Rec	0.00
9	Public - Institutional	17.98
10	Single Family	65.18
11	Transportation - Utilities	0.00
12	Vacant	38.81
13	Wholesale & Warehousing	27.43



Land Use Category

■ Agriculture	■ Parking
■ Commercial - Retail	■ Public / Institutional
■ Commercial - Service	■ Single Family
■ Drainage / Flood Control	■ Vacant
■ Industrial / Manufacturing	■ Wholesale / Warehousing
■ Multifamily	



Bridge Boulevard land use map

ZONING

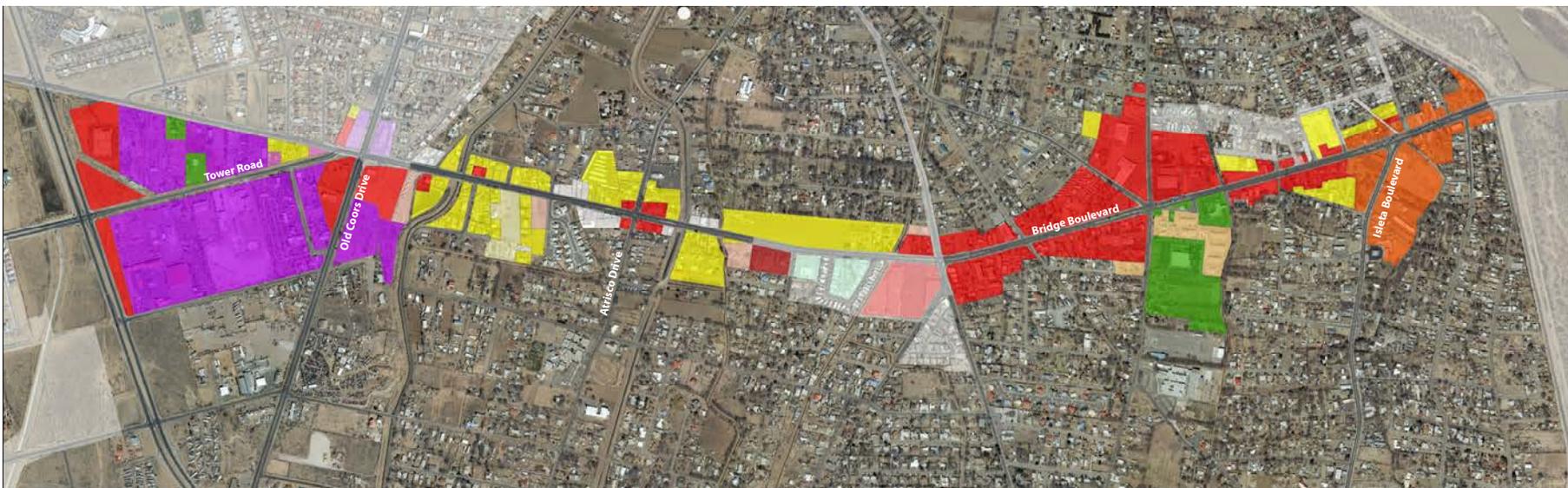
Zoning along Bridge Boulevard is similar to that of the land use, with a diverse mix along its length. Most of the corridor is subject to County zoning ordinances.

- The area that lies to the west of Old Coors is predominantly zoned for light manufacturing (M-1), with some neighborhood commercial (C-1) along Old Coors Drive and Coors Boulevard.
- The area between Old Coors and Goff is largely single family residential (R-1) with some neighborhood commercial (C-1 and C-N) intermixed.
- From the Goff Boulevard intersection to near the intersection with Isleta Boulevard, parcels along the corridor are predominantly

zoned for neighborhood commercial (C-1).

- Finally, the area between Isleta Boulevard and the bridge is zoned for the Isleta Boulevard Village Center (SD-IVC), as designated by the Isleta Boulevard and Village Centers Sector Development Plan. The plan dictates allowable uses and guides development design through its own zoning regulations.

Several property parcels lie within City of Albuquerque boundaries. The parcels include those at the northeast, northwest, and southeast corner of the Old Coors and Bridge Boulevard intersection, in addition to a few others that lie adjacent to one another at the southwest corner of Goff Boulevard and Bridge Boulevard. These parcels are subject to commercial (C-1, C-2, C-3), office and institutional (O-1), and special use (SU-1) zoning.



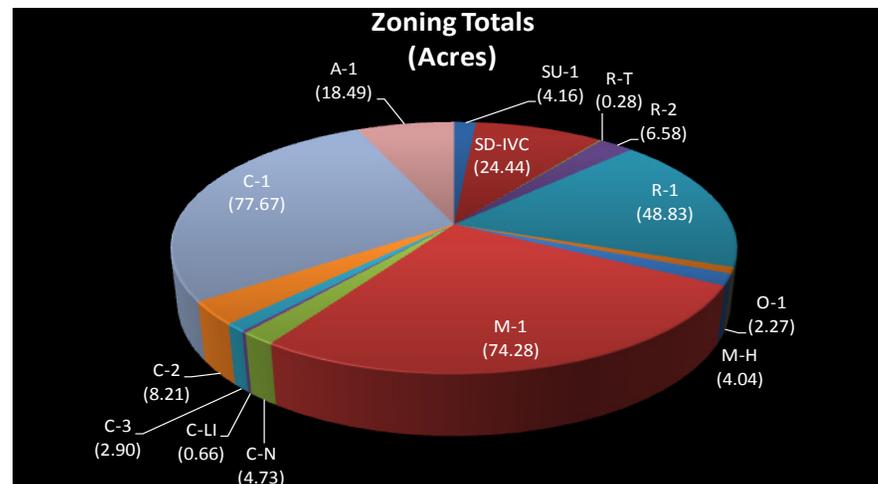
Zoning Legend

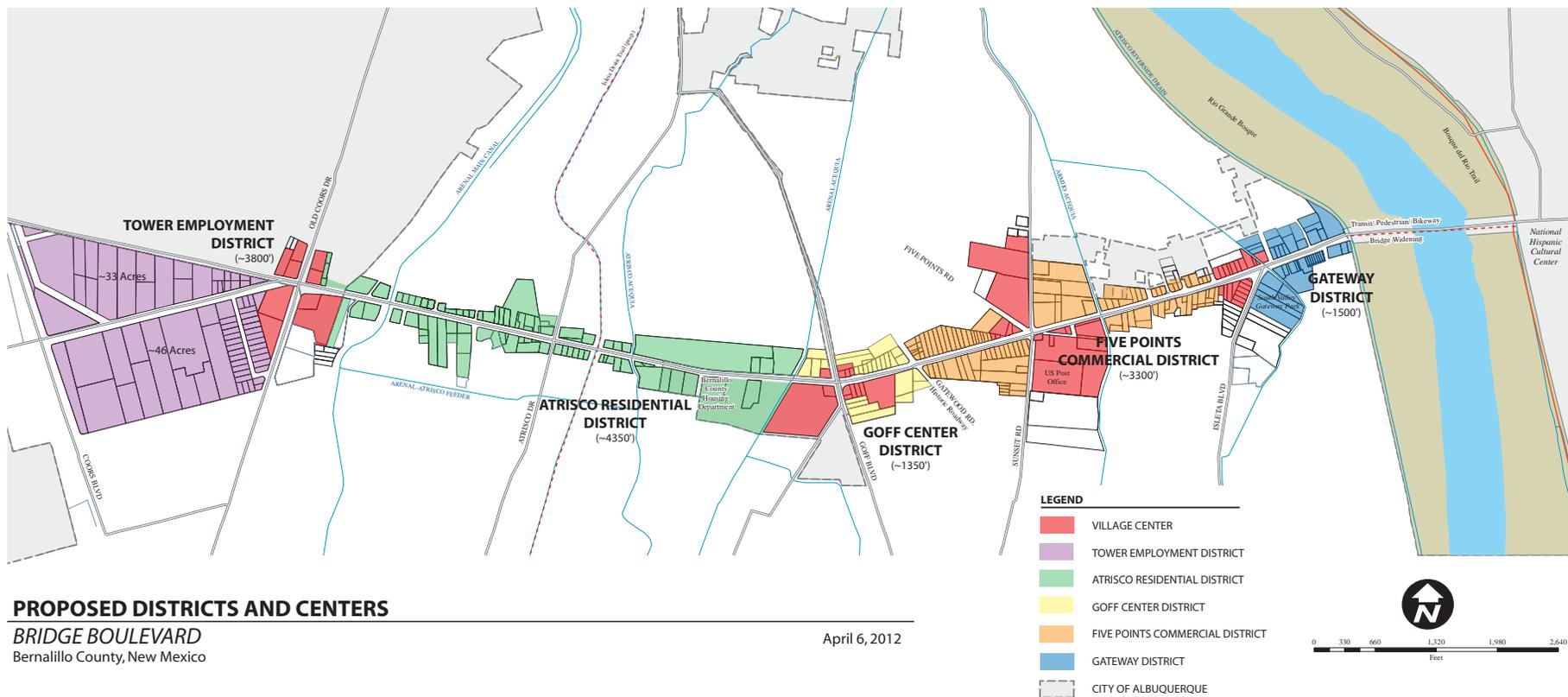
- Albuquerque
- Unknown
- A-1: Rural Agricultural
- C-1: Neighborhood Commercial (CoA & Bern. Co.)
- C-2: Community Commercial (CoA)
- C-3: Heavy Commercial (CoA)
- C-LI: Commercial/Light Industrial
- C-N: Neighborhood Commercial
- M-1: Light Industrial
- M-H: Mobile Home and Single-Family Residential
- O-1: Office and Institutional
- R-1: Single-Family Residential
- R-2: Apartment
- R-T: Residential Zone (CoA)
- SD-IVC: Isleta Village Center
- SU-1: Special Use Zone (CoA)



Bridge Boulevard zoning map

ZONING CODE	ACREAGE
SU-1	4.16
SD-IVC	24.44
R-T	0.28
R-2	6.58
R-1	48.83
O-1	2.27
M-H	4.04
M-1	74.28
C-N	4.73
C-LI	0.66
C-3	2.90
C-2	8.21
C-1	77.67
A-1	18.49





PROPOSED DISTRICTS + CENTERS

VILLAGE CENTER DEVELOPMENT OPPORTUNITIES

The Bridge Boulevard corridor is approximately 2.75 miles long and contains 324 acres. Given the length and wide range of conditions, the consultant team, with guidance from the Bridge Boulevard Steering Committee, determined that the corridor should have discreet segments. The study area was divided into four districts: Isleta Gateway District, Five Points Commercial District, Goff Center, Atrisco Residential District, and Tower Employment Center. Each of these is named after a significant cross street with Bridge Boulevard. It is important to note that the Isleta Gateway District had previously been defined by the Isleta Boulevard and Village Centers Sector Development Plan, which provides a policy framework meant to enhance the area's potential as a village center. Other than the reference to the Isleta Sector Plan, the term Village Center is not meant to

convey a Comprehensive Plan designation; it is simply meant to convey a higher concentration of uses.

Each district extends at least a quarter mile in length along Bridge Boulevard. A quarter mile is the approximate distance that people feel comfortable walking to and from destinations. It takes a human approximately five minutes to walk a quarter mile. Commercial centers are envisioned at the major intersections for which each district is named. Each of these centers will likely be a different scale given its unique market position and development potential. For example, Five Points will likely be built to a greater intensity than that of Atrisco, given their contexts. District acreages range from nearly 20 acres in Goff Center, to over 100 acres within both Atrisco Residential District and Tower Center.

Gateway District

The Gateway District comprises approximately 24.4 acres and occupies approximately 1,500 feet along Bridge Boulevard. Existing land uses within the district are primarily commercial. This district has a greater density of buildings than most of the corridor and is the gateway to the greater South Valley region, including the Bridge Boulevard and Isleta Boulevard corridors. Many of these structures are vestiges of the route's designation as a transcontinental highway. At the center of the designated village is the South Valley Gateway Park, which is under construction to the south of the intersection, reinforcing the significance of the location and district.

Opportunities

With the construction of the Gateway Park, the area has multiple opportunities to create new commercial uses that leverage the public investment in the park. This district's existing density of buildings provides the basic foundation for a walkable, human-scaled environment. The concentration of restaurants in the area could create a more regional destination for dining. The park may also pull in visitors from outside the immediate area and create a destination for community gatherings. The Gateway District lies adjacent to the Rio Grande river, providing direct access to the state park and an opportunity for leveraging the river as an asset, while enhancing the attractiveness and livability of the area.



Gateway Park rendering (Source: Sites Southwest)

Five Points Commercial District

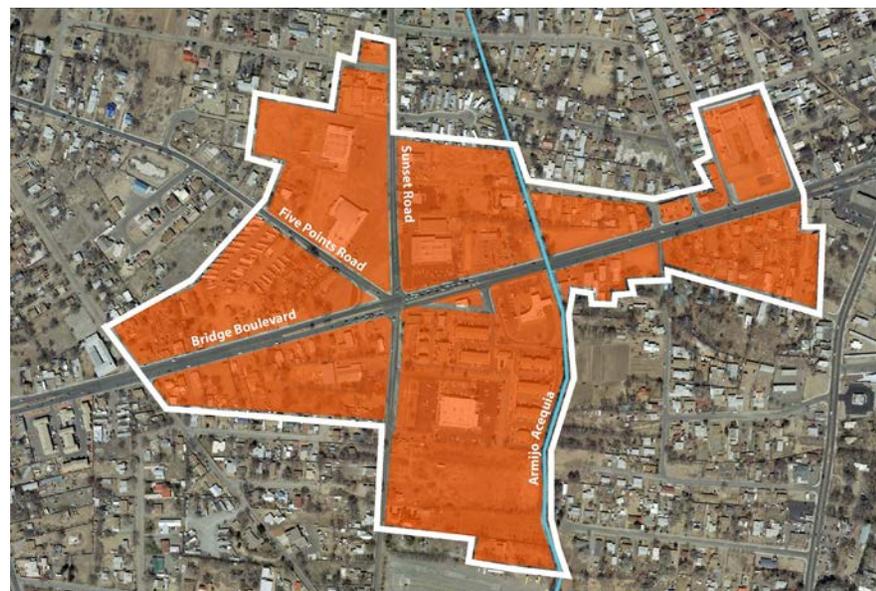
Centered at the intersection of Bridge Boulevard, Sunset Road, and Five Points Road, the Five Points Commercial District comprises some 72.4 acres of land and occupies approximately 3,300 feet along Bridge Boulevard. Land uses surrounding the intersection are currently commercial, retail, and multifamily. Multifamily apartments exist near the southeast corner of the intersection, while single family uses exist primarily at the far edges of the district.

The intersection is unique in that it is one of the few intersections where three streets meet at a single intersection. It is adjacent to several large parcels of land, including several greater than five acres. The existing development is primarily low rise and low density, with parking lots occupying a majority of the area.

Additionally, the Armijo Acequia bisects the corridor to the east of the intersection.

Opportunities

This village center presents a prime opportunity for catalytic projects primarily near the intersection of the three streets. With two large parcels and several underutilized parcels, Five Points could create a coordinated redevelopment plan that addresses multiple land uses. Reconfiguring access points at Bridge could also create a different development pattern that both addresses congestion and increases pedestrian safety. More intensive development could occur within this district with little visual impact to the surrounding neighborhoods.



Goff Center District

Goff Center describes the neighborhood village center that lies at the intersection of Bridge Boulevard and Goff Boulevard. The district extends from the Arenal Acequia to Gatewood Road, comprising approximately 20 acres and 1,350 feet along the Bridge Boulevard corridor. The Goff village center currently contains commercial retail development at each of its corners, including the strip commercial development that lies at the southwest corner of the intersection. The large parcel at Goff Boulevard and Bridge Boulevard falls within City of Albuquerque boundaries and is controlled by city zoning regulations. There are also some multifamily apartment buildings near the southwest corner, along with low density residential just beyond the intersection.

The district lies adjacent to the Arenal Acequia, which forms the western boundary of the district.

Opportunities

The intersection of Goff and Bridge can build upon its commercial success to create a neighborhood destination. Most of the area around the intersection is within City boundaries and subject to City zoning code. This presents different zoning options, including the potential for form-based zoning and residential as a permissive use.

The Goff Center district also contains several vacant and underutilized parcels of property located on north side of Bridge Boulevard. These parcels present opportunities for additional development, potentially residential and commercial.



Atrisco Residential District

The Atrisco Residential District stretches from Old Coors Drive on the west to the Arenal Acequia. Measuring approximately 4,350 feet in length, the district comprises some 104 acres of land. At the east of the corridor, the County's Housing Authority and a cluster of social service-oriented businesses define the south side of the corridor. Single family residential parcels and small scale businesses constitute most of the corridor; this area has some of the lowest density of development along Bridge. Perhaps the most distinctive parcel in this district is the large parcel of agricultural land on the north side of Bridge. This parcel typifies the agricultural legacy of the South Valley.

The west end of the district rises from the valley floor; the intersection of Old Coors and Bridge has good views of the Rio Grande valley, the east mesa, and the Sandia and Manzano mountain ranges.

Opportunities

Early input from community members expressed interest in maintaining the residential character of this district. It contains opportunities for additional residential infill on empty and underutilized parcels located throughout the district corridor. The large agricultural parcel presents a unique opportunity to build upon the agricultural heritage of the area which represents the agricultural legacy of the region. The network of acequias and canals that are also a part of the area's agricultural past, could be integrated into a larger circulation and open space planning effort for the district to promote recreation and provide community gathering space.



Tower Employment District

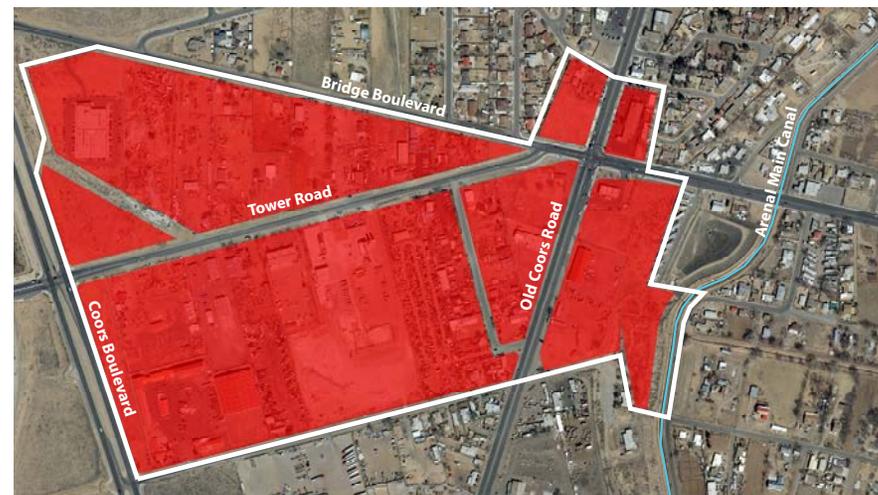
The Tower Employment District stretches from Old Coors Drive to Coors Boulevard, with a center located at the intersection of Bridge Boulevard and Old Coors Drive. This intersection is also designated as a potential neighborhood activity center by the City's Westside Strategic Plan. The district comprises some 103 acres and occupies approximately 3,800 feet along a combination of Bridge Boulevard and Tower Road. Land uses surrounding the intersection of Bridge Boulevard and Old Coors Drive are predominantly commercial, with a significant amount of undeveloped land. This area lies above the valley floor, with expansive valley, city, and mountain views to the east. Further west within the district, current land use is dominated by commercial, industrial, and wholesale/warehousing. Single family residential and vacant land are intermixed, but comprise just a small portion of the area.

This district differs from the majority of the study area in that it contains large parcels and relatively few residential parcels.

Opportunities

Strong growth is projected for areas just to the west of the study area, presenting opportunities for retail and other commercial activities, especially near Coors Boulevard. Parcels on the north side of the intersection of Bridge Boulevard and Old Coors Road are part of a City designated Metropolitan Redevelopment Area, which offers impact fee waivers for new development. The topography at this location also provides opportunities for development that maximizes view potential to the east. The combination of large parcels and the current Light Industrial zoning (M-1) creates an opportunity for employment-related uses. Generating jobs on the west end of the corridor could help revitalize the area and create a node of activity that in turn would generate more demand for neighborhood retail.

TOWER EMPLOYMENT DISTRICT





REGULATORY BARRIERS TO AFFORDABLE HOUSING AND BUSINESSES

A number of factors influence the creation of affordable housing and businesses. Particularly along a diverse corridor like Bridge Boulevard, it is difficult to quantify the impact of the regulatory environment versus general market conditions and neighborhood support (or opposition) to new development. As this report has documented, there has been relatively little new housing or business creation in the corridor for the past ten years. How much of this is attributable to the regulatory environment versus the general downturn in the economy or investor perceptions about the area is impossible to determine. There are, however, some components of the current regulatory framework that, if modified, could increase the potential for creating affordable housing and new businesses.

Bernalillo County Zoning

Most of the corridor is subject to Bernalillo County zoning. (Albuquerque zoning regulates some parcels; the next section discusses in more detail.) As indicated earlier in this report, the eastern portion of the corridor, from the river to one block west of Isleta Boulevard is part of the Isleta Boulevard Sector Plan. This sector plan also has the Bridge Boulevard Design Overlay that specifies setbacks, site and architectural standards for this portion of the corridor. Apart from this easternmost section, most of the corridor is subject to the County's general zoning ordinance. As shown on page 8, the corridor is dominated by Community Commercial (C-1), Single family residential (R-1), and Light Industrial (M-1) zoning. Virtually none of the County zoning along the corridor allows multi-family housing as a permissive use.

The zoning code for Bernalillo County is based upon Euclidian zoning, a term that refers to a 1920's court case in Euclid, Ohio that established the historic precedent of separating land uses by zoning. This zoning, still predominant in most parts of the country, fosters separation of uses and "buffering" of neighboring properties by landscape and setbacks. The City of Albuquerque zoning code is also Euclidian-based but has an alternative zoning path that is more "form-based". This is discussed in more detail in the following section on City of Albuquerque zoning.

Development tends to move towards areas with a predictable approval process. Conversely, the lack of predictability in the approval process creates a significant disincentive for investment, whether it is for new housing or for a manufacturing facility. For instance, County C-1 zoning does not allow multi-family housing as a permissive use. It is a conditional use that requires neighborhood notification and approval through the County Planning Commission. This additional layer of review, combined with a perception of the neighborhoods along the corridor being opposed to new development, inhibits investment in projects along Bridge Boulevard.

The County zoning code also has regulatory factors that limit potential density that is often required to create viable developments. These include the following:

- Low maximum building heights: 26 feet for most of the zoning in the corridor.
- Large minimum front and rear setbacks: 20' minimum front setback for R-2 uses (confirm).
- Usable Open Space Requirements: 200-300 square feet per unit (depending on the number of bedrooms). This results in fewer units per parcel, and often with open space that is usable only in name.
- Parking requirements: Section 21 of the Bernalillo County Code, Off-Street Parking, Loading and Unloading Regulations, requires a minimum of two parking spaces per dwelling unit. This can result in excessive space and costs devoted to accommodating parking in multi-family projects.
- Landscape requirements: Current R-2 zoning requires a minimum landscaped setback of 10-20 feet along all streets, dependent upon the parcel size. Also requires that 15% of all paved areas to be landscaped. This may conflict with an urban condition where the intent is to create a higher density multi-family product.

Special Use Permits, the County mechanism for allowing land uses not permissible under existing zoning, can be a barrier for creating new businesses along the corridor. With significant portions of the corridor



zoned residential or agricultural, new businesses seeking to locate in those areas would be required to request either a zone change or a Special Use Permit. The prevalence of residential zoning along the corridor has resulted in a number of Special Use permits to be issued for commercial businesses. These Special Use permits require both County Planning Commission and County Commission approval, usually a three-six month process. A more inclusive zoning classification for the corridor could lower the barrier and time needed for land use approvals for some businesses to locate along Bridge.

The Isleta Boulevard Village Center zone provides a precedent framework from which to tailor regulations that can be applied to the Bridge Boulevard corridor. The history, character, and scale of the Isleta Boulevard corridor are similar to that of Bridge, providing an appropriate model.

City of Albuquerque Zoning

As previously mentioned, some of the land along Bridge Boulevard falls within the City limits, notably near two intersections: Bridge and Goff and Bridge and Old Coors Boulevard. There are also several smaller parcels on the east end of the corridor that are zoned for low density residential uses. The existing commercial center on the southwest corner of Goff and Bridge is zoned C-2, Community Commercial. This parcel in particular could impact the potential for multi-family housing because the City of Albuquerque recently enacted a revision to its commercial zoning ordinance that allows multi-family housing as a permissive use for C-1 and C-2 zoning. This new zoning provision requires meeting a set of design standards – minimum density, setbacks, and building articulation – but it also has reduced parking requirements and the potential for administrative approval by the Planning Director. Yet this potential for creating multi-family housing is constrained by the fact that the site is not on a designated Enhanced Transit Corridor or within a Community Activity Center. This seems like a relatively easy regulatory barrier to change: propose to the City that the properties under City jurisdiction near the intersection of Bridge and Goff become a designated Community Activity Center. This would require an amendment to the A/BC Comprehensive Plan “Centers and Corridors” map.

The City also has an alternative path of form-based codes that may apply to other City-zoned parcels along Bridge. This is an “opt-in” strategy, where a property can elect to use the form-based overlay in lieu of the existing zoning site standards. Form-based zoning focuses more attention on the placement and mass of a structure and less on the presumed use. This approach to zoning is intended to encourage a more diverse mix of uses and to create a more aesthetically pleasing mix of building types. It should be noted that the adoption of a form-based zoning alternative in the City of Albuquerque has not yet resulted in more than a handful of projects opting for this approach.

The form-based zones are intended to cover a range of potential development scenarios, from large scale Major Activity Centers to single building infill situations. For the parcels along Bridge Boulevard, the SU1-Mixed Zone (MX) and the SU-1 Infill (ID) have some potential to replace the existing zoning. As with most Special Use zoning designations, this requires a site development plan to be approved along with the zone map amendment.



COMPARISON OF CITY VS. COUNTY ZONING CODES

Zone	City of Albuquerque	Bernalillo County
C-1:	Residential uses are a permissive use.	Residential uses are conditional.
	50% of required open space be provided in the form of shared or aggregate open space.	
	.3 FAR minimum.	.5 FAR maximum for apartments.
C-2	Residential uses are a permissive use.	Residential uses conditional under the County.
	Required open space for residential use is at least R-3 (200 sq. ft. per efficiency or one-bedroom du, 250 sq. ft. per each two-bedroom du, 300 sq. ft. per each du containing three or more bedrooms), but no more than R-2 (400 sq. ft. per efficiency or one-bedroom du, 500 sq. ft. per each two-bedroom du, 600 sq. ft. per each du containing three or more bedrooms).	per R-2 (same as R-3 City) - 200 sq. ft. per efficiency or one-bedroom du, 250 sq. ft. per each two-bedroom du, 300 sq. ft. per each du containing three or more bedrooms.
	.3 FAR minimum for all construction.	.5 FAR maximum for apartments.
O-1	Residential uses are a permissive use up to 25% gross floor area.	Residential uses permissive and regulated per R-1 (single-family residential).
	Residential uses are conditional if use exceeds 25% of the total floor area.	Residential uses are conditional if use exceeds 25% of the total floor area.
Mixed Use	Mixed use development is permissible under City C-1 and C-2 zoning, while it is conditional under O-1 zoning.	Mixed use is a conditional use under O-1 and C-1 zoning.
	Residential uses are allowable as a conditional use under the O-1 zone. For dwelling units constituting 25% of gross floor area or greater, no more than 60% is allowed.	Nonresidential uses are limited to those allowed as permissive or conditional in the C-1 zone
	Mixed-use is permissible under the C-1 and C-2 zones. Where residential uses are proposed, the area must be a minimum of .5 acres, pursuant to R-3 height requirements, 30 du/ac maximum unless within 660 feet of San Mateo, Central, or Montgomery, then up to 50 du/ac maximum (75 du/ac under C-2). Form regulations also apply.	
M-1	As permissive and as regulated in the C-3 (Heavy Commercial) zone.	Any permissive or conditional use listed and as regulated in the C-2 zone.



DEVELOPMENT INCENTIVES

TO BE PROVIDED AFTER CHARRETTE PROCEEDINGS



BRIDGE CORRIDOR DESIGN OVERLAY

Adopted in December 2010, the Bridge Corridor Design Overlay is an addendum to the Isleta Boulevard and Village Centers Sector Development Plan that applies a set of standards and guidelines for the public right-of-way (ROW) and adjacent properties between the Eastside Drain and Goff Boulevard. The intention was to promote safety, spur economic development, and celebrate the historic character of the corridor. The overlay allows for properties within the Five Points Village Center and Goff Village Center to apply for the Isleta Boulevard Village Center Zone.

The design overlay is prescriptive in its policies related to the public right-of-way. It provides recommendations that are context sensitive for the following ROW elements:

- Sidewalks and Crosswalks
- Landscaping
- Lighting
- Gateway Features
- Bike Lanes

The Bridge Corridor Design Overlay also provides a set of standards for new construction that aim to contribute positively toward the quality of the built environment, provide unity of visual character, and strengthen the sense of place of the community. The standards address the following elements of the built environment:

New Construction

The document proposes four architectural styles to help strengthen the existing character of the South Valley area; Spanish Colonial, Pueblo Revival, Northern New Mexico, and Territorial.

The overlay provides direction for the creation of pedestrian friendly design, such as articulated building facades (horizontal and vertical), height limits, material changes, and screening of mechanical equipment. Setbacks are reduced to a maximum of 20 feet for structures that front Bridge Boulevard in an effort to frame the street edge.

Exterior Colors

The Bridge Corridor Design Overlay provides a color palette for buildings that is based upon historical precedents. The color palette addresses base, trim, and accent colors for new development.

Walls and Fences

The plan requires that walls, where utilized, respond to the environment in a way that blends utility with pedestrian friendly design. The document places limitations on the height at six feet, and recommends walls to be four-feet or shorter. Chain link, razor wire, and concertina wire fencing are all prohibited.

Landscaping

The plan promotes landscaping that enhances the public realm along Bridge Boulevard Corridor. It suggests that landscaping features be functional elements that create comfort and visual continuity, while also utilizing storm water to augment landscape irrigation.

Off-street Parking

Since parking is a major factor in site design and the corridor character, the Bridge Corridor Design Overlay specifies the layout and location of parking. It prohibits off-street parking between the street and the building, and instead directs parking to the sides and rear of structures located along Bridge Boulevard.

Signage

Sign standards generally follow the Bernalillo County code and are aimed at minimizing visual impacts, while enhancing storefronts and marketing efforts for business owners.

Lighting

The plan requires lighting that is dark-sky compliant to limit light pollution. It also promotes the artful use of lighting to contribute to the character and setting along the Bridge Boulevard corridor.



LEED-ND FRAMEWORK

Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) offers a wide variety of designations for various types of projects and neighborhoods. The program also prioritizes credits for differing regions, reflecting regional variations of the environment. These credits are called, "Regional Priority Credits (RPCs)" and are noted in the text below by an asterisk (*). As a point-based system, LEED-ND requires a certain threshold of points to achieve basic, silver, and platinum ratings for a proposed project.

Smart Location & Linkage (SLL)

This topic addresses where development should occur. It provides up to 27 points for locational topics such as natural resource preservation and sensitivity, transit networks, and housing/jobs proximity. For Bridge, the established corridor presents infill opportunities in close proximity to the arterial. Existing transportation options along Bridge Boulevard, including mass transit, sidewalks, and bicycle lanes afford LEED-ND point opportunities for development that utilizes these assets. One known ecological issue within the corridor is the floodplain. LEED-ND requires floodplain avoidance to become eligible for certification.

Proposed developments can gain up to 21 points for the following subtopics:

- Preferred Locations*
- Location w/ Reduced Automobile Dependence*
- Bicycle Network and Storage
- Housing and Jobs Proximity*

Neighborhood Pattern and Design (NPD)

This topic incorporates concepts for development that is efficient with land use, equitable, pedestrian and bicycle friendly, and contains a mix of uses. There are up to 44 points available for 15 topics within this section, as detailed below.

- Walkable Streets
- Compact Development*

- Mixed Use Neighborhood Centers*
- Mixed Income Diverse Communities
- Reduced Parking Footprint
- Street Network
- Transit Facilities
- Access to Civic and Public spaces
- Access to Recreation Facilities
- Visitability and Universal Design
- Community Outreach and Involvement
- Local Food Production
- Tree lined and Shaded Streets
- Neighborhood Schools

Green Infrastructure and Buildings (GIB)

This topic is primarily concerned with energy performance of the built environment. Up to 29 points are available for subtopics that include maximization of the energy efficiency for new and reused structures and infrastructure, as well as natural resource preservation during construction.

- Certified Green Buildings
- Building Energy Efficiency
- Building Water Efficiency
- Water Efficient Landscaping
- Historic resource Preservation and Adaptive Reuse
- Minimized Site Disturbance in Design and Construction
- Stormwater Management
- Solar Orientation*
- On-site renewable energy sources
- District heating and cooling
- Infrastructure Energy Efficiency
- Light Pollution Reduction

*asterisks denote Regional Priority Credits (RPCs)

Although LEED-ND certification is not required for new development, the



opportunity exists for an aggressive developer to achieve 86 points. That would be equivalent to Platinum certification, the highest attainable.

Applicability to Bridge Boulevard

As of December 14, 2011, 107 nationwide projects had been certified by LEED-ND, while just one project, Barelmas Homes, was certified in New Mexico. Pursuing a LEED-ND designation for the entire corridor would be challenging due to the nature of the project and the large number of property owners. But many of the principles associated with LEED-ND are useful to consider on Bridge Boulevard and can help inform a more cohesive and livable outcome. The range of topics addressed under each category bring a coherent system for integrating physical, social, and environmental elements into the planning process. The LEED-ND principles directly relate to the livability principles for this project, which are one of the primary objectives of the corridor plan. Individual projects within the corridor should also be encouraged to pursue LEED certification.