**BERNALILLO COUNTY**

**BOARD OF COUNTY COMMISSIONERS**

**RESOLUTION NO.** 2013-56

**ADOPTING THE *BRIDGE BOULEVARD CORRIDOR REDEVELOPMENT PLAN***

**WHEREAS**, the Board of County Commissioners is authorized to adopt sector plans to promote the health, safety, and general welfare of the residents Bernalillo County; and

**WHEREAS**, the Bridge Boulevard Corridor Redevelopment Plan identifies appropriate improvements and areas for redevelopment to transform the corridor into a mixed use, pedestrian-and transit-friendly corridor that honors and maintains the unique history and character of the community; and

**WHEREAS**, the Bridge Boulevard Corridor Redevelopment Plan contains zoning regulations, redevelopment concepts, roadway concepts with pedestrian and transit strategies, financing strategies, and other recommendations to revitalize the corridor; and

**WHEREAS,** the Bridge Boulevard Corridor Redevelopment Plan extends the design overlay standards established in the Bridge Boulevard Village Center and Corridor Plan the entire length of the corridor; and

**WHEREAS**, the Bridge Boulevard Corridor Redevelopment Plan helps to implement the Southwest Area Plan (SWAP) which calls for detailed planning of this corridor; and

**WHEREAS,** the Bridge Boulevard Corridor Redevelopment Plan furthers the Goals and Policies of the Albuquerque/Bernalillo County Comprehensive Plan which calls for mixed use activity centers and corridors and for a balanced transportation system; and

**WHEREAS,** the Bridge Boulevard Corridor Redevelopment Plan furthers the Goals and Policies of the 2035 Metropolitan Transportation Plan which calls for linking transportation and land use planning, 'complete street' approaches, and for increasing transit modes along river crossing corridors; and

**WHEREAS**, the County Planning Commission recommended approval of the Bridge Boulevard Corridor Redevelopment Plan at their July 1, 2013 public hearing.

**NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS:**

For the economic revitalization of Bridge Boulevard and to implement the policies of the Albuquerque/Bernalillo County Comprehensive Plan, the Southwest Area Plan, and the 2035 Metropolitan Transportation Plan, the Bridge Boulevard Corridor Redevelopment Plan is hereby adopted.

**DONE** this 27 day of August 2013.

BOARD OF COUNTY COMMISSIONERS

Maggie Hart Stebbins, Chair

Debbie O'Malley, Vice Chair

Art De La Cruz, Member

Lonnie Talbert, Member

Wayne Johnson, Member

Legal Department
Date: 8/27/13

ATTEST:
Maggie Toulouse Oliver, Clerk
Date: 8/27/13

BERNALILLO COUNTY COUNTY CLERK SEAL STATE OF NEW MEXICO

**BOARD OF COUNTY COMMISSIONERS AUGUST 27, 2013**

**BOARD OF COUNTY COMMISSIONERS ORDINANCE NO. 2013-16**

**ADOPTING THE BRIDGE BOULEVARD CORRIDOR REDEVELOPMENT PLAN.**

**BE IT ORDAINED BY THE BOARD OF COUNTY COMISSIONERS.**

The official Bernalillo County zone map is amended to establish the zoning designations and standards (uses, heights, setbacks, and parking) as well as design overlay standards (building types, walls, lighting, and landscaping) as set forth in Zoning Regulations Section of the Bridge Boulevard Corridor Redevelopment Plan

PASSED, ADOPTED, APPROVED AND SIGNED THIS 27TH DAY OF AUGUST 2013.

**BOARD OF COUNTY COMMISSIONERS**

Maggie Hart Stebbins, Chair

Debbie O'Malley, Vice Chair

Art De La Cruz, Member

Lonnie Talbert, Member

Wayne Johnson, Member

APPROVED AS TO FORM:

Legal Department

ATTEST:

Maggie Toulouse Oliver

Maggie Toulouse Oliver, County Clerk

THIS ORDINANCE WILL BECOME EFFECTIVE ON:

_____

# County of Bernalillo
State of New Mexico

Zoning, Building & Planning
Department
111 Union Square SE, Suite 100
Albuquerque, New Mexico 87102
Office: (505) 314-0350
www.bernco.gov/zoning-building-and-planning/




## NOTIFICATION OF DECISION
## BOARD OF COUNTY COMMISSIONERS

September 5, 2013

Bernalillo County Public Works Department
2400 Broadway Blvd. SW
Albuquerque, NM 87102

SUBJECT: FILE NO: SPR-20130002

LEGAL DESCRIPTION: The Public Works Department requests approval of the Bridge Boulevard Corridor Redevelopment Plan. The Bridge Boulevard Corridor Redevelopment Plan identifies appropriate improvements and areas for development to transform Bridge Boulevard into a mixed-use, pedestrian- and transit-friendly corridor that honors and maintains the unique history and character of the community. The Corridor Plan contains zoning regulations, roadways concepts, transit strategies and recommendation for pedestrian amenities. (Original request submitted by the Public Works Department)

**ACTION:** **APPROVED THE REQUEST OF THE BRIDGE BOULEVARD CORRIDOR REDEVELOPMENT PLAN**

To Whom It May Concern:

At the August 27, 2013 public hearing, the Board of County Commission approved the request for the Bridge Boulevard Corridor Redevelopment Plan. The Bridge Boulevard Corridor Redevelopment Plan identifies appropriate improvements and areas for development to transform Bridge Boulevard into a mixed-use, pedestrian-and transit-friendly corridor that honors and maintains the unique history and character of the community. The Corridor Plan contains zoning regulations, roadways concepts, transit strategies and recommendation for pedestrian amenities. The decision was based on the following Findings.

1. This is a request for approval of the Bridge Boulevard Corridor Redevelopment Plan. The Bridge Boulevard Corridor Redevelopment Plan identifies appropriate improvements and areas for development to transform Bridge Boulevard into a mixed-use, pedestrian- and transit-friendly corridor that honors and maintains the unique history and character of the community. The Corridor Plan contains zoning regulations, roadways concepts, transit strategies and recommendation for pedestrian amenities.

2. This request is consistent with Resolution 116-86 because the Bridge Boulevard Corridor Redevelopment Plan is more advantageous to the future growth of the area surrounding Bridge Boulevard as well as the areas within the plan boundaries.

3. This request is consistent with Section 20.5 of the Bernalillo County Zoning Ordinance because the area within the Bridge Boulevard Corridor Redevelopment Plan contains land uses, which may require careful control and coordination of development at a sub-area scale in order to insure a desirable appearance and viable economic growth.

The County Planning Commission has also recommended the following:

1. All road design options shall have extensive public hearings and collect input.

2. Public Works will provide public education on the options under consideration for road design.

3. ABQ Ride will be encouraged to provide more frequent bus service to the Bridge corridor.

4. Staff will address better and safer accommodations for bicyclists at the Bridge Boulevard river crossing.

5. Credit should be given for the input provided by the UNM students in the Planning program.

6. Provide documentation of liaison meetings with City of Albuquerque staff in the executive summary section.

7. Document the public meetings with dates in the Executive Summery section.

8. Recognize the Atrisco Merced as a legitimate public entity.

If you have any questions, please feel free to contact me directly at 314-0385.

Sincerely,

ENRICO GRADI

Enrico Gradi
Community Development Manager

EG/fs

cc: File
Kevin Grovet, Public Works
CPC Members
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# Acknowledgements

*We acknowledge and thank the following individuals and organizations for their participation and contributions during the planning process and development of this plan.*

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Art De La Cruz, Commission – District 2
Debbie O'Malley, Vice Chair Commission – District 1
Maggie Hart Stebbins, Chair Commission – District 3
Lonnie C. Talbert Commission – District 4
Wayne A. Johnson Commission – District 5

**Bernalillo County Planning Commission**

Bernie Sanchez – District 1
George Castillo, CPC Chair – District 1
Joe Chavez – District 2
Steven Becerra – District 2
Lenton Malry – District 3
Toby Atencio – District 4
Linda Barbour, CPC Vice Chair – District 5

**Bernalillo County Public Works Division**

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Richard Meadows, Transportation Planner

*Technical Services Department*
Roger Paul, Director
Nolan Bennett, Construction Manager
Joe Luehring, Project Engineer

**BC Community Services Division**

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*Housing Department*
Betty Valdez, Director

*Public Information Department*
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**Steering Committee**

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Alma Rosa Silva-Bañuelos
Andres Lazo
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Anthony Burkins
Anthony Castillo
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Caeri Thomas, Mid-Region Council of Governments
Carrie Barkhurst, Planning Department, City of Albuquerque
Clara Pena
David Galaviz
Delano Garcia
Fernando Ortega
Fred Pohl
George Galanis
Gil Stewart
Gilbert Almager
Gloria Baros

# Acknowledgements


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Kathi Caldwell
Kelly Helvie
Kyle Aluto
Lawrence Kline, ABQ Ride, City of Albuquerque
Leroy Duarte
Mandy Griego, HUD
Marlene Lightburn, HUD
Melcor Chavez
Mella Taylor
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Nicholas Chavez
Orlando Vigil
Patricia Allaire, Sunset Neighborhood Association
Peggy Chavez
Phillip Gallegos
Priscilla Serafina
Ramon Saiz
Rod Mahoney, South Valley Coalition of Neighborhood Associations
Rodolfo Monge-Oviedo, FHWA
Santos Abeyta
Steve Maestas
Tamara Howard Ward
Tiffany Terry
Tony Gallegos, Rio Grande Community Development Center
Waylon Chavez

**Neighborhood Associations**

Adobe Acres
Alamosa
South Valley Alliance
South Valley Coalition of Neighborhood Associations
Southwest Alliance of Neighbors
Stinson Tower
Sunset Neighborhood
Vecinos Del Bosque
Yakima

**University of New Mexico School of Architecture and Planning**

CRP Advanced Planning Studio, Fall 2011

**Town of Atrisco Grant Merced**

**Consultants**

Dekker Perich Sabatini
Economic Planning Systems
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Karpoff & Associates

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# Executive Summary

Barelas Bridge, circa 1940

Source: National Hispanic Cultural Center History and Literary Arts Barelas Collection Box 1 Folder 1 Image #547)

Bridge Boulevard serves as the gateway to the South Valley, the historic core of Bernalillo County. As a major travel corridor that carries approximately 30,000 cars, trucks, and buses per day across the Rio Grande, it is the fourth most congested corridor in the Albuquerque metropolitan area (MRCOG 2012).

Bernalillo County was awarded a $500,000 TIGER II/ Community Challenge Planning grant from the U.S. Department of Housing and Urban Development (HUD) and U.S. Department of Transportation (DOT), Federal Highway Administration (FHWA), to develop a long-range integrated redevelopment plan. The plan identifies strategies and improvements aimed to increase safety, reduce traffic congestion as traffic volumes increase, revitalize local businesses, and improve housing availability and affordability. The key principles that form the basis of this plan are:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate and leverage federal policies and investment
- Value communities and neighborhoods

The Bridge Boulevard Corridor Redevelopment Plan process included studying the transportation system, market conditions, and land use along the Bridge Boulevard Corridor. Using the data collected and public input, the project team developed recommendations for sustainable transportation system improvements and zoning and identified catalytic areas for affordable housing and business development. Recommendations include:

## Main Street Roadway Alternative

Several corridor design options were proposed, studied, and tested at a design workshop/charrette in May 2012 and a series of roadway concepts were presented to stakeholders at public meetings, steering committee meetings, and team meetings. The option that gained the most support was a four-lane roadway section with center medians and two-lane roundabouts at the Isleta and Five Points intersections. The project team also performed a compatibility assessment of the preferred roadway segments and intersection options to compare various design considerations and evaluate the segment and intersection options. The assessment matrix identified that the Main Street option – with all general purpose lanes and either traffic signal or a two-lane roundabout intersection configuration – had the greatest compatibility.

The intent of the Main Street alternative is to make roadway improvements that reduce peak hour congestion, improve safety, and maintain a local neighborhood "feel" by:

- Working within the existing right-of-way
- Adding landscaped medians
- Enhancing pedestrian areas with wider sidewalks and improved lighting
- Encouraging increased transit ridership by improving transit (bus) frequency
- Improving traffic flow and reducing speeds with roundabouts and more access control

## Overall Corridor Strategy

The entire Bridge corridor has a range of redevelopment opportunities. The primary strategy, detailed below, focuses on three catalytic sites that have the best short term potential for redevelopment. There are, however, multiple sites along Bridge Boulevard that have both short term and long term potential for new development. This includes sites along Bridge Boulevard near or at Goff, Old Coors, and Atrisco. The accompanying exhibit illustrates how some properties could be reconfigured.

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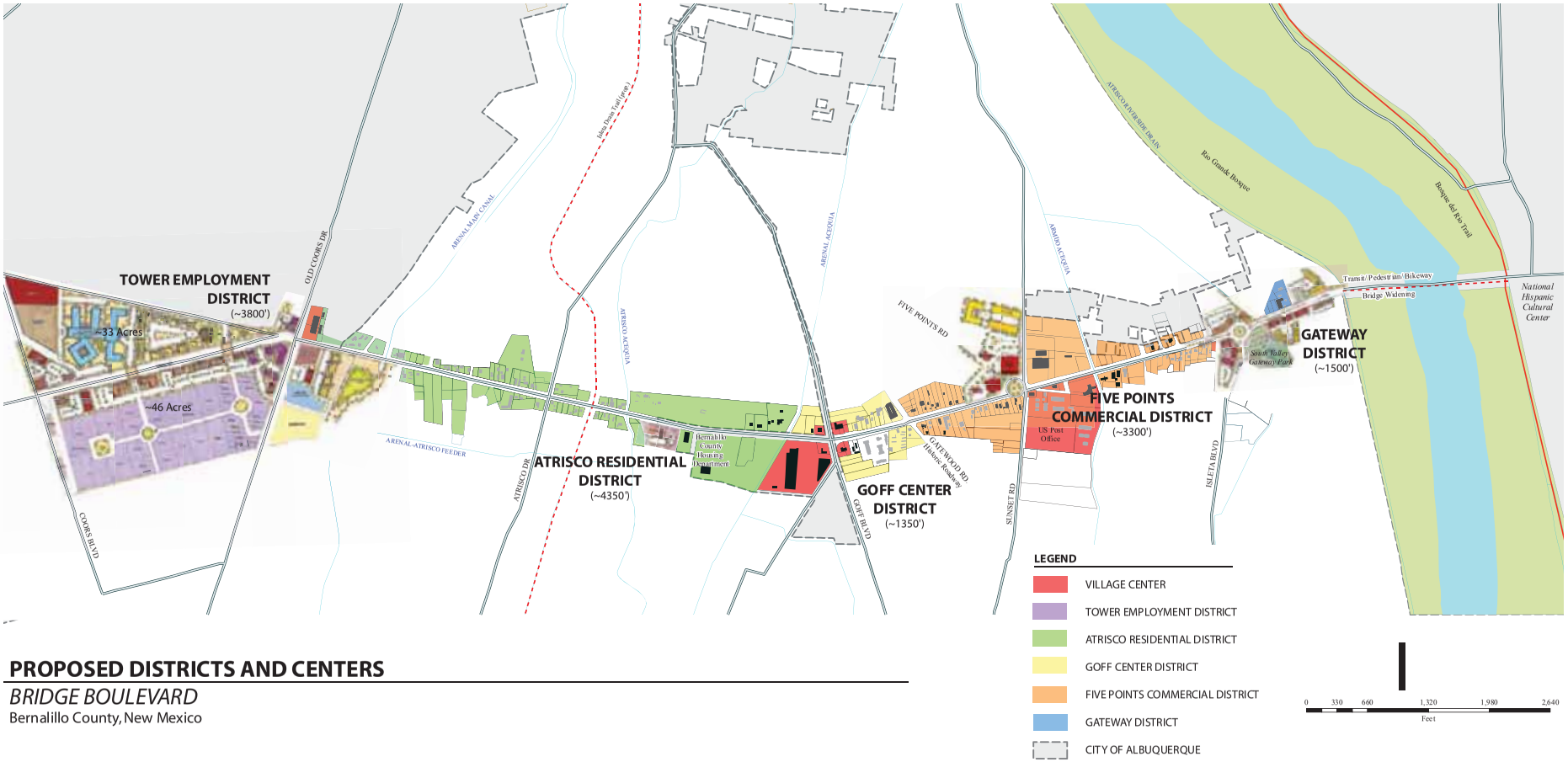



## PROPOSED DISTRICTS AND CENTERS

*BRIDGE BOULEVARD*
Bernalillo County, New Mexico

## Three Redevelopment Sites

The consultant team identified three key catalytic nodes along the Bridge Boulevard Corridor for potential redevelopment. The intent is to focus new investment to revitalize local businesses, and possibly provide additional housing, in three geographic areas.

### Gateway District


The Gateway District just west of the Barelas Bridge would include a mix of uses that make the South Valley a *destination* and would attract customer spending from the metropolitan area and the state to local businesses.

The vision includes a focus on dining, local agriculture, and other types of retail that would attract outside business and create an anchor of regional significance. This area would leverage local amenities such as the National Hispanic Cultural Center and existing recreational amenities, including the recently completed park at Bridge Boulevard and Isleta Boulevard and direct access to the Bosque.

The street-fronting businesses offer a traditional "main street" feel and existing retail with a strong street frontage would be preserved given its historic contribution and design character. However, this district would require some property assemblage to create a critical mass necessary to achieve a true sense of place and a coordinated vision. Highlights could include:

- A collection of restaurants.
- A common plaza for outdoor dining to enhance the sense of place.
- A large farmer's market at Gateway Park that provides support for local agriculture in the South Valley. The farmer's market would include a retail outlet for local growers to sell their produce directly to customers.
- Potential for market rate multifamily and/or townhomes adjacent to the river and the plaza and office development on the north side of Bridge Boulevard.
- A supplemental activity node with ancillary space for retail and service businesses.


## Five Points Village Center

The Five Points Village Center would include a mix of uses that serve the daily needs of neighborhoods. As a result of the larger parcel sizes and its strategic location along the corridor, the consultant team believes that the Five Points District has the most potential for moving forward in the short to mid-term.

High visibility, as well as high levels of pedestrian and auto traffic, will transform Five Points into an important destination for locals. The focus of the District is to serve local commerce and address the needs of local South Valley residents, thereby reducing the economic "leakage" of dollars flowing out of the South Valley. Key features include:

- Larger grocery and pharmacy anchors (currently missing from the corridor) supporting smaller local micro-retailers.
- A plaza for the community lined with micro-retail stores modeled after existing businesses in the South Valley. The plaza would encourage pedestrian traffic and would be a public amenity distinguishing it from conventional suburban development.
- The Five Points intersection would include a four-point roundabout. The fifth point at Five Points Road would be maintained as a pedestrian corridor and would emphasize the 'fifth point' in the plaza design. Five Points Road would connect to Bridge Boulevard west of the existing intersection.
- Safe, walkable pedestrian facilities would provide strong pedestrian connections on Sunset Road and the other arterials that link residential development to the commercial hub.
- Horizontal mixed-use development with emphasis on walkability, sustainable land use, and integration with the corridor's existing urban form. Housing development should target 60 to 80 units with on-site open space and a minimum of two story structures.

## Tower Employment District

Tower Employment District would primarily increase South Valley employment by diversifying the Bridge Boulevard market and considering more conventional development patterns that address market needs of the larger West Mesa area. The plan provides a place holder for future employment-centric land use requiring substantial land area.

Large parcels with low development density and easy access to north-south arterials provides opportunity for:

- Larger format retail
- Mixed-use development fronting Tower Road and Bridge Boulevard
- Large-scale attached residential units
- Large office and/or medical campus
- Senior housing development with a full continuum of care including independent living, congregate care, and assisted living

The plan recognizes this District's competitive position relative to Las Estancias, the recently approved regional retail development to the south, by providing comparatively smaller scale retail development to serve more immediate trade area.

Traffic would be redirected from Bridge Boulevard to Tower Road at Old Coors Road in accordance with approved regional roadway planning, eliminating the need and cost for a roundabout at the current intersection. Bridge Boulevard west of Old Coors Road would connect directly to Tower Road west of Old Coors Road to maintain access to neighborhoods and businesses on that section of Bridge Boulevard. Given the continuation of Tower Road at Old Coors Road, the new alignment accommodates traffic flow in an efficient manner.

## Supportive zoning strategies

Three new zoning districts are proposed in addition to the existing overlay and zoning district. The zoning strategies will streamline the zoning approval process by:

- Allowing a range of permissive uses, that is, uses that are permitted "by right"
- Reducing the need for special use permits
- Allowing an "opt-in" overlay zone with a mix of commercial and residential uses
- Creating a more walkable environment with design standards

The Bridge Boulevard Corridor Zone would allow for both residential and commercial uses throughout the corridor. It would encourage new investment along the corridor by establishing baseline standards and helping to create a more consistent quality of built environment along this historic roadway. It would complement the Bridge Boulevard Village Center zoning, support transit, and create a more inviting realm for pedestrians.

The Bridge Boulevard Village Center Zone would encourage growth of discernible Village Centers that have a mix of residential and commercial uses and quality public space. It would establish baseline standards for minimum lot size, landscaping, screening, setbacks, heights and parking. With a streamlined approval process and flexible design standards, this zoning is intended to spur revitalization, support transit along the corridor, and create memorable places. The Bridge Boulevard Village Center Zone would be based upon the County's existing C-1 Neighborhood Commercial Zone, with some modifications to setbacks and design standards.

The Tower Employment District Zone is based upon Bernalillo County's existing C-LI code, with some modifications for setbacks and design standards. This zoning district would allow for a wide range of non-residential uses with baseline standards for minimum lot size, landscaping, screening, setbacks, heights and parking. The purpose of this zone is to attract uses that generate employment, ranging from light manufacturing/ fabricating and warehousing, to technical support centers and medical facilities.

### Design Overlay

In addition to the new zoning, the Bridge Boulevard corridor will also have a design overlay. The Bridge Boulevard Design Overlay (Design Overlay) establishes minimum standards for site, building, and lighting elements. The Design Overlay is intended to strengthen the historic identity and character of the corridor. These standards will apply for new construction and major reconfiguration of existing sites. The eastern end of the corridor, from the river to Hartline Road, already has in place a set of design standards; this new Design Overlay essentially extends those standards to the remainder of the corridor. The exhibit on page 13 shows the boundaries and parcels that are included in the Design Overlay.

## Financing strategies for implementation

A significant component of the Bridge Boulevard Corridor Redevelopment Plan is to generate redevelopment along the corridor, creating new jobs and expanding services. Given that land parcel costs and new construction costs result in aggregate costs that exceed the level of debt that can be supported by Net Operating Income (NOI), the County will need to implement one or more forms of public financing. There are a number of public finance tools available to catalyze redevelopment and to support new and existing businesses along the Bridge Boulevard corridor.

The public finance tools with applicability to the corridor include:

- Local Redevelopment Act (LEDA)
- New Mexico MainStreet Program (NMMP)
- Tax Increment Development Districts (TIDD)
- Metropolitan Redevelopment Act (MRA)
- Infrastructure Development Zone (IDZ)
- Business Improvement District (BID)
- Low Income Housing Tax Credits (LIHTC)
- New Markets Tax Credits (NMTC)
- HUD 221 (d) 4 Credit Guarantees (D-4)

| Item | Gateway District | Five Points Village Center District | Tower Employment District |
|---|---|---|---|
| LEDA | | | X |
| NMMP | X | | |
| TIDD | | | X |
| MRA | X | X | |
| IDZ | | | X |
| BID | | | |
| LIHTC | | X | X |
| NMTC | X | X | X |
| 221d4 | X | X | X |

Source: Economic & Planning Systems

Financing from programs like NMMP may be available for projects other than roadway and redevelopment that would enhance the Bridge Boulevard Corridor. Public art, pocket parks, public spaces, and enhanced bus shelters would expand activity within the Bridge Boulevard Corridor. These amenities would help redevelopment efforts in the area and attract residents and visitors to socialize, shop locally, and enjoy the unique character of the area.

## Public Process

The project team developed a robust framework of public participation to support the planning process and invite involvement from a broad range of groups within the community throughout the development of the Plan. Community members were invited to participate in the development of the vision and plan through the following activities:

- Public meetings in February 2012, May 2012 (design workshop or *charrette)*, August 2012, and December 2012
- Presentations to neighborhood associations, including Adobe Acres, South Valley Coalition, Vecinos del Bosque, Yakima, Alamosa, and Southwest Association of Neighborhoods
- Presentation to Town of Atrisco Grant - Merced
- Table at South Valley Pride Days and the Gateway Park dedication
- Residential survey
- Business owner interviews
- Focus groups for youth, businesses, and Spanish-speaking residents

In addition to general public outreach, a Steering Committee was convened, which included representatives of the FHWA, HUD, Mid-Region Council of Governments (MRCOG), Rio Grande Community Development Corporation (RGCDC), City of Albuquerque (COA), and a number of neighborhood and business representatives. There were 13

Steering Committee Meetings between November 2011 and January 2013. Members of the project team and Steering Committee also met twice with concerned residents in April and May 2013 to discuss plan recommendations and concerns.

The project team coordinated extensively with COA staff and elected officials. Staff from COA Planning Department and ABQ Ride were active participants in the Steering Committee and, in addition to written communications, project team members coordinated with COA Planning staff in December 2011 and February 2013, ABQ Ride in November 2012, and COA Redevelopment in December 2012. Meetings with COA Councilors also took place in November 2011 and April 2013.

## Approval Process

The Bridge Boulevard Corridor Redevelopment Plan will be submitted with an application for approval to the seven-member County Planning Commission (CPC). The CPC will review the Plan and application prior to a public hearing, where County staff will present the Plan and members of the public will have the opportunity to make statements. The CPC will vote on the application and make a recommendation for approval or denial, or require changes to the Plan. If the CPC recommendation is not appealed, the recommendation will be forwarded to the Bernalillo County Commissioners (BCC) for their review. If the CPC recommendation is appealed, the recommendation will be placed on the BCC's public hearing agenda. The CPC and/or BCC could also defer or continue a hearing on the application to allow the applicant time to submit additional information, revise the application, or for staff review of submitted materials. The BCC has the authority for final approval or denial of the plan.

Once the BCC adopts the plan, the zoning outlined in this Plan will go into effect and Bernalillo County will begin investigating potential financing for redevelopment efforts.

## Implementation

The recommendations contained in this plan are a part of a long range plan and would be implemented over span of approximately 15 years.

**Recommended concepts for intersection configurations will be subject to more detailed review and public input during the roadway design phase of the project.**

Redevelopment at the Gateway District, Five Points Village Center, and Tower Employment District will depend on financing mechanisms, private investment, and the desires of property owners.

Roadway improvements would be completed in phases as funding becomes available. The recommended roadway concepts will be subject to further review and public input during final design. Roadway conceptual designs, including intersection configurations, right-of-way needs, and access will be reviewed and discussed in the preliminary and final design processes and will be subject environmental review prior to construction. No final decisions on intersections will be made until the design process begins. Public meetings will be held throughout the design process and the conceptual roadway plans may change based on results of detailed studies and public input. There will be numerous opportunities during the design phase for the public to learn about and discuss the roadway and intersection designs under consideration.

# Introduction

## Introduction

Imagine a different Bridge Boulevard Corridor - a vibrant, sustainable area that celebrates the unique history and character of the community and offers ample and equitable opportunity to live, work, and play. This is the vision Bernalillo County had when it applied for a TIGER II/Community Challenge Planning grant for the Bridge Boulevard Corridor from the Barelas Bridge to Coors Boulevard. Bernalillo County was awarded the $500,000 grant from the U.S. Department of Housing and Urban Development (HUD) and U.S. Department of Transportation (DOT), Federal Highway Administration (FHWA), to develop a long-range redevelopment plan that integrates housing, economic development, land use planning, and transportation infrastructure improvement strategies. The key livability principles that form the basis of this plan are:

- More transportation choices
- Equitable, affordable housing
- Enhanced economic competitiveness
- Support for existing communities
- Coordinated and leveraged federal policies and investment
- Valued communities and neighborhoods

The planning process combined the efforts of Bernalillo County staff, community members, municipal and agency stakeholders, and consultants to better understand the issues that currently affect the Bridge Boulevard Corridor community and define a vision for the future of the Corridor. This Redevelopment Plan will outline recommended sustainable transportation system improvements and zoning changes, and identify catalytic areas for affordable housing and business development that will enhance community livability. The Plan will also identify potential funding and financing strategies to facilitate implementation and encourage public and private investment in development. This Plan is intended to serve as a blueprint to ensure that the economy and community will be surviving and thriving in the year 2030 and beyond.


Figure 1. Project Area Context Map

## The Vision:

### Mixed-Use, Pedestrian- and Transit-Friendly Corridor

Bridge Boulevard is a major travel corridor that carries approximately 30,000 cars, trucks, and buses per day across the Rio Grande. It is one of the few east-west river crossings in the South Valley to connect the rapidly growing Southwest Mesa with the destinations on the east side of the Rio Grande and one of only nine river crossings in a metropolitan area of almost a million people. As a result, Bridge Boulevard is the fourth most congested corridor in the Albuquerque metropolitan area (MRCOG 2012). Given the importance of the roadway to the regional transportation network, a key consideration in the development of a vision for the area was how to balance commuting needs with local needs. A question posed to the project steering committee and community members was:

> *Should the Bridge Boulevard corridor be a destination for shopping, entertainment, restaurants, and other local services, or should it be an improved roadway that provides a quick thoroughfare from the South Valley and Southwest Mesa to destinations on the east side of the river?*

Responses to this question varied; however, a number of themes emerged during open discussion and from comments submitted by community members during a design workshop and public meetings:

- Respect the character of the South Valley - celebrate the agricultural tradition, open space, and acequias.
- Maintain authenticity.
- Concentrate commercial development at nodes.
- Make the Gateway area attractive and inviting.
- Balance traffic between commuting needs and retail needs.

From these key insights, the project team developed recommended strategies to achieve the following vision while allowing Bridge Boulevard to continue as a vital arterial within the regional transportation network.

## Vision

The Bridge Boulevard Corridor is a sustainable main street where residents, visitors, and businesses are able to enjoy a safe, pedestrian-friendly environment that celebrates the agricultural tradition and authenticity of the area.

Barelas Bridge, circa 1950

Source: National Hispanic Cultural Center
History and Literary Arts Barelas Collection
Box 1 Folder 1 Image #550

## History and Context

Bridge Boulevard serves as the gateway to the South Valley, the historical core of Bernalillo County. It was the first river crossing in the region and the segment of Bridge Boulevard between Barelas Bridge and Isleta Boulevard is designated for both El Camino Real National Historic Trail and Route 66 National Scenic Byway. The South Valley is one of the oldest communities in Bernalillo County, and many families trace their lineage to the 17th century settlers of Atrisco, Five Points, and Armijo, whose livelihoods were directly tied to agriculture until the early 1940s. A Characterization of Historic Properties along Bridge Boulevard from the Rio Grande to Coors Boulevard is provided in Appendix A for more information about the history of the Corridor.

## Demographics

While portions of Bridge Boulevard are within Albuquerque city limits, the majority of the Corridor is in unincorporated Bernalillo County. A demographic profile was prepared for an aggregation of census tracts that cover the Corridor study area (Figure 2) and is provided in the Economic, Demographic, and Market Analysis attached as Appendix B. The census tracts are consistent with data analysis subzones (DASZ) used by the Mid-Region Council of Governments (MRCOG) for employment and population forecasts.

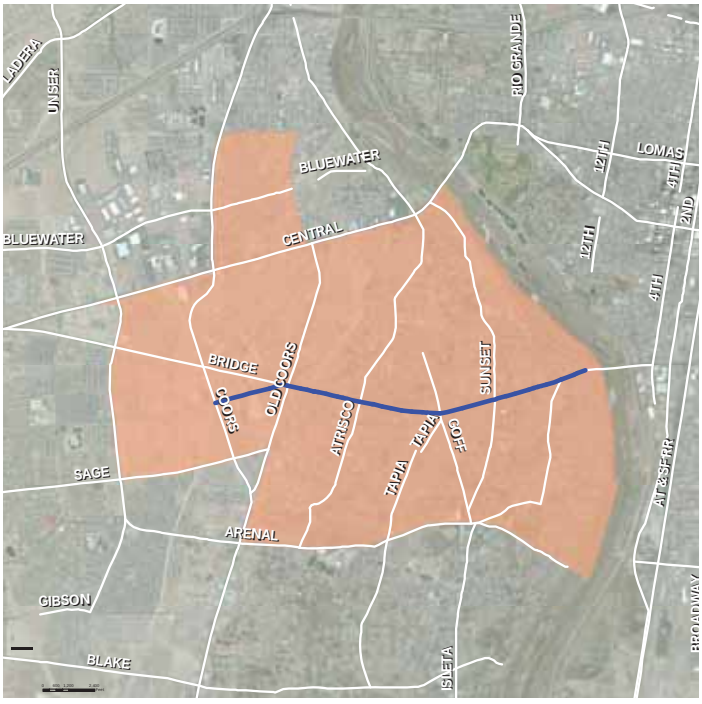



Figure 2. Demographics Analysis Area

Total population in the Bridge Boulevard Corridor study area is approximately 32,700 and has grown approximately 1.9% per year since 2000. There are almost 11,000 households in the study area, with an average of approximately 3.0 people per household. Of those households, 62% are owned by the resident, 31% are renters, and 7% are vacant.

Approximately 84% of the residents in the Bridge Boulevard Corridor, are Hispanic or Latino. On average, residents of the Bridge Boulevard Corridor are younger than residents outside the study boundaries in the South Valley and Bernalillo County. The median age of residents in the Bridge Boulevard Corridor is 32.4 years of age while the median age of Bernalillo County residents is 35.8 years of age. Approximately one-quarter of all residents in the study corridor are children under 14, creating the opportunity to promote transit and active modes of transportation to a young population.

Average household income in the Bridge Boulevard Corridor is approximately $44,000 per year, which is approximately $20,000 less per year than the

average household income of $63,700 for Bernalillo County as a whole. Over 65 percent of Corridor households earn less than $50,000 per year.

Community infrastructure and design of the built environment can affect health behaviors and environmental exposure. The design of the built environment can offer opportunities for residents to engage in healthy behaviors such as active transportation that reduce some chronic illnesses such as diabetes, asthma, cardiovascular disease, and obesity. Generally, the Bridge Boulevard Corridor and surrounding areas have a higher rate of premature deaths from chronic diseases (165.9 to 206 deaths per 100,000) than the rest of Bernalillo County (Place Matters 2005).

## Surrounding Areas

The Bridge Boulevard Corridor neighbors areas that are rapidly growing and/or undergoing development efforts and plans.

- The Southwest Mesa, to the west of the Corridor, experienced rapid residential growth from the mid-1990s 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.
- Just east of the Rio Grande along Bridge Boulevard is the National Hispanic Cultural Center, an internationally renowned institution for Hispanic cultural studies, and a popular venue for cultural events.
- The Barelas neighborhood is located just east of the Rio Grande and extends from Bridge Boulevard to downtown Albuquerque. It is anchored by the Barelas Railyard, which accelerated and shaped growth and development in the area for decades. Since the Railyards' closure in the 1980s, the facilities have been the subject of numerous planning studies and charrettes, all of which intend to bring jobs and new activity to the area.
- Finally, the Central Business District in downtown Albuquerque continues to see gradual revitalization, with new apartments that leverage access to the RailRunner commuter rail system and which could eventually lead to growing retail and commercial demand.

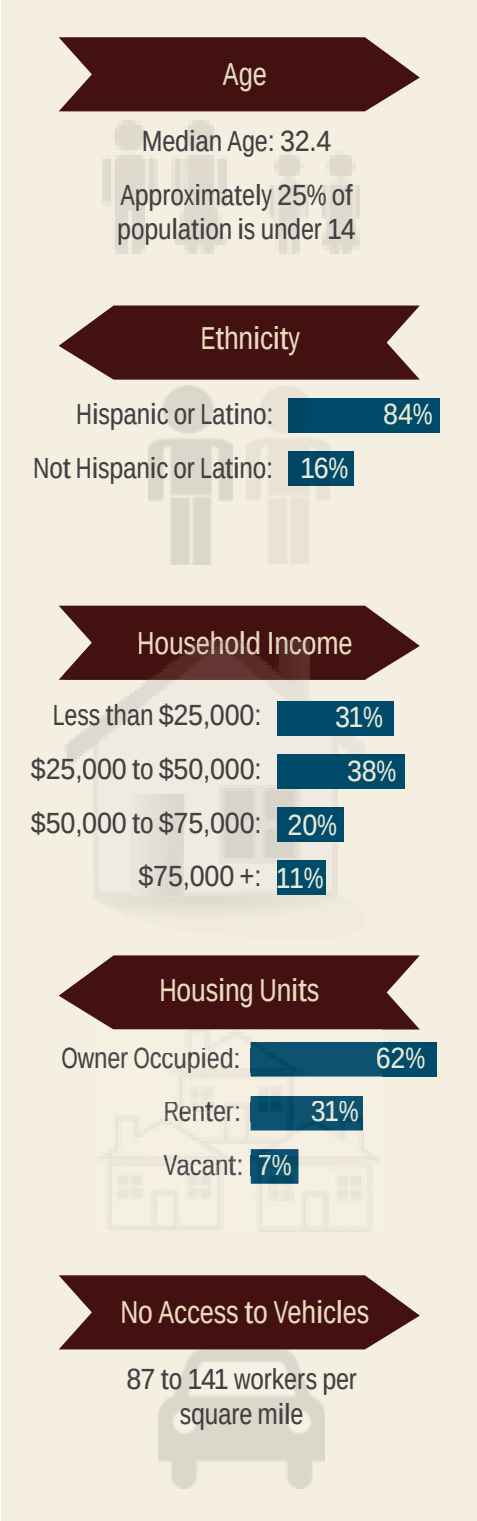



Figure 3. Key Demographics

## Relationship to other Plans

Recent planning processes and adopted plans identified the community's desire for appropriate development in the Bridge Boulevard corridor and regional plans for transportation improvements. The Bridge Boulevard Corridor Redevelopment process builds upon the following previous sector plans and seeks to support the goals of long range transportation plans:

- *Bernalillo County/City of Albuquerque Comprehensive Plan* identified Bridge Boulevard as a boundary between the Established Urban Area and the Semi-Urban Area. The Comprehensive Plan set goals and policies for Land use, Transportation, and Economic Development in Activity Centers and Transportation Corridors. The Bridge Boulevard Corridor Redevelopment Plan conforms to the updated *Comprehensive Plan.* Policies generally include, but are not limited to the following concepts regarding development:
    - Land use and transportation decisions, procedures, and development will promote transit use in transit development corridors. Concentrating mixed-use activities (housing, employment, retail goods and services) in clustered development will promote transit and pedestrian access to activity centers.
    - Community Activity Centers (such as the Village Centers envisioned in this Plan) will complement the immediate and surrounding neighborhoods, providing a sense of area identity, public gathering spaces, goods and services, and localized employment.
    - Enhanced Transit Corridors include features intended to improve transit and multi-modal transportation opportunities and include adjacent land uses that would increase the use of public transit.
    - Development within Semi-Urban area should be consistent with community values, local resources and resources of social, cultural, and recreational concern.
    - Higher density housing is appropriate in designated activity centers, where there is access to the major street network, and in areas where mixed densities are established by zoning or existing use. High density housing should be compatible with existing land uses and existing or planned infrastructure.
    - Traffic engineering will seek to maintain traffic flow and provide a balanced transportation system that provides sufficient roadway capacity and encourages transit and safe bicycle and pedestrian means of transportation. Driveway access to principal roadways should be reduced, where possible, to maintain traffic flow and decrease peak hour demand.
    - Capital expenditures and appropriate zoning promotes

private investment necessary for the development and success of activity centers. Transportation investments will consider mobility needs and multi-modal choices and support adjacent land uses.

- Transit planning and implementation will be coordinated among agencies and area jurisdictions.

- In accordance with other area transportation plans, the *Comprehensive Plan* has been amended to designate Bridge Boulevard as an Enhanced Transit Corridor within the larger Transportation Corridor Network.

- *The Southwest Area Plan* (2000) included the entire southwest area of Bernalillo County. The plan recommended that detailed studies be conducted for Bridge Boulevard to help identify economic development potential and strategies. It also recognized the need for corridor and Village Center planning to include mixed-use and higher density development to promote walkability and improved transit service. The following policy impacts Bridge Boulevard:

  - *Policy 15: All roads and arterials shall maintain continuity with regards to drainage, design and landscape. These arterials shall be comprehensive in design and scope to include the community's goals and objectives, including pedestrian and bicycle amenities, mass transit potential and landscaping.* (66, SAP).

- The *Westside Strategic Plan*, a Rank II Area Plan adopted by both Bernalillo County and the City of Albuquerque, articulates policies that inform County and City Sector Plans. The *Westside Strategic Plan* covers most of the lands west of the Rio Grande. Specific policies that impact Bridge Boulevard include:

  - P*olicy 4.4: The City of Albuquerque and Bernalillo County shall jointly prepare and enforce a Unified Development Code which includes development parameters for zoning, site plans, subdivisions, drainage improvements, residential street design, parks, open space, and other natural features. The Code should be easy to understand and implement, and have broad public support. It must, therefore, be created within an inclusive process cognizant of the needs of both the public and private sectors.* (p. 163, WSSP).

  - *Fences and Walls/Transit Access - In the urban areas (communities with a gross overall density of 2 or more), fences and walls are to be constructed of wood, stone, adobe, wrought iron, or masonry products and colored to match the surroundings. New wall standards for subdivisions adjacent to major streets and arroyos will be developed in the follow up design guidelines to prohibit design which precludes pedestrians and bicycle access or key viewpoints to major natural features.* (p. 173, WSSP).

- *Isleta Boulevard and Village Centers Sector Development Plan* (2008) was prepared to guide appropriate development in semi-rural and urban areas and provide a mixture of suitable uses in a quickly developing area.

- *The Bridge Boulevard Village Center and Corridor Plan, an Amendment to the Isleta Boulevard and Village Centers Sector Development Plan* (2010) provided guidance to protect and improve characteristics and land use patterns for a portion of Bridge Boulevard, from the east side drain to Goff Avenue. This plan established zoning and design criteria for commercial and residential zoning. It also provided design standards for signage and lighting within the plan area.

- MRCOG's *2035 Metropolitan Transportation Plan* (MTP) provided projections for population growth, employment growth, and traffic volumes for the year 2035 in order to plan for growth in the Albuquerque Metropolitan Planning Area (AMPA). It is estimated that there will be one million river crossings a day in 2035, roughly double the number of crossings in 2011. It is emphasized that Bus Rapid Transit (BRT) service along critical corridors and river crossings and increased transit use for river crossing trips should be considered in transportation improvement efforts.

  The MTP designated Bridge Boulevard, with an alignment along Tower Road between Coors Boulevard and Old Coors Road, as a Priority Transportation Improvement Corridor for improvements to transit, pedestrian and bicycle facilities. Bernalillo County owns sufficient right-of-way along Tower Road to add two lanes to the roadway.

## Snapshot of Existing Corridor

Barriers to redevelopment within the Corridor have included lack of appropriate transportation planning and design to support pedestrian and transit modes as well as absence of mixed-use zoning. Additionally, crime was cited as an impediment to development along the Bridge Boulevard Corridor during interviews with local residents and business owners. Although perspectives varied in terms of the prevalence and significance of the type of crime, it is reasonable to conclude that a perception of high crime rates exists.

### Transportation System

An inventory of the existing transportation system within the Corridor and potential tools and strategies for improvements were outlined in the *Transportation Assessment*, attached as Appendix C. Currently, the road network immediately surrounding Bridge Boulevard has limited connectivity, forcing most traffic onto Bridge Boulevard for east-west travel. Data collected indicates that a majority of the east-west traffic travels through the Corridor without stopping at local destinations. It is estimated that Bridge Boulevard will exceed motor vehicle capacity through most of the corridor and will be severely congested by 2035. Additionally, crash rates along Bridge Boulevard are almost 50% above the regional average.

Most of the roadway has four lanes, with bike lanes/shoulders and sidewalks; however, there are visibility issues in some locations and in some areas, sidewalks are blocked or not compliant with current Americans with Disabilities Act (ADA) standards. The corridor also has a network of historic acequias that serve the agricultural lands near the Rio Grande and are used as paths and trails by the community, although the South Valley has low walking and bicycling rates compared with the rest of the metropolitan area, possibly due to a lack of safe and comfortable facilities.

## 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; however, the Corridor as a whole is underutilized. Uses along the 2.75-mile corridor consist of a mixture of small-scale commercial uses, industrial, and residential lots, some of which connect to acequias and agricultural 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. Neighborhoods adjacent to Bridge Boulevard are mostly low density single-family dwellings. 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.

The *Zoning Report* provided in Appendix D summarized existing land uses, zoning, opportunities for village centers, regulatory barriers, development incentives, and design overlay. Given its length and the wide range of conditions along the Corridor, the project team established that the study area would be divided into five districts for analysis: Isleta Gateway District, Five Points Commercial District, Goff Center, Atrisco Residential District, and Tower Employment Center (Figure 4).

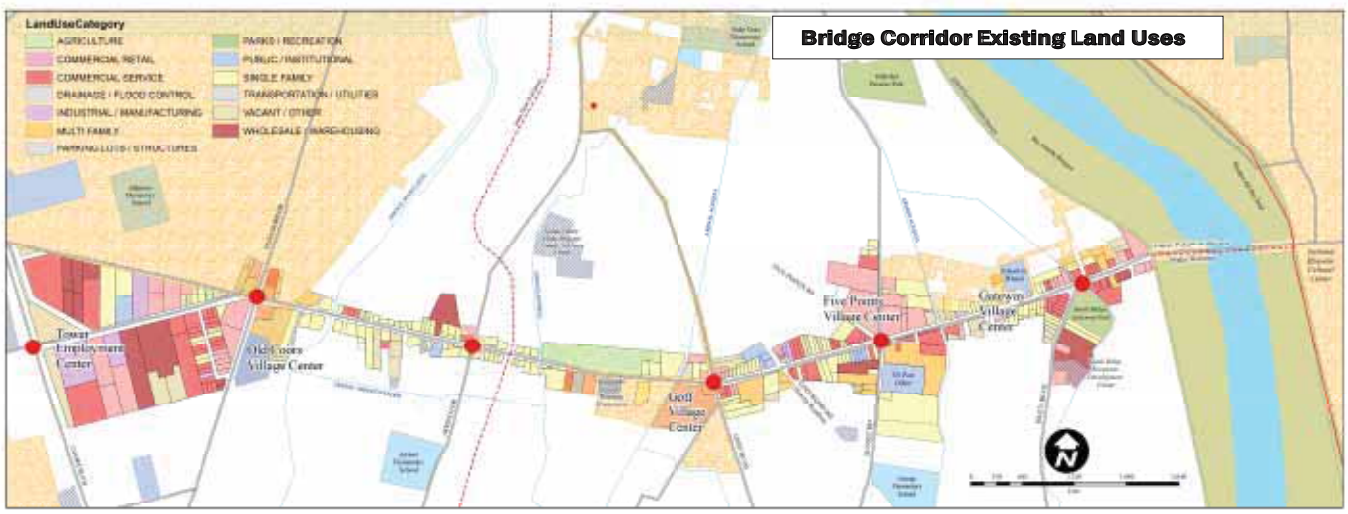



Figure 4. Bridge Boulevard Corridor Redevelopment Area Existing Land Uses

### Businesses

Businesses are generally concentrated towards the east end of the corridor. Of the approximately 100 businesses along the corridor, most are focused on auto repair, health care, and clothing retail. Former retail centers that were previously anchored by grocery stores now operate as indoor mercados, with a wide variety of micro businesses. Despite high traffic volumes, the corridor has a number of vacant or underutilized lots and there are 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. Key market attributes such as population concentration, consistent traffic volume in the Corridor, and the historic place that Bridge Boulevard represents in the South Valley, all suggest that it can play a major role in the future of retail in the South Valley.

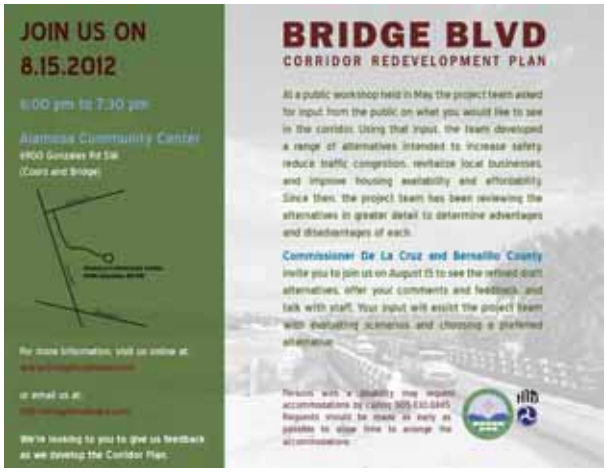
## Plan Process

### Public Process

Core Bernalillo County staff from the Public Works, Zoning, Building and Planning, Economic Development, and Housing departments were charged with deciding on the final recommendations to be submitted to Bernalillo County governing bodies. Significant inter-departmental coordination has been crucial to this planning process. County staff has met regularly with the consultant team to monitor progress of data collection, assist with concept development and refinement, and participate in public outreach activities.

As a community that cherishes its rich history and wants to preserve the legacy it leaves for future generations, it has been critical to integrate the public into the planning process. The project team developed a robust framework of public participation to support the planning process and invite involvement from a broad range of groups within the community throughout the development of the Plan. A summary of agency and public coordination efforts is provided in Appendix E. The basic framework called for creating multiple and varied opportunities for the public to learn about the project and offer input and feedback throughout the planning process. Community members have been invited to participate in the development of the vision and plan through the following activities:

- Public meetings at key milestones
- Presentations to neighborhood associations
- Attendance at local events, such as South Valley Pride Day and the Gateway Park dedication
- Residential survey
- Business owner interviews
- Intensive design workshop or *charrette*
- Focus groups for youth, businesses, and Spanish-speaking residents




Residents, business owners, and the traveling public were invited to participate in meetings through newspaper articles and advertisements, posters placed in local businesses and community centers, announcements at local group meetings, television news coverage, and mailings to properties immediately adjacent to the Corridor and the interested parties list.

In addition to general public outreach, Commissioner Art De La Cruz and the project team identified and invited representatives from partner agencies, local businesses, and neighborhoods to participate in a Steering Committee. Invitees included representatives of the FHWA, HUD, MRCOG, Rio Grande Community Development Corporation (RGCDC), City of Albuquerque (COA), and a number of neighborhood and business representatives. Committee members were asked to commit to monthly meetings, serve as a spokesperson and means of communication between the Steering Committee and the committee member's agency or neighborhood and networks, and participate in sub-committees to discuss transportation, economic development, housing, and environmental health and safety. The Steering Committee met on a monthly basis for over a year. Out of these meetings came a shared understanding of the core goals for the project and a consensus on how to move forward into implementation.

## Approval Process

The Bridge Boulevard Corridor Redevelopment Plan will be submitted with an application for approval to the seven-member County Planning Commission (CPC) for review. The CPC will review the Plan and application prior to a public hearing, where County staff will present the Plan and members of the public have the opportunity to make statements. The CPC will vote on the application and make a recommendation for approval or denial, or require changes to the Plan. If the CPC recommendation is not appealed, the recommendation will be forwarded to the Bernalillo County Commissioners (BCC) for inclusion on a consent agenda. If the CPC recommendation is appealed, the recommendation will be placed on the BCC's public hearing agenda. The CPC and/or BCC could also defer or continue a hearing on the application to allow the applicant time to submit additional information, revise the application, or for staff review of submitted materials. The BCC has the authority for final approval or denial of the plan.

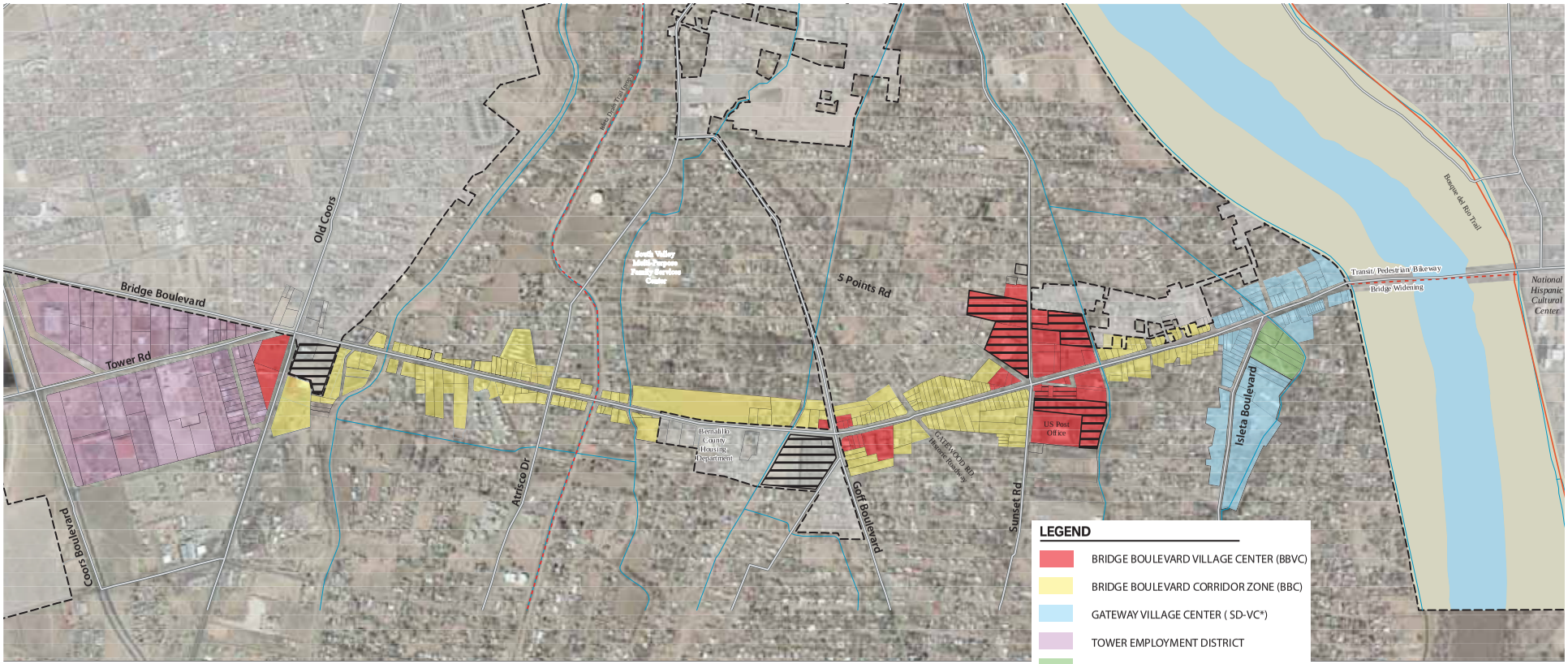
Once the BCC adopts the plan, the zoning outlined in this Plan will go into effect and Bernalillo County will begin investigating potential financing for redevelopment efforts. Roadway improvements would be completed in phases as funding becomes available. The recommended roadway concepts will be subject to further review and public input. No final decisions on intersections will be made until the design process begins.

## Plan Organization

The remainder of this report presents the recommendations for reconfiguring Bridge Boulevard and the land uses adjacent to the corridor. Using the Livability Principles and sustainability elements that helped shape the recommendations, the report details the following:

- Preferred Alternative for Bridge Boulevard, along with recommendations for access management and intersection designs;
- Strategies for improving transit service;
- Pedestrian and bike strategies;
- Overview of market-driven commercial and residential opportunities for the areas with the highest potential for redevelopment;
- Zone changes that will help lower barriers and encourage new investment along with a Design Overlay intended to create a more consistent level of development and identity for the corridor (see Figure 5, Zone Map, and Figure 20, Zoning Designations and Design Overlay Boundaries, page 64*);*
- Financing strategies designed to encourage new investment in the corridor.

All of these elements are intended to work together to help transform Bridge Boulevard. By combining transportation, land use, and economic perspectives, this multi-faceted approach will help meet the goals of the Livability Principles and make the corridor a more sustainable and livable place.




**ZONE MAP**
*BRIDGE BOULEVARD*
Bernalillo County, New Mexico

February 22, 2013

Figure 5. Zone Map

# Bridge Boulevard Corridor

## Livability Principles

Specific initiatives that frame the vision for this plan document were developed within the context of the following six livability principles and will be discussed in more detail in subsequent chapters as they relate to each specific district.

Livability has been referred to as:

"being able to take your kids to school, go to work, see a doctor, **drop by the grocery or post office,** go out to dinner and a movie, and play with your kids at the park, all without having to get into your car. Livability means building the communities that help Americans live the lives they want to live—whether those communities are urban centers, small towns or rural areas "

(Ray LaHood, US DOT, U.S. EPA, 2010, p. 2).

### *Livability Principal 1: Provide more transportation choices*

The following initiatives are intended to develop safe, reliable, and economical transportation choices, will decrease household transportation costs, and improve livability of the Corridor.

- Provide safe facilities and enhanced connectivity for pedestrians and bicyclists
- Encourage transit use by providing easy access to transit stops, shelters, schedule information, and increasing service frequency
- Invest in infrastructure that promotes safe active transportation such as sidewalks, multi-use trails, bicycle lanes and paths, medians, crosswalks, narrower streets, signs, and wayfinding
- Provide traffic improvements to maintain commute times and reduce idling cars, reducing greenhouse gas emissions and maintaining air quality
- Manage access points to the roadway to increase safety

### *Livability Principal 2: Promote equitable, affordable housing*

Land use and zoning can further livability principles by creating a policy framework that will shape housing development patterns aligned with the needs of the community.

- Identify areas where affordable housing could be developed for people of all ages, incomes, races, and ethnicities
- Increased density and a mixture of uses near transit to increase mobility and lower the combined cost of housing and transportation
- Retain and enhance the historic character and housing patterns of the community

### *Livability Principal 3: Enhance economic competitiveness*

The market analysis performed as a part of this plan development indicated that the majority of the population in the Corridor study area works and shops outside of the corridor. Economic competitiveness can be improved through a number of initiatives.

- Increase access to employment centers by providing affordable housing within a 15-minute commute by any mode to a node of commerce
- Increase access to neighborhood retail and services
- Identify activity areas where basic needs, neighborhood retail, services, and entertainment could be located.

- Promote local businesses
- Leverage the agricultural tradition of the South Valley by providing zoning and locations for farmers markets
- Provide adequate access to shared, open parking

### *Livability Principal 4: Support existing communities*

Target federal funding opportunities toward existing communities—through strategies like transit oriented, mixed-use development, roadway/infrastructure, and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes

- Invest in infrastructure improvements to promote healthy, walkable neighborhoods
- Provide adequate lighting and bicycle and pedestrian facilities
- Improve roadway with measures to reduce injury crash rates
- Capture regional and local dollars for locally-grown products
- Implement sustainable roadway design, drainage, and lighting features
- Create open space/green community areas
- Explore potential development opportunities on under-utilized sites and emphasize a mix of uses

### *Livability Principal 5: Coordinate and leverage federal policies and investment*

A number of funding and finance strategies will be investigated to facilitate implementation and encourage public and private investment in development.

### *Livability Principal 6: Value communities and neighborhoods*

Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

- Create distinctive districts that are representative of the community and its history
- Emphasize the presence and role of Gateway Park
- Create a public realm focused on community interaction
- Provide public parking areas off Bridge Boulevard
- Improve infrastructure that local businesses could use to encourage patronage, such as sidewalk restaurant seating
- Provide informational signage about the history of the area
- Enhance existing significant structures with façade improvements.
- Explore potential development opportunities on under-utilized sites and emphasize a mix of uses

- Integrated redevelopment that preserves and enhances significant structures and street character
- Sustainable design and development
- Integrated landscape features that mitigate development impacts

Using these livability principles and feedback from the Steering Committee and public, the project team has developed the following concepts for the roadway, catalytic project areas, and zoning and design standards.

## Sustainability

The phrase "sustainability'' has been used in so many different contexts that it has become almost a catch-all phrase for anything remotely "green". At its core, sustainability is about creating places that people want to inhabit, places that elevate the experience of any activity, from working to walking to shopping to just living. While elements such as increasing energy efficiency and reducing vehicle miles traveled matter, they are means to an end. For this project, the end goal is making the Bridge Boulevard corridor a safer, fun, interesting, and inviting place to be.

The Bridge Boulevard Redevelopment Plan has been informed by sustainability from the outset. The HUD livability principles were used as screening criteria for determining roadway and land use strategies. For instance, the Main Street concept was selected in part because it would create a better pedestrian environment than other options. Land use concepts were also informed by the goal of creating a more livable place; proposing zoning that encourages new residential opportunities along the corridor and creating more options for residents to use transit, bike and walk. The implementation plan also proposes specific sustainability components for both roadway and land use design.

The planning and design of enhancements aim to enhance the safety and comfort for all users, catalyze economic development, and minimize environmental impacts. Zoning and design standards reinforce sustainable practices by codifying a healthy built and natural environment. Design standards for sustainable streets include strategies to improve air quality, reduce light pollution, integrate recycled materials, reduce energy and maintenance costs, encourage multi-modal transportation options, reduce solar heat gain and air temperatures, improve the health of vegetation, and improve safety and comfort of the roadway.

Options available to enhance the physical sustainability of the roadway are detailed in Appendix C and include:

- Recycled concrete and asphalt
- Recycled rubber tires in asphalt to reuse rubber tires, reduce tire noise from vehicles, and improve skid resistance
- Light colored pavement materials to reflect sunlight

- Permeable pavement, used in coordination with bioswales in medians and sidewalk buffers, to reduce the volume and improve the quality of stormwater runofff
- Bioswales to reduce the need for offsite storm water retention pond and support native vegetation, providing landscape features
- Dark sky light fixtures
- Shade trees to reduce solar heat gain, remove carbon dioxide, and create an inviting walking environment
- Drought tolerant native vegetation that require little or no irrigation
- Consideration for construction technique to reduce vehicle emissions and transportation costs and reduce water usage
- Bicycle and pedestrian infrastructure to promote multi-modal transportation and active transportation, thus improving air quality and reducing vehicle emissions, reducing traffic congestion, and health care costs associated with a sedentary lifestyle
- Transit infrastructure to encourage transit use, reduce vehicle emissions, and improve air quality

Bioswales can provide median landscape features and help improve the volume and quality of stormwater runoff.

Photo Source: Travis Lewis

Zoning and design standards for overlay zones encourage sustainable development through the use of the following:

- 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
- Encouraging the creation of enduring places that enhance a healthy social life

## Roadway Concept

Roadway improvements to Bridge Boulevard would help to maintain acceptable traffic flow, increase safety, and enhance mobility for all users in the corridor. In addition, transportation system and mobility infrastructure improvements would directly support sustainable development in accordance with the livability principles.

### Preferred alternative

Recommended concepts for the roadway and intersection configurations will be subject to more detailed review and public input during the roadway design phase of the project.

The project team proposed, studied, and tested several corridor design options at the May 2012 design workshop/charrette. A series of roadway concepts were presented to stakeholders at public meetings, steering committee meetings, and team meetings. The option that gained the most support was a four-lane roadway section with a center median and "gateway" roundabouts at the Isleta and Five Points intersections. Steering committee members offered qualitative input on each concept and the project team screened roadway concepts against livability criteria identified in Table 1.

A compatibility assessment of the preferred roadway segments and intersection options was also performed to identify various design considerations and provide a screening tool for evaluating the segment and intersection options.

Design considerations for each option and a preliminary screening of the combined segment and intersection options based on the compatibility of the options are in Appendix C. A color-coded screening matrix identified the options with the greatest compatibility, and those with significant operational and constructability challenges that would be difficult to overcome. Included at the bottom of the compatibility matrix is a summary of the general operational and design considerations for various travel modes for each intersection type. See Appendix C.

The matrix revealed that the Main Street option with all general purpose lanes and either traffic signal or a two-lane roundabout intersection configuration had the greatest compatibility. Conceptual drawings for the Main Street Option with two-lane roundabout intersection configurations are shown in Figure 6 through Figure 11. The median width may be narrower than shown in some areas to provide sufficient space for sidewalks and bike lanes without affecting right-of-way. Traditional intersection configuration options are shown in Figure 12.

| | | | Mobility/Roadway | | | |
|---|---|---|---|---|---|---|
| **Livability Principles** | **Factor** | **Measure** | No Build | Main Street | Flexible Lanes | Boulevard |
| **Transportation Choices** | Decrease transportation costs | Percent of household income spent on transportation | Poor | Excellent | Excellent | Good |
| | Reduce dependence on oil | Reduction in per capita VMT | Unacceptable | Excellent | Excellent | Good |
| | Improve air quality | Reduction in per capita VMT | Unacceptable | Good | Good | Average |
| | Promote public heath (walkability and improved bikeways) | Reduction in childhood diabetes and obesity rates | Unacceptable | Good | Good | Good |
| | Roadway safety | Reduction in crashes | Poor | Good | Average | Good |
| | Provide premium transit service | Increase in transit ridership | Poor | Average | Average | Good |
| | Increased connectivity | Number of bicycle/pedestrian trips | Unacceptable | Good | Good | Good |
| | Provide quality bike/ped infrastructure | Ped/Bike Qualitative LOS analysis | Unacceptable | Good | Good | Excellent |
| | Manage corridor access | Number of access points along the corridor | Unacceptable | Average | Poor | Good |
| | Maintain commute times | Maintain LOS | Unacceptable | Average | Good | Excellent |
| | Square footage of land to be acquired | Sq. footage | Excellent | Average | Unacceptable | Unacceptable |
| **Enhance unique characteristics of community** | Healthy and walkable neighborhood | Reduction in diabetes and obesity rates | Unacceptable | Good | Good | Good |
| | Safety/Crime | Reduction in crime rates and crashes | Poor | Good | Average | Unacceptable |
| | Open/Green spaces | Acreage of open/green space created | Unacceptable | Average | Average | Average |
| | Celebrate agricultural tradition | Capture regional and local dollars for locally-grown products | Average | Good | Good | Good |
| | Maintain character of area | Right-of-way width, speed | Good | Good | Average | Unacceptable |
| | Sustainable best practices | Implement sustainable roadway design, drainage, and lighting features | Poor | Good | Good | Good |
| | **Key Environmental Considerations** | | | | | |
| | Hazardous Waste | Avoid or mitigate areas of concern | Good | Average | Poor | Poor |
| | Section 4(f) | Avoid any impacts to Section 4(f) properties | Excellent | Average | Poor | Unacceptable |
| | Cultural Resources | Avoid or mitigate any impacts to cultural resources | Excellent | Average | Average | Unacceptable |
| | Noise | Maintain or reduce traffic-related noise | Average | Good | Good | Average |
| | Air quality | Reduction in per capita VMT and emissions | Unacceptable | Good | Good | Average |
| | Aesthetics | Implement design standards and maintain surrounding viewshed | Average | Good | Good | Average |
| | EJ | Avoid impacts to EJ populations; ensure participation | Average | Good | Unacceptable | Unacceptable |
| | ROW | Amount of ROW required | Excellent | Average | Unacceptable | Unacceptable |

Table 1. Screening Matrix — Excellent, Good, Average, Poor, Unacceptable

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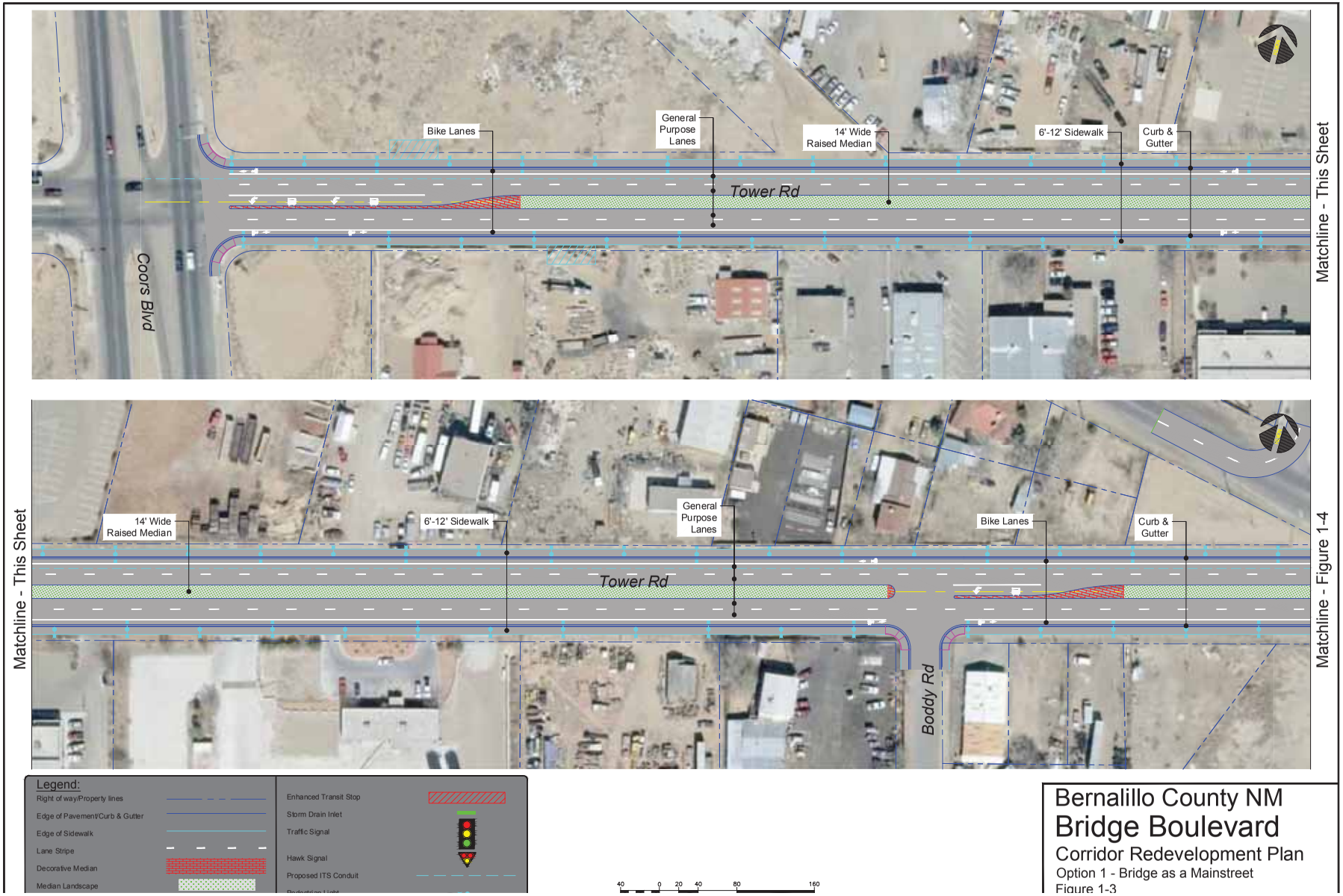


Figure 6. Main Street Conceptual Drawing 1

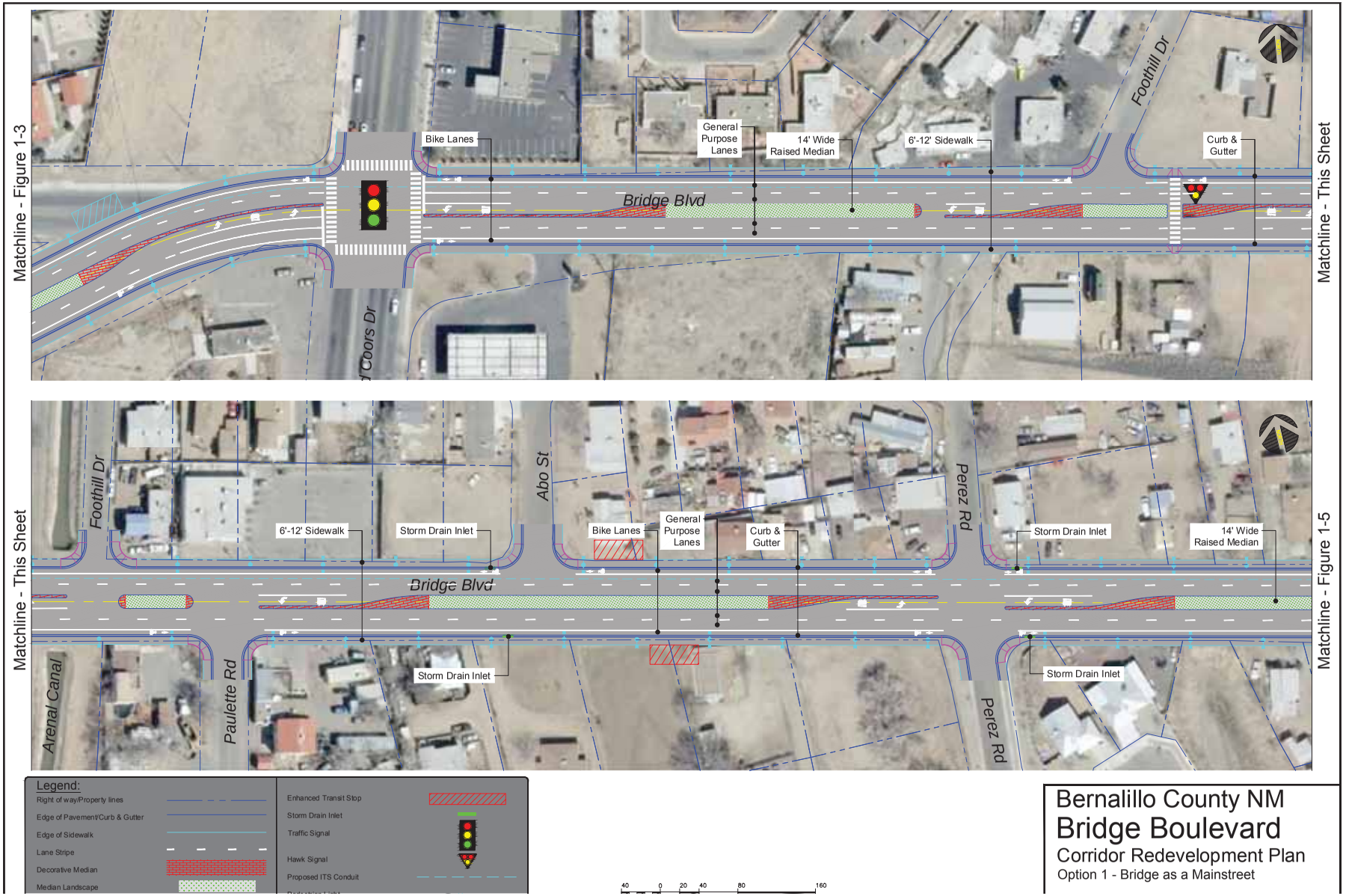


Figure 7. Main Street Conceptual Drawing 2

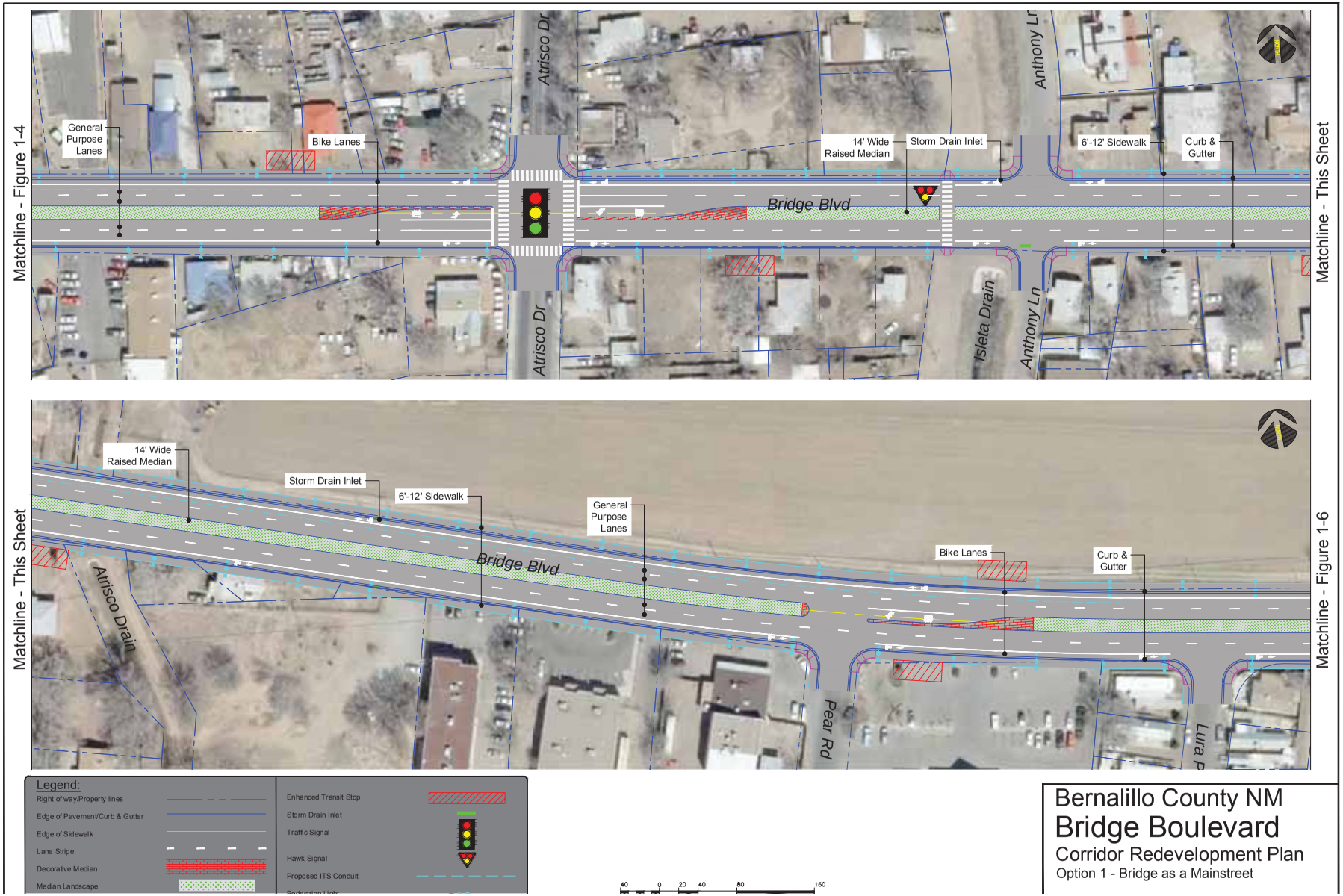


Figure 8. Main Street Conceptual Drawing 3

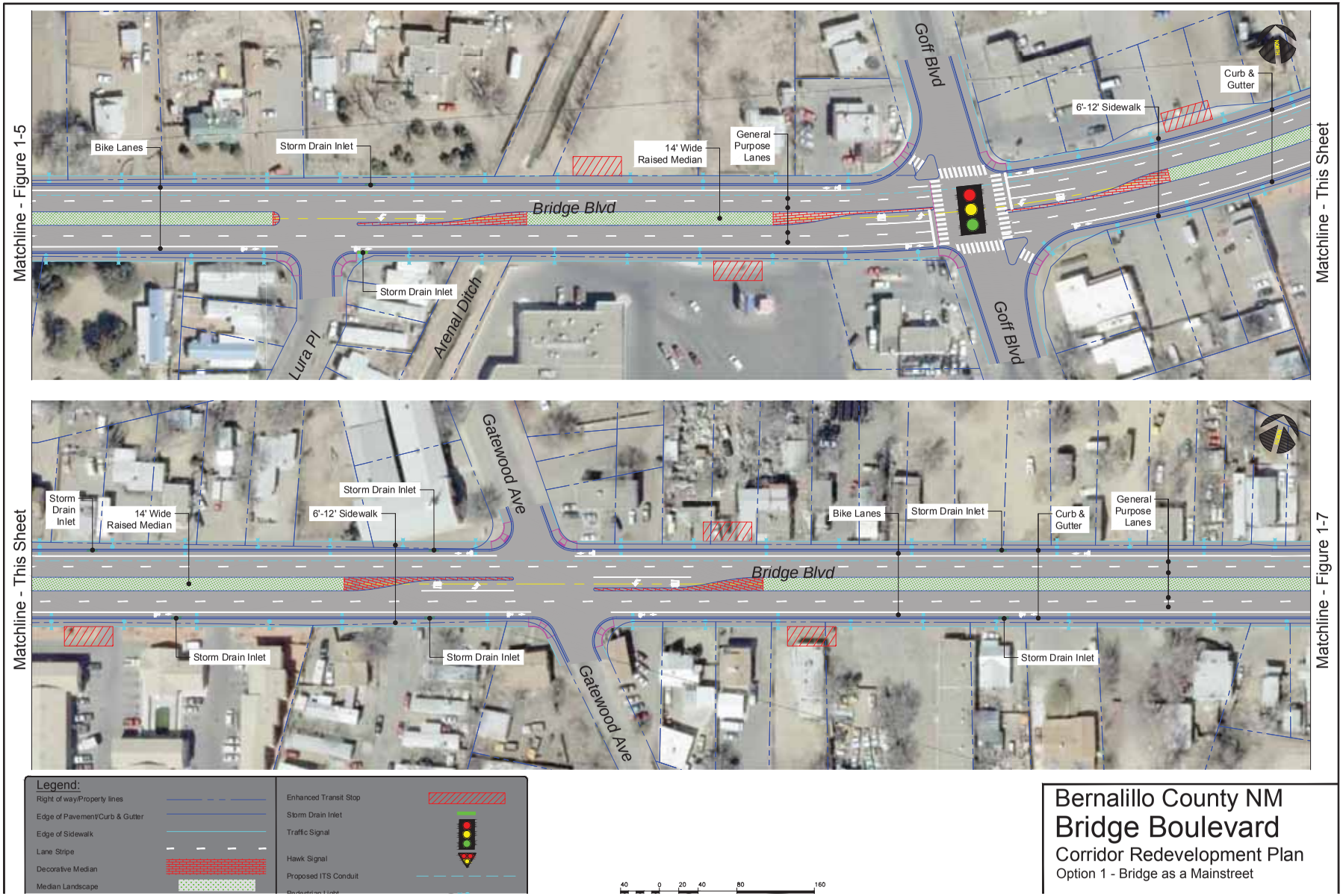


Figure 9. Main Street Conceptual Drawing 4

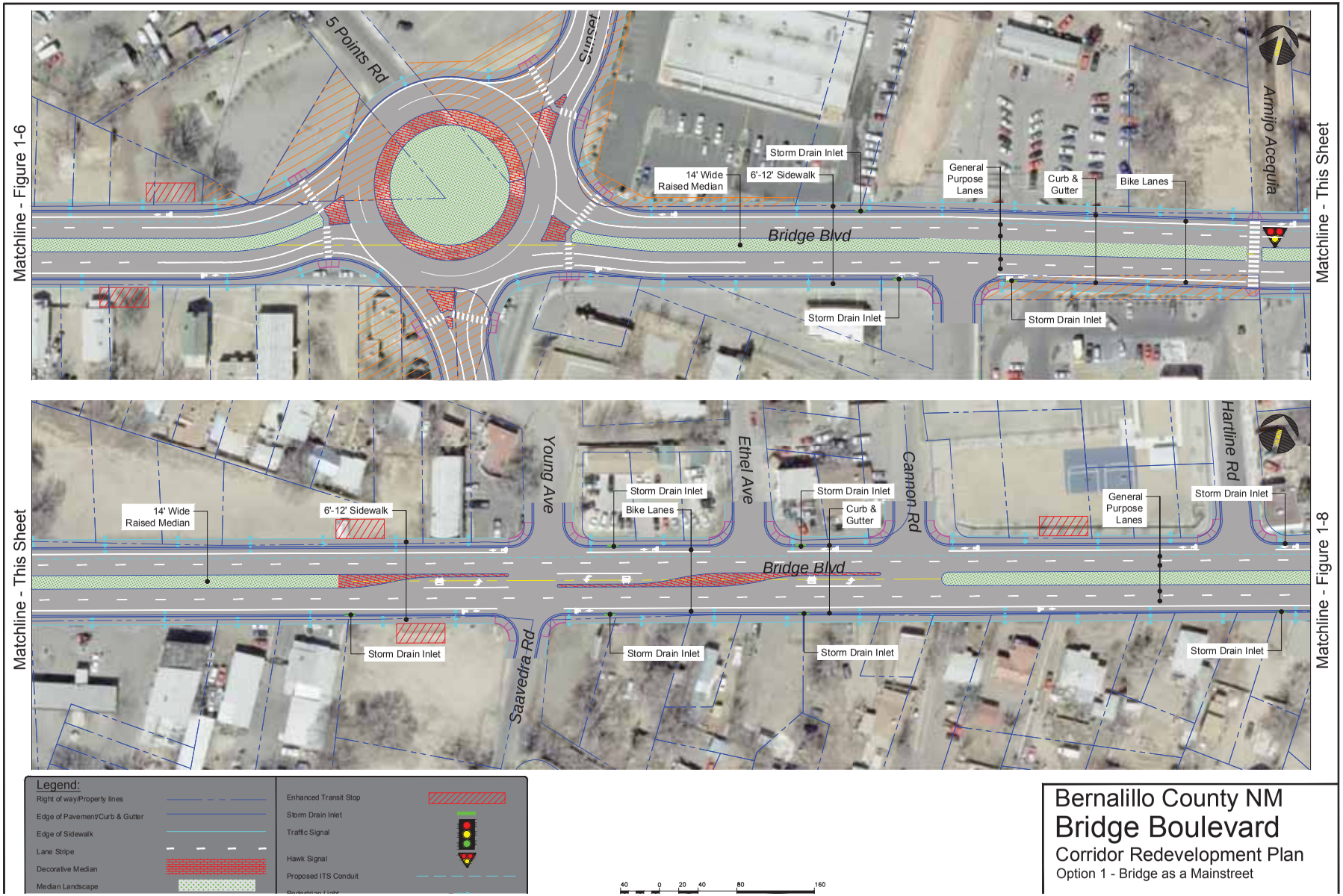


Figure 10. Main Street Conceptual Drawing 5

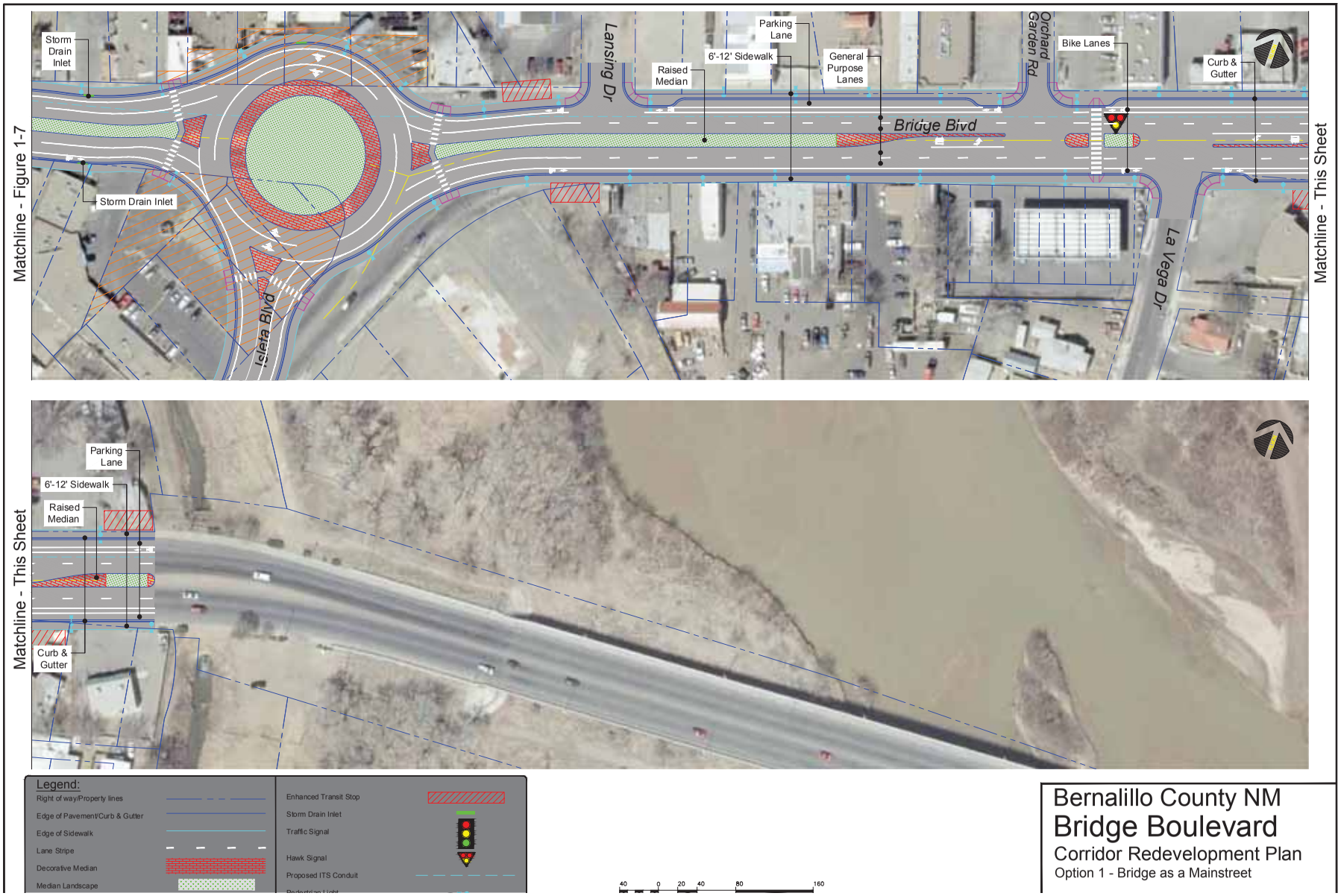


Figure 11. Main Street Conceptual Drawing 6


Figure 12. Alternate Intersection Options

## Capacity and Safety Strategies

Handling the traffic volumes MRCOG projected for the corridor within the existing five-lane cross-section while still providing a safe and comfortable walking and biking environment will require various strategies to be implemented. The strategies outlined below will be crucial to maximize person throughput along the corridor while maintaining safe and comfortable facilities for all users. These strategies include:

By 2035, the Bridge Boulevard Corridor area is expected to see a 15% increase in population and employment is expected to grow by 54%.

- Access Management
- Innovative Intersection Concepts
- Signalization and Intelligent Transportation System (ITS) Strategies
- Transit Strategies
- Pedestrian and Bicycle Facility and Safety Enhancements

### Access Management

The management of access points along Bridge Boulevard will have significant safety and operation benefits for all users along the corridor. It is evident based on the number of access points that currently exist that access management strategies need to be incorporated into the preferred alternative. Bridge Boulevard is currently classified as an Urban Principal Arterial by the New Mexico Department of Transportation (NMDOT). This classification requires ¼-mile spacing between full-movement unsignalized locations and 200 feet between partial movement locations.

In order to accommodate projected 2035 traffic volumes for the corridor, access management will play a key role in maximizing person throughput on the corridor. The NMDOT and FHWA have identified several best practices that should be considered when preparing the corridor roadway plans.

- Locating driveways on side streets where appropriate
- Limiting driveways within the functional area of an intersection
- Locating driveways to reduce conflict points
- Improving sight lines at driveway intersections
- Restricting turning movements at driveways
- Constructing medians to enforce turn restrictions at driveways
- Reducing driveway densities
- Properly designing driveways to improve safety and mobility for all users
- Properly designing internal parking lot and access isles to improve ingress/egress to site
- Utilizing roundabouts to facilitate U-turn and left-turn maneuvers

Based on the significant number of existing active and inactive driveways, it is recommended that a thorough access management analysis be conducted in conjunction with the preparation of final roadway documents to insure appropriate levels of stakeholder feedback prior to determining which driveways can be consolidated or closed. The consolidation of driveways and restriction of access points in conformance with NMDOT criteria will have significant benefits on improving the safety and operation of the corridor for all users.

Redevelopment alternatives for the Bridge Boulevard Corridor should be prepared with consideration for the following guidance.

### Driveway Access Criteria and Guidance

- For Principal arterials, typically one to two drives per 300 feet frontage are allowed depending upon various factors including the general layout for the site.
- Location: Driveways are to be somewhat evenly spaced where there is more than one driveway. Driveway access points should be carefully managed so that potential conflict points along an arterial roadway are minimized. The following distances should be used as minimums for an intersection. Dimensions are from face of curb of intersecting street to the centerline of the driveway or access.
    - Principal arterial without median:
        - Approaching an intersection:
            - 250 feet to an arterial intersection
            - 150 feet to a collector intersection
            - 75 feet to a local street intersection
        - Following the intersection:
            - 100 feet from an arterial or collector intersection
            - 50 feet from a local street intersection
    - Principal arterial with median:
        - Large development access need to be placed such that the centerline of the drive is approximately centered on the median openings.
        - Identify locations where there are opportunities for driveway consolidation or narrowing.

Shared driveway and medians

## Intersection Concepts

Three different intersection treatments were identified for their ability to manage some of the future travel demand for motor vehicles, while improving accommodations for multi-modal travel. The three alternatives were:

- Jug Handle Lefts (Signalized)
- Traditional Signalized Intersections
- Multi-lane Roundabouts (with pedestrian signalization if warranted)

The multi-lane roundabout option was identified by the public and staff during the corridor charrette as the preferred intersection treatment to evaluate further. Roundabouts offer several safety and operational advantages over traditional signalized intersections including:

- 60% reduction in injury related crashes
- Improved operations during the off peak hours
- Facilitation of u-turns maneuvers when coupled with access management strategies
- Opportunities to create gateway treatments in center of roundabout
- Slower travel speeds in the vicinity of the intersection

Roundabouts can be designed to accommodate buses, oversized trucks, and emergency vehicles

In addition to the proposed roundabout option, traditional signalized intersections were also analyzed to better understand the differences in operations for the two types of intersection control. The following analysis provides detail on how a multi-lane roundabout and signalized intersection would manage future travel demand. This analysis also included a planning-level review of other intersection options considered during the charrette and discussed with the community.

An operations analysis was conducted for the Bridge Boulevard/Isleta Boulevard, Bridge Boulevard/Sunset Road/Five Points Road, Bridge Boulevard/Old Coors Boulevard/Tower Road intersections. The analysis included existing conditions analysis of each intersection using traffic counts (2010) and the projected future conditions at each intersection using growth rates from the MRCOG travel demand model. A critical factor in the operations analysis is that the Bridge Boulevard/Isleta Boulevard, Bridge Boulevard/Sunset Road/Five Points Road, and Bridge Boulevard/Old Coors Boulevard/Tower Road intersections are projected to have a 1.91%, 1.52%, and 2.7% annual growth, respectively. It is anticipated that some of this travel demand will be accommodated by roadway improvements for motor vehicles, improving access to ABQ

Ride's conceptual High Capacity Transit corridors, improved bicycle facilities, new pedestrian safety measures, and some will reallocate to other corridors with bridge crossings. See the *Transportation Needs Assessment* provided in Appendix C for 2010 traffic counts and projected 2035 volumes using the projected growth rates for each intersection under their current configurations.

### Roundabouts

A traffic operation analysis for the roundabout was performed using the Sidra software program and based on the MRCOG forecasted growth projections. The analysis was done for the scenarios outlined below:

Level of Service (LOS) describes roadway and intersection operation standards using the letters A through F, with A being the best and F being the worst. A rating of E is considered failing.

- Sunset Road/Five Points Road (2018 opening year)
- Old Coors Boulevard/Tower Road (2018 opening year)
- Isleta Boulevard (2023 opening year)
- MRCOG buildout year (2035)

The Highway Capacity Manual automobile Level of Service (LOS) "E" threshold was used as failing. A summary of the intersection capacity analysis assuming a two-lane roundabout configuration at each intersection with pedestrian and bicycle accommodations is provided in Appendix C and reflects the following:

#### Isleta Boulevard Intersection

- The capacity analysis shows that this intersection will function at a LOS F during its 2023 opening year in the PM peak hour and LOS F during 2035.
- This intersection will operate at LOS E by 2019 and fail before the roundabout is constructed in 2023. This is largely due to the 1,100 westbound left turning vehicles competing against 1,300 eastbound through vehicles during the PM peak hour based on MRCOG growth forecasts.

#### Sunset Road / Five Points Road intersection

- The capacity analysis shows that this intersection will function at a LOS B during its 2018 opening year and LOS F during 2035 AM peak hour.

#### Old Coors Boulevard / Tower Road

- The capacity analysis shows that this intersection will function at a LOS F during its 2018 opening year.
- This intersection will operate at LOS E in the PM peak hour by 2014 and fail before the roundabout is constructed in 2018. This is largely due to the large southbound left turn volumes.

### Traditional Signalized Intersection

For comparison purposes, each intersection was also analyzed under traditional signal control for opening year and 2035 conditions using the Synchro traffic simulation software. This analysis shows that the signalized intersections will experience similar operational problems

as with the intersections under roundabout control and in the case of the Sunset Road/Five Points Road and Old Coors Boulevard/Tower Road intersections will actually operate at a worse level of service.

### Isleta Boulevard Intersection

- The capacity analysis shows that this intersection will function at a LOS E during its 2018 opening year in the AM peak hour and LOS F by 2020 assuming double westbound left turn lanes along Bridge Boulevard.
- During the PM peak hour, the intersection is projected to operate at a LOS C during the 2018 opening year and LOS D in 2035.

### Sunset Road / Five Points Road intersection

- The capacity analysis shows that this intersection will function at a LOS E during its 2018 opening year and LOS F during 2035 AM peak hour.
- During the PM peak hour, the intersection is projected to operate at a LOS D during the 2018 opening year and LOS F in 2035.

### Old Coors Boulevard / Tower Road Intersection

- The capacity analysis shows that this intersection will function at a LOS D during its 2018 opening year assuming double southbound left turn lanes along Old Coors Boulevard.
- The intersection is projected to operate at a LOS F during the 2035 PM peak hour and LOS D during the 2035 AM peak hour.

### Preferred Intersection Concepts

Despite a failing peak hour LOS by year 2035, roundabouts at Isleta and Sunset Road are preferred over traditional signalized intersections because they offer safety benefits and improve LOS during off-peak hours. If MRCOG traffic projections are realized along the corridor by 2035 and certain approaches at the roundabouts begin to fail, mitigation treatments should be considered including signalizing certain approaches to resolve the capacity issues. At the Isleta intersection, the heavy westbound to southbound left turn movement conflict with the heavy eastbound through movement during the peak hours could be mitigated by signalizing the westbound approach and thus providing gaps for eastbound traffic. The signal would only operate during the periods where the intersection capacity required it and would remain dark the rest of the time.

Surveys conducted across **jurisdictions in the United States** found negative public opinion towards roundabouts before construction, but positive opinions after construction. (FHWA 2000)

A roundabout at Old Coors/Tower has been eliminated from consideration based on the recommendations issued within the 2004 Long Range Roadway System Plan, which details Tower Road becoming a principal arterial west of Old Coors Road. The existing signalized intersection at Old Coors Road and Bridge Boulevard will be reconfigured such that the west leg of Bridge Boulevard connects into Tower Road further west of Old Coors Road, allowing Tower to form the new fourth leg of the intersection. Full access to Bridge Boulevard west of Old Coors Road will be provided from Tower Road.

Assuming that the MRCOG forecasted volumes are realized, the following considerations would be included in design of any roundabouts:

### Sunset Road / Five Points Road Intersection:

- if additional lanes are added to the roundabout (three lanes total), LOS C conditions will exist during the peak hour in 2035:
  - assumes an additional westbound to northbound right turn slip lane
  - assumes an additional eastbound (3 total lanes) approach lane
- if peak hour managed lanes are introduced to the roundabout (3 total) LOS C conditions will exist during the peak hour in 2035:
  - assumes an outside travel lane on Bridge Boulevard in each direction is managed during the peak hours
  - assuming a combined 30% mode shift to high occupant vehicles, ABQ Ride, bicycling, and walking

### Isleta Boulevard Intersection:

- if additional lanes are added to the roundabout (3 total lanes) LOS F conditions will still exist during the peak hour in 2035:
  - assumes an additional eastbound to southbound right turn slip lane
  - assumes an additional eastbound and westbound (3 total lanes) approach lane
- if peak hour managed lanes are introduced to the roundabout (3 total) LOS F conditions would still exist during the peak hour in 2035:
  - assumes an outside travel lane on Bridge Boulevard in each direction is managed during the peak hours
  - assuming a combined 40 to 50% mode shift to high occupant vehicles, ABQ Ride, bicycling, and walking
- Consider a continuous flow intersection
  - assumes that bicycle and pedestrian accommodations are provided through the intersection
  - assumes appropriate access can be provided for proposed land uses adjacent to intersection

With respect to land use, a preliminary assessment of roundabout positioning within the Isleta Boulevard and Sunset Drive/Five Points Road was performed to identify which roundabout orientation maximized redevelopment potential within the vicinity of the intersection. A 220-foot diameter roundabout and a 30-foot additional landscaping and pedestrian area was assumed at each intersection. A larger 220-foot diameter circle was used based on its added versatility of accommodating both a two-lane roundabout layout and a three lane roundabout if future traffic projections are realized. Since a roundabout was eliminated from consideration at Old Coors and Tower, a land use assessment was not

performed. The existing traffic signal confirmation and surrounding land use would remain largely intact.

## Intelligent Transportation Strategies


If MRCOG traffic volume forecasts are realized, Intelligent Transportation System (ITS) strategies will play a critical role in enhancing the traffic operation performance of the Bridge Boulevard corridor and maximizing the person throughput. ITS strategies will serve to improve signal coordination, allowing for better data sharing between government entities and roadway users, , insuring the traffic signals remain in coordination after power outages, improving the on-time performance of buses, and improving the reliability of travel times along the corridor. MRCOG has identified several strategies to help in this effort including:

- Expanded traffic signal coordination plans
- Shared operational management between signal jurisdictions (County and City)
- Installation of fiber optic line between signal controllers to allow the signals to operate together to efficiently move vehicles through the corridor
- Real time travel time reporting
- Dissemination of travel time, road condition information to variable message signs and City/County websites
- Develop system to remotely access controller and Automatic Traffic Recorders
- Develop transit signal priority system and bus queue jump system

As the final roadway plans for the corridor are developed, the ITS infrastructure required to support the strategies noted above should be incorporated to help realize the benefits of ITS.

## Transit Strategies

Transit mode share is currently low along Bridge Boulevard, peaking east of Isleta Boulevard at less than two percent. The low transit mode share may be due to the proximity of routes along Central Avenue which also provide access from the Westside across the river downtown and may also be due to the current low densities in the corridor and insufficient connectivity.

As the Bridge Boulevard corridor grows and redevelops, transit investment will be important for a variety of reasons. Mode share goals were adopted by the Metropolitan Transportation Board as part of the 2035 MTP. As part of this process, 25% of funding was set aside for transit projects that

address river crossings in the Transportation Improvement Program. A portion of this funding could be a potential source of funding for transit along Bridge.

Households with 0 or 1 vehicle or households below the poverty level are typically classified as transit dependent, meaning that members of the household are dependent on transit for their daily travel needs. Transit dependent riders are likely making a large portion of existing riders as the study area has a large transit dependent population.

As fuel prices and congestion continue to increase, discretionary ridership on transit is also expected to increase. Discretionary riders are those who choose to use transit even though they might have other options for fulfilling their travel needs. These riders are most sensitive to increased service frequency, design of transit facilities, and overall convenience of transit service because they have other choices for traveling. When people choose to use transit rather than drive their vehicle alone, vehicle miles traveled can decrease and start to positively impact the amount of greenhouse gas emissions in the region.

To create a corridor that will accommodate future travel needs for all modes of travel, a high percentage of travel will need to take place in forms other than automobiles being driven by a single person. If all the projected traffic based on household growth on the west side of Albuquerque comes to be, roadways would need to be very wide and intersections even wider to avoid substantial congestion.

The Bridge Boulevard Corridor is the 3rd most utilized transit river crossing in the region, as a greater percentage of transit activity is generated around Central or to the south. One of the goals of the Bridge Boulevard Corridor Plan is to enhance the livability in the corridor through redevelopment and enhanced transit access. To achieve this livability, redevelopment in the corridor is planned to front the street in a pedestrian-oriented manner rather than the existing strip mall style development currently found in the corridor. Even if the corridor completely redeveloped with this type of development, few of the corridor goals would be achieved if the roadway is built to accommodate only single occupancy vehicles.

One of the ways to limit the future roadway width will be to encourage transit use in the corridor to align with the mode share goals of the region of achieving 10% of river crossings accomplished by transit by 2025 and 20% by 2035. Investment in transit service can relieve future traffic congestion and reduce the amount of roadway lane miles that needs to be constructed. A narrower roadway with less turn lanes creates a nicer place to walk, ride a bike, and use transit.

Bernalillo County will continue to coordinate with ABQ Ride to explore the feasibility of providing more frequent bus service.

### Decrease Headways and Increased Amenities

One way to increase ridership on an existing route is to decrease the amount of time between buses to allow for more frequent service which could help capitalize on existing latent demand. Increased service levels allow for more opportunity for riders to utilize the service making it more attractive. The convenience of walking to a bus without referring to a schedule because of the frequent service provides a level of dependability

that helps drive ridership. Research shows that if existing bus service is infrequent (less than three buses or so per hour), ridership is more responsive to changes in service frequencies that if existing service is already frequent (Pratt and Bevis, 1971). Passenger comfort while waiting for service including quality of bus shelters and overall agency image will also affect the amount of ridership response to service frequency changes. While increased frequency is beneficial to all transit riders, the response to service frequency changes is greatest when the travel market includes middle and upper income areas (Holland, 1974) because those income groups make up the choice ridership market. The high percentage of transit-dependent residents in the study area will benefit from this increased service, and a number of new discretionary riders will also begin to utilize the more frequent service. If the travel market involved includes primarily short trips where walking is an option, then ridership is also more sensitive to changes in service headways.


Enhanced Transit Stop

Existing average daily ridership on Route 54 during 2011 was 453 riders per day. Table 2 shows the impact on ridership based on proposed headway changes for the existing route. In future scenarios, if a greater number of people live and work in the route market area, ridership would be expected to change as well. Improving the shelters at bus stops and improving pedestrian access to transit would also contribute to the attractiveness of the transit routes in combination with service level changes. Investment in both of these areas will produce greater ridership gains than if only investing in amenities or service levels. Based on estimates performed by ABQ Ride, the additional capital and operational costs associated with the increased headways is approximately $4.7 Million in 2013 dollars.

As future funding is identified for transit stop enhancements, Table 3, which summarizes the average daily boardings and alightings at the existing stops along the corridor, could be utilized to determine where to potentially prioritize those enhancements. The transit stop locations that have a route which crosses Bridge Boulevard are also included to identify locations where there are transfer opportunities and thus a higher potential number of transit riders in the area. This table shows that the combined stop locations at Goff, Sunset, Isleta, La Vega, and Atrisco have the highest concentration of riders along the corridor.

| Headways | Average Daily Ridership |
|---|---|
| 45 minutes (existing) | 453 Daily Riders (existing) |
| 30 minutes (proposed) | 531 Daily Riders (forecasted) |
| 20 minutes (proposed) | 612 Daily Riders (forecasted) |
| 10 minutes (proposed) | 753 Daily Riders (forecasted) |

Table 2. **Existing and Projected Ridership for Route 54**

Transit jump lanes and bus bays are potential roadway elements that would help decrease headways and improve transit amenities and will be considered during future design phases for roadway improvements. These options will be evaluated in close coordination with ABQ Ride and property owners.

| Route | Direction | Stop Name | Average Daily Boardings | Average Daily Alightings |
|---|---|---|---|---|
| 54 | Eastbound | 4TH @ BRIDGE | 19 | 5 |
| 54 | Westbound | BRIDGE @ 4TH | 5 | 6 |
| Total at Bridge & 4th | | | 24 | 10 |
| 53 | Northbound | 8TH @ BRIDGE | 4 | 5 |
| 53 | Southbound | 8TH @ BRIDGE | 6 | 10 |
| 53 | Southbound | BRIDGE @ 8TH | 2 | 0 |
| 54 | Westbound | BRIDGE @ 8TH | 5 | 15 |
| Total at Bridge & 8th | | | 18 | 30 |
| 53 | Northbound | BRIDGE @ LA VEGA | 14 | 10 |
| 53 | Southbound | BRIDGE @ LA VEGA | 2 | 10 |
| 54 | Westbound | BRIDGE @ LA VEGA | 2 | 11 |
| Total at Bridge & La Vega | | | 19 | 31 |
| 54 | Westbound | BRIDGE @ ISLETA | 4 | 13 |
| 54 | Eastbound | BRIDGE @ ISLETA | 19 | 8 |
| 53 | Northbound | ISLETA @ BRIDGE | 4 | 1 |
| 53 | Southbound | ISLETA @ BRIDGE | 10 | 10 |
| Total at Bridge & Isleta | | | 37 | 31 |
| 54 | Westbound | BRIDGE @ HARTLINE | 13 | 1 |
| Total at Bridge & Hartline | | | 13 | 1 |
| 54 | Westbound | BRIDGE @ YOUNG ST | 0 | 8 |
| Total at Bridge & Young | | | 0 | 8 |
| 54 | Westbound | BRIDGE @ SUNSET | 5 | 15 |
| 54 | Eastbound | BRIDGE @ SUNSET | 29 | 13 |
| Total at Bridge & Sunset | | | 34 | 27 |
| 54 | Westbound | BRIDGE @ GATEWOOD | 3 | 3 |
| 54 | Eastbound | BRIDGE @ GATEWOOD | 6 | 0 |
| Total at Bridge & Gatewood | | | 9 | 3 |
| 54 | Westbound | BRIDGE @ GOFF | 4 | 10 |
| 54 | Westbound | BRIDGE @ GOFF | 8 | 2 |
| 54 | Eastbound | BRIDGE @ GOFF | 15 | 6 |
| Total at Bridge & Goff | | | 26 | 18 |
| 54 | Westbound | BRIDGE @ PEAR | 1 | 2 |
| 54 | Eastbound | BRIDGE @ PEAR | 1 | 0 |
| Total at Bridge & Pear | | | 2 | 2 |
| 54 | Westbound | BRIDGE @ ANTHONY | 0 | 1 |
| 54 | Eastbound | BRIDGE @ ANTHONY | 1 | 0 |
| Total at Bridge & Anthony | | | 1 | 1 |

Table 3. Transit Riders by Location

| Route | Direction | Stop Name | Average Daily Boardings | Average Daily Alightings |
|---|---|---|---|---|
| 54 | Westbound | BRIDGE @ ATRISCO | 3 | 2 |
| 54 | Eastbound | BRIDGE @ ATRISCO | 0 | 1 |
| 51 | Northbound | ATRISCO @ BRIDGE | 0 | 4 |
| 51 | Northbound | ATRISCO @ BRIDGE | 0 | 4 |
| 51 | Southbound | ATRISCO @ BRIDGE | 1 | 3 |
| 54 | Eastbound | ATRISCO @ BRIDGE | 4 | 0 |
| 54 | Eastbound | ATRISCO @ BRIDGE | 6 | 0 |
| Total at Bridge & Atrisco | | | 14 | 15 |
| 54 | Eastbound | BRIDGE @ EULALIA | 8 | 0 |
| Total at Bridge & Eulalia | | | 8 | 0 |
| 54 | Westbound | BRIDGE @ FOOTHILL | 2 | 1 |
| Total at Bridge & Foothill | | | 2 | 1 |
| 54 | Eastbound | BRIDGE @ OLD COORS | 6 | 0 |
| 54 | Westbound | OLD COORS @ BRIDGE | 0 | 8 |
| Total at Bridge & Old Coors | | | 6 | 8 |
| 155 | Northbound | COORS @ BRIDGE | 16 | 10 |
| 155 | Southbound | COORS @ BRIDGE | 3 | 9 |
| Total at Bridge & Coors | | | 19 | 19 |
| 54 | Eastbound | UNSER @ BRIDGE | 11 | 2 |
| Total at Bridge & Unser | | | 11 | 2 |

### Route Alignment Changes

Successful bus routes connect people between where they are coming from (origins) to where they want to go (destinations). Accessible home locations for origins of a trip and accessible employment, school, shopping and other destinations contribute to high ridership. A balanced route that connects a high number of residents to a high number of jobs will connect a greater transit market area and result in higher ridership.

The number of people and jobs within walking distance of the transit routes directly impacts how many people make up the potential ridership market area. To better understand the potential impact on ridership by relocating or adding to the existing Route 54 bus route to other areas, a Transportation Accessibility Model (TRAM) analysis was done to calculate the number of people and jobs accessible within walking distance of bus stops on the current route as well as three potential routing options. These service improvements should be considered as additions, rather than replacements for, the current Route 54 as about half of the current 54 ridership activity comes from the western portion of the Route. This detailed TRAM analysis is included in Appendix C. This preliminary analysis will benefit from additional study to fully analyze the full impacts of an alternate bus route. A detailed ridership study of affected areas of relocation will need to be performed prior to route relocation as changing alignment could have an effect on current riders along these routes. Mitigations may be available, but the costs of those mitigations should be included to fully assess alternative alignments for Route 54.

The routes alternatives analyzed include:

1. Existing Alignment: Bus Route 54
2. Hub Alignment: Downtown Albuquerque south to Bridge Boulevard, to Tower Rd, to Unser Boulevard up to Dennis Chavez Boulevard,
3. Grid alignment: Tower Rd east to 98th St, to Bridge Boulevard, to Avenida Cesar Chavez, to University Boulevard then along Gibson to Kirtland Air Force Base's Truman Gate, and
4. Bridge Boulevard Alignment: Coors Boulevard to the Rio Grande River.

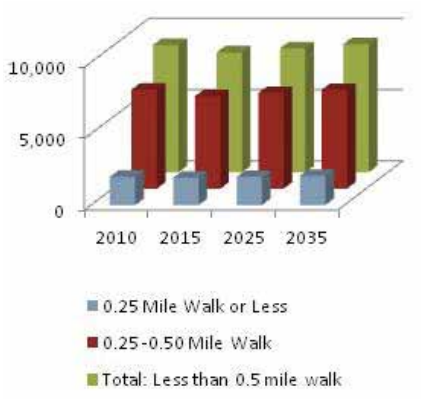


Figure 13. Population near Route 54

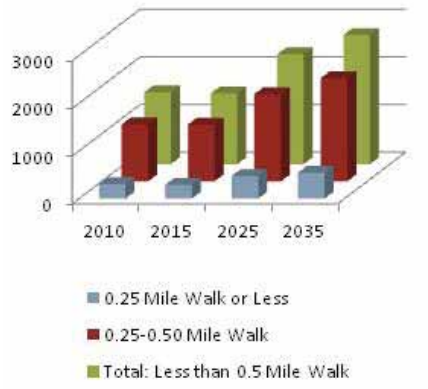


Figure 14. Employment near Route 54

The analysis found that the existing bus route 54 had the most people and jobs within walking distance of 2010 bus stops as well as projected 2015-2035 years, but it is a relatively long route with some of the route comprised of a one-way loop which may overstate the benefit of service when assessing how many people and jobs are within walking distance. The combination of the removal of the one-way loop and the addition of route 198 in 2011 might be feasible if frequencies on both routes are convenient for transfers. Areas in other alignments had greater job growth rates than the existing route 54, but route 54 still had more jobs overall.

Over time, the grid alignment catches slightly more population than the hub alignment and provides connections to existing routes on both sides of the river, but the hub alignment continues to catch much more employment due to the connection to downtown. The Grid alignment's bypass of downtown and the multitude of connections at the ATC might require additional service to mitigate. The population and employment projections along Bridge route 54 are showing in Figures 12 and 13 and Table 4.

A combination of the Hub and Grid alignments with the existing route 54 would result in additional service on the Bridge Boulevard Alignment, where the routes would overlap. The overlapping service would need careful planning to ensure benefits from the extra frequency on Bridge.

The number of people who live along this route is not forecasted to change drastically, but the number of jobs served by this route is expected to almost double through increased commercial development. This indicates that although the number of households located on the corridor is not forecasted to increase, the number of connections between the people who live along the corridor to a larger number of jobs could make this a more successful transit corridor.

| Walking accessibility | Bridge Route 54 Population | | | | Bridge Route 54 Employment | | | |
|---|---|---|---|---|---|---|---|---|
| | 2010 | 2015 | 2025 | 2035 | 2010 | 2015 | 2025 | 2035 |
| 0.25 Mile Walk or Less | 1,983 | 1,927 | 1,974 | 2,060 | 306 | 291 | 475 | 544 |
| 0.25-0.5 Mile Walk | 6,945 | 6,479 | 6,708 | 6,930 | 1,195 | 1,193 | 1,830 | 2,167 |
| Total: Less than 0.5 mile walk | 8,928 | 8,406 | 8,682 | 8,990 | 1,507 | 1,484 | 2,305 | 2,711 |

Table 4. Accessibility to Transit

If frequent service connecting people to where they are going is available, a greater number of discretionary riders will choose to take transit on the Bridge corridor.

To understand the full impact of route relocation on potential ridership, additional study is recommended. The combination of route relocation with other variables such as service frequency, quality infrastructure, type of service, and a variety of other factors could result in a greater number of transit riders. If convenient and attractive transit service is available, a greater percentage of discretionary riders will increase transit mode share in the corridor.

### Park and Ride

In addition to relocation of existing transit routes, the addition of a park and ride facility in a strategic location of the study area not close to a major destination could add additional transit users and increase existing transit demand. A park and ride should be between the origin and destination of a commuter trip because out of direction travel has far less chance of success. There are no major transit centers south of Central Avenue, except for the Rio Bravo Rail Runner Station, and there are no major collection points for large residential areas west of Unser. A park and ride lot along the western edge of the study area could redirect vehicle users to transit which would reduce congestion on the bridge. Depending on placement of the park and ride, it could also be used as a future destination if mixed-use development is fostered in the immediate vicinity.

Further analysis would need to be performed in order to determine the appropriate size of a park and ride lot but general industry standards which are consistent with the existing park and ride lot sizes in the Albuquerque region recommend a 150-car parking lot which equates to an approximate one-acre parcel. Existing vacant parcels in the vicinity of the Bridge/Tower corridor that could be potential candidates include:

- Tower/98th
- Tower/Unser
- Tower/Coors

## Pedestrian and Bike Strategies

Bicycle and walking trips typically account for approximately 2% of commuting trips within Albuquerque (American Community Survey, 2010). In order to build upon that percentage and reduce the projected vehicle demand on the corridor, enhancements will need to be made to the existing pedestrian and bike infrastructure along the corridor. The existing bike lanes in place along the corridor cater to a very small portion of the population. Based on the limited separation between moving traffic and the bike facility, traditional bike lanes like those found along the corridor only appeal to approximately 2-8% percent of the population, those that are strong and confident riders (Roger Geller, City of Portland). In order to appeal to a larger audience, enhancements will need to be

Strategies to increase pedestrian safety include:

- Median Pedestrian Islands
- Raised Crosswalks
- Reduced Curb Radii
- In-Street Pedestrian Crossing Signs
- Advanced Yield Lines
- High-Visibility Signs and Markings
- Marked Crosswalks
- In-Roadway Warning Lights
- Overhead Flashing Beacons
- Rapid Flash Beacons
- Pedestrian Hybrid Beacon
- Pedestrian Countdown Signals
- Leading Pedestrian Intervals
- Protected Left Turn Phasing
- No Turn on Red (signs)
- Way-finding signs
- Lagging Left Turns
- Retiming Pedestrian Clearance Intervals
- Pedestrian Safety Blitzes
- Intersection Lighting

made to increase cyclists comfort level.

Since the preferred Main Street alternative is somewhat constrained by right-of-way width, providing increased separation between the bike lanes and vehicular lanes is not feasible as part of this project, and thus the existing bike lane configuration will remain. However, there will be a slight narrowing of the travel lanes to 11 feet which should serve to encourage lower vehicular travel speed and thus increase the safety and comfort of those cyclists choosing to use the on-street bike lanes. In addition to the on-street bike lanes, other treatments should be considered in the preparation of roadway plans, including:

- Enhanced bike markings through conflict areas and intersections
- Two stage left turn bike boxes
- Leading bicycle phasing
- Bicycle loop detectors
- Bicycle wayfinding signing
- Identifying lower stress parallel bicycling routes
- Bicycle lane striping on the Barelas Bridge (as part of an associated project)

Pedestrian infrastructure will experience a large benefit as part of this project based on the wider sidewalk and landscaping/lighting strip proposed. The wider pedestrian area will serve to increase the separation between the roadway and pedestrians and thus increase pedestrians overall comfort. In some areas on-street parking will be provided and thus further enhancing the perceived safety of the corridor by creating a physical buffer between facilities. In addition to these basic pedestrian infrastructure enhancements, additional strategies were identified during the Bicycle and Pedestrian Safety Audit. Strategies for safety shown to the left are primarily focused around intersections and crossing locations where pedestrians are the most exposed and there is the greatest conflict between pedestrians and vehicles.


Example of a HAWK signal

# Opportunities and Constraints

## Market Opportunity Overview

The project team conducted detailed demographic and market research to determine the existing conditions and shopping patterns of residents of Bridge Boulevard and the South Valley. The market research determined the amount of new development that could be supported in the South Valley and on the Bridge Boulevard Corridor. The existing conditions on each end of the corridor play an important role for defining future development opportunities. This research was used to determine development programs, amount, and type of development (residential, commercial, etc.) that could be supported by residents of the corridor.

### Trade Area

The market analysis for the study was conducted based on existing conditions and shopping patterns of residents of the South Valley Trade Area. A retail trade area is a geographic area from which a store or collection of stores draws the majority of its business. The South Valley Retail Trade Area is defined as the portion of Albuquerque west of the Rio Grande and south of Interstate 40, unincorporated areas of Bernalillo County surrounding the Bridge Boulevard Corridor, and all of the South Valley Census Designation Place (CDP), as shown in Figure 15. For points of reference, the major grocery anchors are shown as well.


Figure 15. Trade Area

The Bridge Boulevard corridor makes up a submarket of the South Valley. The larger South Valley trade area is defined, in part, by existing census tract definitions. Thus, the approach is to evaluate the South Valley as a whole, then estimate a smaller capture of the development potentials for Bridge Boulevard.

Retail sales from visitors or residents from outside the primary trade area are referred

to as "inflow" Purchases made outside the trade area by residents living within the trade area are referred to as "outflow" or "leakage". The goal of any market strategy is to increase the amount of inflow as it represents an effective method for increasing the amount of economic activity in a given market. At the same time, a corresponding goal is to reduce leakage to capture local dollars within the trade area. Leakage capture corresponds to the sales potentials that would occur locally, given the right mix of retail supply.

| Store Type | # of Est. | 2010 Exist. Inv. Sq. Ft. |
|---|---|---|
| **Convenience Goods** | | |
| Supermarkets / Grocery | 11 | 353,000 |
| Convenience Stores | 21 | 38,700 |
| Beer, Wine, & Liquor Stores | 3 | 14,000 |
| Health and Personal Care | 7 | 101,000 |
| Total Convenience Goods | 42 | 506,700 |
| **Shopper's Goods** | | |
| General Merchandise | 12 | 417,000 |
| Clothing & Accessories | 12 | 67,300 |
| Furniture, Furnishings, & Appliances | 9 | 38,400 |
| Electronics and Appliances | 4 | 10,900 |
| Sporting Goods, Hobby, Book, & Music Stores | 1 | 2,000 |
| Miscellaneous Retail | 4 | 17,000 |
| Total Shopper's Goods | 42 | 552,600 |
| Eating and Drinking | 94 | 144,500 |
| Building Material & Garden | 0 | 0 |
| Total Retail Goods | 178 | 1,203,800 |

Note: Where specific store size was not available, EPS provided estimate
Source: Bernalillo County Assessor; Economic & Planning Systems

Table 5. Trade Area Existing Inventory

## Existing Retail Inventory

A summary of the existing retail inventory is provided in Table 5. In total, it is estimated there are 178 retail establishments and 1.2 million square feet of retail space in the Trade Area.

In the Convenience Goods category, there are approximately 42 establishments and 507,000 square feet of retail space. Eleven supermarkets (353,000 square feet), 21 convenience stores (38,700 square feet), three liquor stores (14,000 square feet), and seven health and personal care stores (101,000 square feet) are located in the trade area.

There are 42 Shopper's Goods establishments that total over 500,000 square feet. Shopper's Goods include large big box retailers such as Wal-Mart, Kmart, and Big Lots as well as smaller locally-owned businesses, such as the various micro-retailers located in the two mercados on Bridge Boulevard.

It is estimated that 94 Eating and Drinking establishments are located in the trade area for a total of 144,500 square feet. There are no Building Material & Garden establishments in the trade area.

## Trade Area Supportable Retail

In total, nearly 1.5 million square feet of retail can be supported in the trade area today based on the number of households and corresponding household income. That figure represents the baseline retail potential to be adjusted given that every trade area experiences leakage (purchases made outside the trade area), and inflow (purchases made in the trade area by nonresidents). Based on data from household and business surveys, it is estimated that there is a high percentage of leakage in the trade area. Specific leakage estimates for the trade area are as follows: 33 percent of Convenience Goods purchases, 50 percent of Shopper's Goods purchases, 70 percent of Eating and Drinking purchases, and 100 percent of Building Material & Garden purchases. Approximately 760,000 square feet of supportable retail space is lost due to leakage. Based

on the above, the project team estimates 45 percent of local residents' retail purchases are captured in the trade area, representing approximately 650,050 square feet of supported retail space in the trade area.

Inflow accounts for 46 percent of all sales, or 554,000 square feet of supportable retail in the trade area. A large portion of inflow can be attributed to retail purchases made by residents of neighborhoods west of the trade area. Interviews with major retail anchors on Central Boulevard, such as Pro's Ranch Market, indicate that their draw extends well beyond the South Valley and, in some cases, brings shoppers from outside Albuquerque to the area. Fifty-four percent of the existing retail inventory, or 650,000 square feet, is supported by local expenditures.

| Store Type | $/SF | 2010 | 2020 | 2030 | Total |
|---|---|---|---|---|---|
| Convenience Goods | | | | | |
| Supermarkets / Grocery | $300 | 190,000 | 16,000 | 18,000 | 34,000 |
| Convenience Stores | $800 | 36,000 | 3,000 | 4,000 | 7,000 |
| Beer, Wine, & Liquor Stores | $250 | 10,000 | 1,000 | 1,000 | 2,000 |
| Health and Personal Care | $250 | 102,000 | 9,000 | 10,000 | 19,000 |
| Total Convenience Goods | | 338,000 | 29,000 | 33,000 | 62,000 |
| Shopper's Goods | | | | | |
| General Merchandise | $300 | 364,000 | 31,000 | 34,000 | 65,000 |
| Clothing & Accessories | $200 | 106,000 | 9,000 | 10,000 | 19,000 |
| Furniture, Furnishings, & Appliances | $250 | 55,000 | 4,000 | 6,000 | 10,000 |
| Electronics & Appliances | $500 | 28,000 | 2,000 | 3,000 | 5,000 |
| Sporting Goods, Hobby, Book, & Music Stores | $300 | 38,000 | 3,000 | 4,000 | 7,000 |
| Miscellaneous Retail | $250 | 90,000 | 8,000 | 8,000 | 16,000 |
| Total Shopper's Goods | | 681,000 | 57,000 | 65,000 | 122,000 |
| Eating and Drinking | $225 | 277,000 | 23,000 | 26,000 | 49,000 |
| Building Material & Garden | $300 | 150,000 | 13,000 | 14,000 | 27,000 |
| Total Retail Goods | | 1,446,000 | 122,000 | 138,000 | 260,000 |

[1] Includes Electronics, Sporting Goods, Hobby Supplies, Books and Music
Source: 2007 Census of Retail Trade; Economic & Planning Systems

Table 6. Trade Area Supportable Retail

Factoring in projected household growth, and using reasonable estimates for leakage capture, the trade area could support up to 260,000 additional square feet of new retail by 2030, including 62,000 square feet of Convenience Goods, 122,000 square feet of Shopper's Goods, 49,000 square feet of Eating and Drinking establishments, and 27,000 square feet of Building Material & Garden.

## Bridge Boulevard Capture

One of the more challenging aspects of the retail market analysis is to apportion trade area development potentials by corridor within the South Valley market. It is estimated that Bridge Boulevard could capture between one-quarter and one-third of the South Valley development potential. The two key factors in estimating the capture rate include the population projections released by the MRCOG and, more significantly, the location of population within the South Valley Trade Area relative to Bridge Boulevard.

| Description | Low | High |
|---|---|---|
| Retail (Sq. Ft.) | | |
| Trade Area Total | 665,000 | 665,000 |
| Potential Capture | | |
| Convenience Goods | 48,100 | 48,100 |
| Shopper's Goods | 52,600 | 78,900 |
| Eating and Drinking | 45,200 | 64,500 |
| Building Material & Garden | 13,400 | 26,800 |
| Subtotal | 159,300 | 218,300 |
| % Capture | 24% | 33% |
| Residential (Attached Units) | | |
| Trade Area Total | 1,277 | 1,277 |
| Potential Capture | 255 | 383 |
| % Capture | 20% | 30% |

Source: Economic & Planning Systems

Table 7. Trade Area Demand

Table 7 summarizes the estimated trade area demand for new retail and residential development and estimates the potential capture of this demand in the Bridge Boulevard Corridor based on the combination of recapture of existing leakage and the growth projects shown in Table 6. These square footage estimates are the potential economic drivers identifies as the market concepts incorporated into the land use designs developed in the charrette process.

As summarized in Table 7, it is estimated demand for a total of 665,000 square feet of new retail in the trade area through 2030, of which approximately 159,000 to 218,000 square feet could reasonably be captured in the corridor. The project team also estimates demand for just fewer than 1,300 new housing units in the trade area, of which approximately 255 to 383 could reasonably be captured in the corridor.

Based on the estimated trade area market demand and existing conditions and character along the corridor, the project team developed a set of economic themes or "drivers" to guide potential development concepts profiled in the following sections. These economic drivers include:

- Capture the income that already exists in the South Valley and enable greater circulation of those dollars, resulting in greater economic activity and benefit to South Valley businesses and residents;
- Import new economic activity by positioning the South Valley as a compelling destination for residents of the larger Albuquerque area; and
- Evaluate the breadth of market opportunities represented on the western end of the corridor, including the Southwest Mesa and tap into regional market interest for retail, office, and residential uses.

## Redevelopment Opportunities Map

The project team determined the specific opportunities for each district based on existing market conditions analysis summarized in the Market Opportunity Overview and initial designs developed during the community charette process. The districts, displayed in Figure 16, include the Gateway District, the Five Points District, and the Southwest Mesa/Tower Employment District. These districts represent the greatest opportunities for redevelopment, given a combination of factors such as underutilized land, vacant parcels and/or buildings, existing anchors, and recent community investments. Working with these factors, the three identified districts provide the best opportunity for public and private

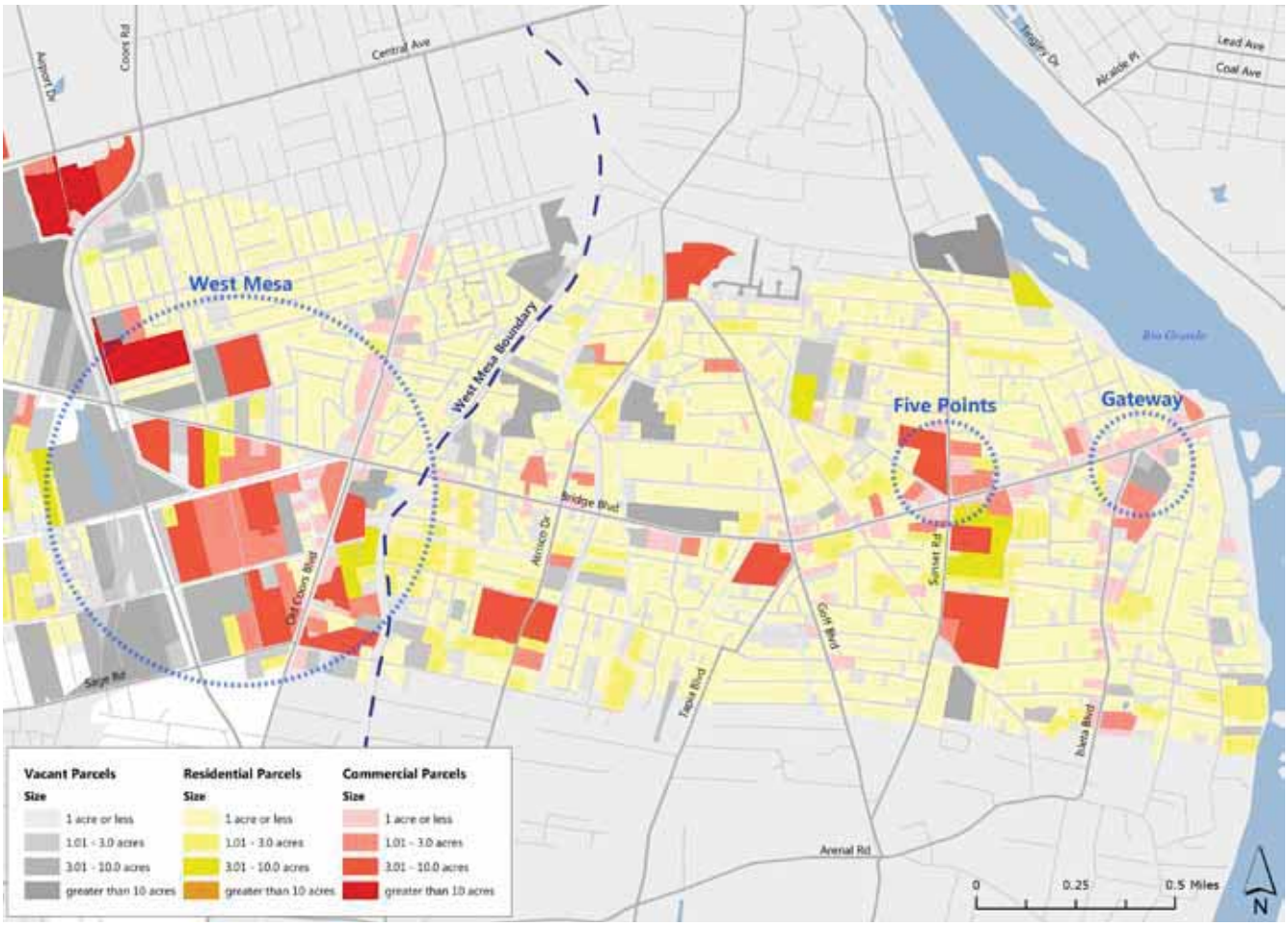


Figure 16. Redevelopment Opportunities Map

investment. A detailed development program and site plan is provided for each district the following sections.

The Gateway District acts as an entry point to Bridge Boulevard and the South Valley. Once redeveloped, the district will have the ability to make a lasting impression on visitors and encourage more visitors to patronize Bridge Boulevard. The development in the district aims to attract outside visitors and capture their spending potential thereby increasing inflow of dollars. The core element of redevelopment is a concentration of eating and drinking establishments with sufficient critical mass to become a regional destination. Additionally, new development will provide local South Valley farmers and entrepreneurs with an ability to manage local agriculture production with a wholesale processing facility and a retail outlet where goods can be sold directly to the public.

The Five Points District is envisioned as a local commercial hub that will provide needed goods and services to Bridge Boulevard and South Valley residents. Large parcels in the Five Points district are owned by experienced local developers who will provide the momentum to encourage ancillary development. The Five Points site will incorporate existing micro-retailers currently located in the indoor mercado on Sunset into a larger pedestrian-friendly plaza.

The Tower Employment District provides tremendous potential for future

development over the next 20 to 30 years. The Tower Employment District is much larger than the Five Points or Gateway Districts, and it has sufficient land to provide needed services to the community. The planned development program focuses on providing employment opportunities for the community as well as services such as a large senior housing continuum of care facility to serve the South Valley's aging population. There is sufficient land to accommodate a large medical campus, and would work well the strategy of many existing regional medical providers that look to establish satellite facilities on the perimeter of the region. Job training is a key goal with either research and development facilities or future medical facilities, given the expected expansion of the medical sector. A small amount of large-format retail is envisioned due to the availability of large parcels in the Tower Employment District and easy access to major arterials.

The development programs for each district are summarized in Table 8. A detailed profile of each district is provided in the following section. In total, over one million square feet of new development is represented in the three districts. Approximately 194,000 square feet of retail is identified in the plans, which represents a 29 percent capture of the South Valley Trade Area and falls within the range (24 to 33 percent) identified at the onset of the market analysis. The three districts contain a combination of commercial and residential development, which acts to increase pedestrian activity and provides a diverse pattern of uses along the corridor.

| | Gateway | Five Points | Tower | Total |
|---|---|---|---|---|
| Building SF | 123,200 | 111,600 | 780,597 | 1,015,397 |
| Retail | 76,100 | 51,000 | 66,100 | 193,200 |
| Mixed-Use | --- | --- | 52,200 | 52,200 |
| Office | --- | --- | 95,200 | 95,200 |
| Industrial | --- | --- | 162,697 | 162,697 |
| Senior Housing | --- | --- | 249,200 | 249,200 |
| Residential | 47,100 | 60,600 | 155,200 | 262,900 |
| # Residential Units | 59 | 76 | 449 | 584 |

Source: Economic & Planning Systems

Table 8. Summary of District Development

# Gateway District

## Gateway District

The Gateway District is a main point of entry to the South Valley and an authentic South Valley experience. Additionally, the National Hispanic Cultural Center (NHCC) is located just east of the Rio Grande directly adjacent to Bridge Boulevard. The NHCC attracts 375,000 visitors annually, and the Gateway District has the opportunity to attract these visitor dollars to the South Valley.

The Gateway District is characterized by a number of small parcels that creates a traditional "main street" feel. Some parcel assemblage would have to occur in order for the development program summarized in Table 9 to occur. If property can be assembled and a shared vision developed, the Gateway District could transform into a unique eating and drinking location with a local agricultural retail outlet. The Gateway District contains six tracts totaling 11 acres. At full build-out, 76,100 square feet of retail and 47,100 square feet of residential new construction could be accommodated. The focus of the new development is on eating and drinking and providing an authentic experience found in no other location in Albuquerque. The retail portion of the development includes restaurants that will attract visitors from the region. A common plaza for outdoor dining should be included to enhance the experience and create a shared space that results in a collective scale that will compete effectively on a regional level. A supplemental activity node with space for small retail and service businesses is included. The residential portion of the development will include market rate condominiums or townhomes adjacent to the Bosque. New residential units will stimulate further pedestrian activity in the Gateway District.

An important component of the Gateway District is a large farmers market located at the recently completed Gateway Park at Bridge Boulevard and Isleta Boulevard. A farmers market provides support for local South Valley agriculture. In addition to this farmers market, the concept calls for a facility to process local agriculture on a wholesale level, enabling local, small producers to bundle their resources and sell to large-scale commercial users. In addition, a retail outlet where local growers can sell their merchandise directly to customers would complement the wholesale facility.

| Parcel ID | Tract A | Tract B | Tract C | Tract D | Tract E | Tract F | Total |
|---|---|---|---|---|---|---|---|
| Parcel Si e (sf) | 108,029 | 94,090 | 55,321 | 72,745 | 31,799 | 98,446 | 460,430 |
| Parcel Si e (acres) | 2.5 | 2.2 | 1.3 | 1.7 | 0.7 | 2.3 | 11 |
| Building SF | 23,000 | 21,800 | 24,300 | 27,300 | 7,000 | 19,800 | 123,200 |
| Retail | 23,000 | 21,800 | 24,300 | 0 | 7,000 | 0 | 76,100 |
| Residential | --- | --- | --- | 27,300 | --- | 19,800 | 47,100 |
| # Units | --- | --- | --- | 34 | --- | 25 | 59 |
| FAR | 0.2 | 0.2 | 0.4 | --- | 0.2 | --- | --- |

Source: Economic & Planning Systems

Table 9. Gateway Development Program

## Goal

Attract customer spending from the metro area and the state to local businesses in the Gateway District.

- Acts as a gateway to Bridge Boulevard, it is an entry point for visitors to an authentic Albuquerque experience.
- The attractive gateway creates potential to draw customers from the National Hispanic Cultural Center, which attracts 375,000 visitors annually.
- Urban form is characterized by street-fronting businesses with a traditional "main street" feel.
- Requires some property assemblage to create a critical mass necessary to achieve a true sense of place and a coordinated vision.
- Vision includes a focus on eating and drinking, local agriculture, and other types of retail that would attract outside business and works synergistically to create an anchor of regional significance.
- Leverage existing recreational amenities which include the recently completed park at Bridge Boulevard and Isleta Boulevard and direct access to the Bosque.
- Transform the recently completed park at Bridge Boulevard and Isleta Boulevard into a regional attraction by creating a large farmer's market that provides support for local agriculture in the South Valley. The farmer's market will include a retail outlet for local growers to sell their produce directly to customers.
- Enhance and promote access to one of the best assets in the region: given that the district is located immediately west of the river and has direct frontage on the Bosque.

## Redevelopment program includes:

1. One of the key parcels in the district redevelopment concept is located on the southwest corner of Isleta and Bridge and includes:
   - A collection of restaurants to attract visitors from the entire region.
   - A common plaza for outdoor dining to enhance the sense place and provide a critical mass of activity in the corridor.
   - A supplemental activity node with ancillary space for retail and service businesses, ranging from 7,000 to 8,000 square feet.


Figure 17. Gateway District at Isleta and Bridge

2. A unique feature of the Gateway District is the inclusion of properties fronting the Bosque. For the site on the northern side of Bridge Boulevard, create market rate multifamily and/or townhomes adjacent to the river and the plaza to stimulate further activity.
3. Remaining development potential includes office development on the north side of Bridge Boulevard, recognizing the expanding need for professional services as well as the need to accommodate relocated businesses from sites slated for redevelopment.
4. Existing Retail with a strong street frontage should be preserved given its historic contribution and higher quality urban design character.
5. Off street parking has been increased in the plan to provide greater market support to the existing and proposal commercial tenants within this district. On street parking will be limited during peak hour traffic on weekdays.

# Five Points Village Center

## Five Points Village Center

The Five Points District surrounds the intersection of Bridge Boulevard and Sunset Street. The Five Points District currently has the most potential for development in the short- to mid-term. Development in the district is focused on commerce and commercial business. Large parcels in the district are owned by developers with the ability to attract equity and have an understanding of management and leasing. There are two tracts in the Five Points District, Tract A and Tract B, as shown in Table 10. Combined, the two tracts are approximately 8.0 acres. Tract A can accommodate 51,000 square feet of retail development and Tract B is large enough for 76 residential units or 60,600 square feet of residential development. The envisioned development emphasizes walkability, sustainable land use, and seamless integration with the corridor's existing land uses.

Potential retail anchors include a grocery store and a drug store located on Tract A, as shown in Figure 18. The Bridge Boulevard corridor is currently underserved by both grocery and drug stores. The inclusion of two community anchors serves to support more local business by driving customer traffic to the site. The micro-retail shops, similar to the existing mercado businesses, are located in an outdoor mercado that line a large public plaza. The plaza will encourage pedestrian traffic and is an important public amenity that distinguishes the Five Points District from conventional suburban development. Tract B located to the north of Tract A is envisioned as a tax credit housing project with 60 to 80 units, which could be dedicated to senior residents. New affordable housing units provide for a greater mix of uses and enhance pedestrian accessibility.

| Parcel ID | Tract A | Tract B | Total |
|---|---|---|---|
| Parcel Si e (sf) | 290,192 | 179,903 | 470,095 |
| Parcel Si e (acres) | 6.7 | 4.1 | 10.8 |
| Building SF | 51,000 | 60,600 | 111,600 |
| Grocery Store | 25,000 | --- | 25,000 |
| Drugstore | 10,000 | --- | 10,000 |
| Outparcels | 10,000 | --- | 10,000 |
| Mercado | 6,000 | --- | 6,000 |
| Residential | --- | 60,600 | 60,600 |
| # Units | | 76 | 76 |
| FAR | 0.2 | --- | --- |

Source: Economic & Planning Systems

Table 10. Five Points Development Program

## Goal

Keep South Valley dollars circulating in the community and reduce the current level of leakage.

- Five Points District surrounds the intersection of Bridge Boulevard and Sunset Street.
- Area contains the largest parcels owned by active local developers in the South Valley. The parcels are of sufficient size to accommodate larger uses.
- Focus of the District is to serve local commerce and address the needs of local South Valley residents by reducing leakage and providing retail options for local residents.
- Development creates an economic anchor with larger retailers (grocery and pharmacy) supporting smaller local micro-retailers.
- Development leverages the adjacent US Post Office and Wells Fargo Bank to reinforce Five Points' market position as a node of commerce.
- High visibility as well as high levels of pedestrian and auto traffic will transform Five Points into an important destination for locals.
- Public financing should be considered to support the assemblage of property needed to execute the integrated development concepts


Figure 18. Village Center at Sunset and Bridge

Catalytic projects include:

1. Horizontal mixed-use development with emphasis on walkability, sustainable land use, and integration with the corridor's existing urban form.
   - Grocery and pharmacy anchors that are currently missing from the corridor.
   - A plaza for the community lined with micro-retail stores modeled after existing businesses in the South Valley. The plaza encourages pedestrian traffic and is a public amenity that distinguished the project from conventional suburban development.
   - The Five Points intersection should be maintained as a pedestrian corridor once closed to automobile traffic. Final urban design plan to emphasize the 'fifth point' in the plaza design.
   - Entrances of both anchors should face each other to accentuate the pedestrian traffic in the plaza
2. A tax credit housing project on the north portion of the site that provides for a greater mix of uses and enhances pedestrian accessibility.
   - The housing development should target 60 to 80 units. The site plan should create more on-site open space with a minimum of two story structures.
   - Provide strong pedestrian connections on Sunset and the other arterials that link residential development to the commercial hub with safe, walkable structures.

# Tower Employment District

## Tower Employment District

The Tower Employment District provides tremendous opportunity for long-term development. The parcels in the district are large and suitable for large scale, regional retail development that can address the needs of the larger West Mesa trade area. The District includes a significant area west of the mesa up to Coors Boulevard. The area is characterized by large parcels, low development density, and easy access to north-south arterials.

Due to the district's size, development is envisioned in a phased approach. There are 10 tracts in the Tower Area with significant development potential, as shown in Table 11 . In total there are 84 acres of developable land in the District and the potential for 780,600 square feet of new building space. Tract D is the location of the largest redevelopment, potentially a senior housing continuum of care complex that could serve the Valley's aging residents. The complex could contain 249,200 square feet of senior housing including independent living, congregate care, and assisted living facilities. The continuum of care complex could address the needs of aging residents of the South Valley as well as provide employment opportunities in the medical field for area residents.

The retail development plan in Tracts A, B, and F recognizes the District's competitive position relative to Las Estancias, the recently approved regional retail development south of the Tower Employment District. The Tower retail development is comparatively smaller in scale, ranging from 5,000 to 25,000 square feet, and serves the more immediate trade area. Over 50,000 square feet of mixed-used development could occur at Tower Road and Bridge Boulevard, providing for a diversity of land uses. The area surrounding the Tower Employment District provides scenic views of the Southwest Mesa. The large parcels in Tract E and Tract J are ideal for large-scale residential development including 250 to 500 units of attached or semi-attached housing at a range of densities.

In the future, development of an employment and training center focused on health care and aging populations would provide employment opportunities while meeting the evolving needs of the residents in the South Valley.

| Parcel ID | Tract A | Tract B | Tract C | Tract D | Tract E | Tract F | Tract G | Tract H | Tract I | Tract | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Parcel Si e (sf) | 168,142 | 104,544 | 356,321 | 579,348 | 398,574 | 206,039 | 56,628 | 1,626,966 | 50,094 | 102,802 | 3,649,458 |
| Parcel Si e (acres) | 3.9 | 2.4 | 8.2 | 13.3 | 9.2 | 4.7 | 1.3 | 37.4 | 1.2 | 2.4 | 84 |
| Building SF | 24,000 | 23,000 | 95,200 | 249,200 | 101,200 | 53,300 | 9,500 | 162,697 | 8,500 | 54,000 | 780,597 |
| Retail | 24,000 | 23,000 | --- | --- | --- | 10,600 | --- | --- | 8,500 | --- | 66,100 |
| Mixed-Use | --- | --- | --- | --- | --- | 42,700 | 9,500 | --- | --- | --- | 52,200 |
| Office | --- | --- | 95,200 | --- | --- | --- | --- | --- | --- | --- | 95,200 |
| Industrial | --- | --- | --- | --- | --- | --- | --- | 162,697 | --- | --- | 162,697 |
| Senior Housing | --- | --- | --- | 249,200 | --- | --- | --- | --- | --- | --- | 249,200 |
| Residential | --- | --- | --- | --- | 101,200 | --- | --- | --- | --- | 54,000 | 155,200 |
| # Units | --- | --- | --- | 277 | 112 | --- | --- | --- | --- | 60 | 449 |
| FAR | 0.14 | 0.22 | 0.27 | --- | --- | 0.26 | 0.17 | 0.10 | 0.17 | --- | --- |
| DUs/Acre | --- | --- | --- | 20.82 | 12.29 | --- | --- | --- | --- | 25.42 | --- |

Source: Economic & Planning Systems

Table 11. Tower Employment District Development Program

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## Goal

To diversify the Bridge Boulevard market and consider more conventional development patterns that address market needs of the larger West Mesa area.

- District includes large area west of the mesa to Coors Boulevard.
- Land use is characterized by large parcels, low development density, and easy access to north-south arterials.
- Area serves larger trade area and provides large-scale development potential.
- Catalytic sites are auto-oriented, employment focused, and autonomous and include:
  - Larger format retail.
  - Mixed-use development fronting Tower Road and Bridge Boulevard.
  - Large-scale attached residential units.
  - Large office and/or medical campus.
- Development leverages the District's proximity to the West and Southwest Mesa residential areas and direct frontage on Coors Boulevard to capture a portion of retail market share.
- Development plan recognizes the District's competitive position relative to Las Estancias, the recently approved regional retail development to the south. Provides comparatively smaller scale retail development (5,000 to 25,000 sq. ft.) to serve more immediate trade area.
- Area provides scenic views of the West Mesa and large parcels ideal for large-scale residential development including 250 to 500 units of attached or semi-attached housing at a range of densities.
- Senior housing development provides the full continuum of care for the South Valley's aging residents, including independent living, congregate care, and assisted living.
- Development is anchored by social services and/or healthcare based on proximity of existing Bernalillo County Human Services building and expected growth in the healthcare industry.
- Potential employment and training center focused on health care and aging populations aligns with the needs of the residents of the South Valley.


Figure 19. Tower Employment District at Tower and Coors Boulevard to Old Coors Boulevard

- Redirect Bridge Boulevard to Tower Road, eliminating the need and cost for a roundabout at the current intersection. Given the continuation of Tower (and termination of Bridge) at Coors, the new alignment accommodates traffic flow in an efficient manner.
- The plan provides a place holder for future employment-centric land use requiring substantial land area.
- The County should consider adopting a land use overlay that limits future fragmented development.

# Zoning Regulations

# Zoning Regulations

## Purpose

This zoning, applicable to County parcels that are adjacent to Bridge Boulevard from Hartline Road to Coors Boulevard (see zoning map on page 64) is designed to encourage new development suitable for both the adjoining neighborhoods and the corridor in general. Rather than designating strips of commercial uses and pockets of residential, the zoning allows for a mix of uses; residential, retail, and other types of commercial activities are permissive. The corridor has three related but distinct zoning designations:

1. Bridge Boulevard Corridor (BB-C). This zoning designation applies to the majority of parcels adjacent to the roadway. It is an "opt-in" designation, meaning that the property owner can apply to have the zoning become effective; otherwise, the existing zoning continues to apply.
2. Bridge Boulevard Village Center (BB-VC). This zoning designation applies to particular parcels at three major intersections: Five Points, Goff, and Old Coors. (Note: the Isleta Boulevard intersection and the surrounding area will continue to be regulated by its current zoning, Isleta Boulevard Village Center). For the Five Points Village Center, the BB-VC zoning designation is effective with the approval of this zoning ordinance. It replaces the current zoning designations on these parcels. For the Goff and Old Coors Village Centers, the new zoning is an "opt-in" designation.
3. Tower Employment District (BB-TED). This zoning applies to parcels west of Old Coors to Coors Boulevard, between Bridge Boulevard and San Ignacio Road. Like the BB-C, it is an "opt-in" designation. This zoning, intended to create more employment opportunities, emphasizes commercial and light industrial uses, while also allowing higher density housing.

## Application/Approval Process

These regulations are hereby adopted as the zoning regulations for Five Points Village Center, as shown on the zone map on page 64. For the other Bridge Boulevard Village Centers (BB-VC), the Bridge Boulevard Corridor (BB-C), and the Tower Employment District (BB-TED) zones, the zoning is optional. Where the zoning designations are optional, the property owner would go through a county approval process to have the zoning become effective.

To incentivize projects in the area, new projects may be considered for a waiver of Traffic Impact Studies if the County Public Works determines that a Traffic Impact Study is not warranted. Where a Traffic Impact Study is required, the threshold for conducting a study shall be approximately 1,000 daily trips and/or 100 peak pm trips (new trips as a result of the proposed project).

## Bridge Boulevard Design Overlay

In addition to the zoning designations specific to Bridge Boulevard, there are a set of design standards that apply to all parcels adjacent to Bridge Boulevard, from the bridge crossing at the Rio Grande to Coors Boulevard. The zoning provides basic standards for uses, height, setbacks, and parking while the design standards provide more direction for elements such as building types, walls, lighting, and landscape. The design standards apply to any new construction/remodels that are 500 square feet or greater. On small additions/remodels, County Planning has discretion to determine to what extent an existing site needs to comply with the requirements of the Bridge Boulevard Design Overlay standards (Design Standards).

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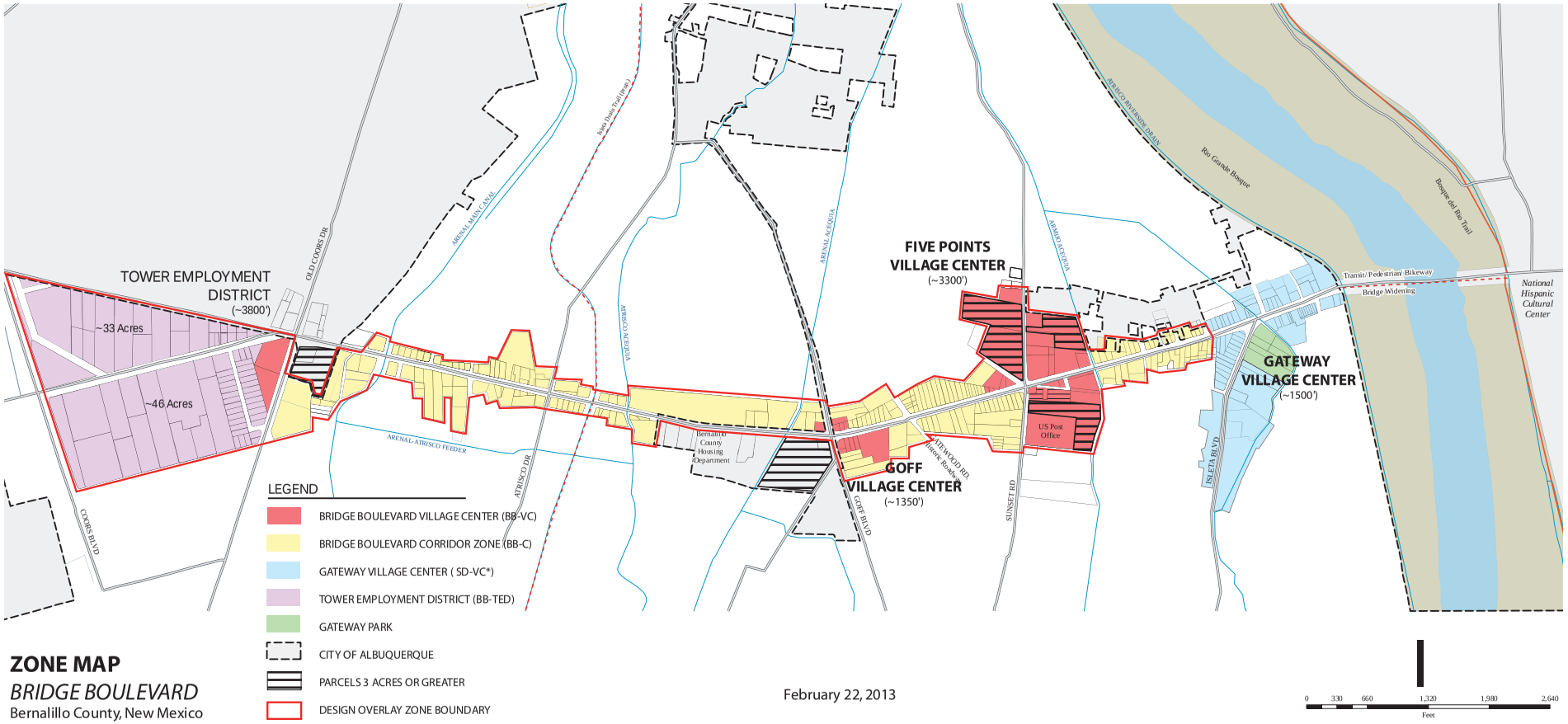



Figure 20. Design Overlay Zone Boundary

## Proposed Zoning: Bridge Boulevard Corridor (BB-C)

### Intent

Encourage new investment in the Bridge Boulevard Corridor and create a more predictable pattern of zoning that allows for both residential and commercial uses. The Bridge Boulevard Corridor zone establishes baseline standards to help create a more consistent quality of built environment along this historic roadway. It is intended to encourage land uses that are compatible with the reconfigured roadway, support transit, and create a more inviting realm for pedestrians. This zoning is intended to encourage appropriate agricultural activities and preserve the corridor's scenic and historic heritage. It is also intended to promote compatible agricultural operations.

### Regulations

A. The regulations set forth in this section incorporate the uses in the County C-1 Neighborhood Commercial Zone, except as modified below. The purpose of this zone is to provide suitable sites for office, service, institutional, and limited commercial uses to satisfy the day-to-day needs of nearby residential areas and to minimize any adverse effect on nearby residential development.

B. Use Regulations.

1. Prohibited Uses. Any use prohibited in the C-1 zone. Additionally:

    a. Outdoor Storage Yards

    b. Heavy Manufacturing

    c. Mobile Home Parks

    d. Adult Amusement Establishments/Theaters/Studios

2. Permissive Uses. Any permissive use allowed and as regulated in the O-1 Office and Institutional Zone, C-1 Neighborhood Commercial and the following:

    a. Institution (library, schools, museum, nursing homes, day care centers, family day care)

    b. Residential; attached townhouses and clustered housing development. Maximum density of 25 units per acre.

    c. Residential: Casitas/Secondary Dwelling Unit Developments: Two dwelling units per lot (attached or detached) shall be allowed, with one primary unit plus one casita/secondary dwelling unit, which does not exceed 750 square feet. Accessory living quarters or mobile homes shall not be allowed within the Compound/Clustered Housing Development.

    d. Mixed Use development, with residential and non-residential uses combined in the same building or

buildings. The non-residential uses are limited to those allowed as permissive or conditional in this zone plus incidental activities. Residential uses as regulated in the R-2 zone, with a maximum density of 25 dwelling units per acre.

e. Some agricultural activities allowable under County R-1 agricultural uses as specified below:

   i. Display and sale of agricultural products including poultry or rabbits raised on the premises, and products incidental to the sales activity.

   ii. Stand for sale of fruit, vegetables, or nursery stock.

f. Public parks, recreational facilities, and public open space.

g. Signage: Sign, on premises, as regulated in the C-1 zone, provided that freestanding signs are limited to 10' in height and must be designed as monument signs with an enclosed base provided.

   Neon Signs. This is intended to encourage use of signage that is evocative of historic Route 66 signage. A neon sign is defined as a sign that uses a gas such as neon, argon, or mercury to fill glass tubes that are charged with electricity to create an illuminated sign or elements of a sign. Use of LED's (light-emitting diodes) designed to produce a similar illumination to traditional neon is also allowed.

   i. Location. Freestanding and building mounted neon signs are permitted on properties fronting Bridge Boulevard/Tower Road. Sign must be located within 50' of the public right of way. Signs are not allowed on lots abutting lots zoned for single family residential.

   ii. Size. Free-standing neon signs may be up to 50% larger than the sign area for conventional signs allowed in the County's C-1 zoning category.

   iii. Building mounted neon signs may be up to 25% larger than the sign area for conventional building mounted signs allowed for this zoning category. Lettering is also allowed to increase proportionally.

      a. Height. Same as for conventional signs in the County's C-1 zoning category.

   iv. Historic signage that includes neon elements not subject to size or height restrictions.

3. Conditional Uses. The following uses may be permitted if approved by the Zoning Administrator in accordance with the procedures and under the conditions set forth in the

Administration Section of the County's zoning ordinance with additional safeguards deemed necessary to safeguard the interests of the adjoining property, neighborhood and the community.

a. Conditional Uses as Listed in the C-1 Community Commercial Zone Section 14.

b. Drive-through facilities (vehicle queuing and vehicle movement plan must be approved by the appropriate County agencies).

C. Height Regulations. General maximum height of two stories or 26'. Provisions in the Supplementary Height and Area regulations apply. The Design Standards section following the zoning section also provides more details.

D. Area Regulations.

1. Front Yard: Maximum 85' front setback. Minimum: 10' front yard setback. Front setback is subject to additional requirements that are detailed in the Design Standards following this chapter.

2. Side Yard: Five foot (5') setback minimum with at least 10' from buildings on abutting properties. Where commercial uses abut an existing residential use, minimum of 10' setback. Where properties abut a side street, minimum 10' setback.

3. Rear Yard: When abutting properties zoned for single family residential, minimum of 20'. Otherwise 5' minimum.

4. Parking. Non Residential: No minimum parking ratios. Maximum parking ratios are 110% of the County's standard parking requirements. Residential: One parking space per unit. Requirements for handicapped parking, motorcycle and bicycle parking shall follow standards set forth in Section 21 of the County Zoning Code, Off-Street Parking, Loading and Unloading Regulations.

   See the Design Standards section for additional details.

5. Landscape and Buffer Landscaping: As required by Section 19 of the County Zoning Code, Landscaping and Buffer Landscaping sections, and as modified by the Design Overlay standards. Where there is a conflict between setback standards in Section 19 and the Design Standards, the Design Standards shall apply.

## Proposed Zoning: Bridge Boulevard Village Center (BB-VC)

### Intent

To encourage growth of Village Centers that are both local and community destinations for shopping, work, and entertainment. The Village Centers designated at Five Points, Goff, and Old Coors are intended to be a mix of residential and commercial uses along with quality public space. The BB-VC zone encourages moderately higher densities and heights than the adjacent Bridge Boulevard Corridor Zone. It establishes baseline standards for landscaping, screening, setbacks, heights and parking. With a streamlined approval process and flexible design standards, this zoning is intended to spur revitalization, support transit along the corridor, and create memorable places. The Bridge Boulevard Village Center zone is based upon the County's existing C-1 Neighborhood Commercial Zone, with some modifications to setbacks and design standards.

### Regulations

A. The regulations set forth in this section incorporate the uses in the County C-1 Neighborhood Commercial Zone, except as modified below. The purpose of this zone is to provide suitable sites for residential, office, service, institutional, and commercial uses and to minimize any adverse effect on nearby residential development.

B. Use Regulations.

1. Prohibited Uses. Any use prohibited in the C-1 zone. Additionally:

    a. Outdoor Storage Yards

    b. Heavy Manufacturing

    c. Mobile Home Parks

    d. Adult Amusement Establishments/Theaters/Studios

    e. Single family detached residential

    f. Billboards

2. Permissive Uses. Those listed in the County's C-1 Neighborhood Commercial Zone (Section 14 B-2) and as listed below. A building or premises shall be used only for the following purposes.

    a. Residential; attached townhouses. Minimum density of 12 dwelling units per acre. Maximum of 25 dwelling units per acre.

    b. Multi-family Residential, 12 dwelling units per acre minimum, 25 dwelling units per acre maximum (apartments as defined in the County R-2 zone) provided that it meets the standards of the Bridge Boulevard Design Overlay Zone).

    c. Mixed Use development, with residential and non-residential uses combined in the same building or buildings. The non-residential uses are limited to those allowed as permissive or conditional in this zone plus incidental activities. Residential

uses as regulated in the R-2 zone, with a maximum density of 25 dwelling units per acre. Live/work units permissive.

d. Some agricultural activities allowable under County R-1 agricultural uses as specified below:

   i. Display and sale of agricultural products including poultry or rabbits raised on the premises, and products incidental to the sales activity.

   ii. Stand for sale of fruit, vegetables, or nursery stock.

e. Public parks, recreational facilities, and public open space.

f. Signage: Sign, on premises, as regulated in the C-1 zone, provided that freestanding signs are limited to 10' in height and must be designed as monument signs with an enclosed base provided.

   Neon Signs. This is intended to encourage use of signage that is evocative of historic Route 66 signage. A neon sign is defined as a sign that uses a gas such as neon, argon, or mercury to fill glass tubes that are charged with electricity to create an illuminated sign or elements of a sign. Use of LED's (light-emitting diodes) designed to produce a similar illumination to traditional neon is also allowed.

   i. Location. Freestanding and building mounted neon signs are permitted on properties fronting Bridge Boulevard/ Tower Road. Sign must be located within 50' of the public right of way. Signs are not allowed on lots abutting lots zoned for single family residential.

   ii. Size. Free-standing neon signs may be up to 50% larger than the sign area for conventional signs allowed in the County's C-1 zoning category. Building mounted neon signs may be up to 25% larger than the sign area for conventional building mounted signs allowed for this zoning category. Lettering is also allowed to increase proportionally.

   iii. Height. Same as for conventional signs in the County's C-1 zoning category.

   iv. Historic signage that includes neon elements not subject to size or height restrictions.

3. Conditional Uses. The following uses may be permitted if approved by the Zoning Administrator in accordance with the procedures and under the conditions set forth in the Administration Section of the County's zoning ordinance with additional safeguards deemed necessary to safeguard the interests of the adjoining property, neighborhood and the community.

   a. Multi-family residential (apartments as defined in the County R-2 zone) with a density that is greater than 25 dwelling units per acre, but no more than 50 dwelling units

per acre, provided that it meets the standards of the Design Standards.

b. Community Commercial Zone; permissive uses listed in the County C-2 zoning Section 15.

c. Drive-through facilities (vehicle queuing and vehicle movement plan must be approved by the County).

d. Retail operations; a single tenant space for retail with a net leasable space of 75,000 square feet or greater.

e. Dance halls

f. Liquor stores

C. Height Regulations. Maximum height of three stories or 42'. Special architectural features such as clock towers, bell towers, and cupolas may extend up to eight feet above the maximum building height, provided they are no more than 30 feet in width and make up no more than one third of the building's façade. Apart from maximum heights, other provisions in the Supplementary Height and Area regulations apply. The Design Standards section following the zoning also provides more details.

D. Area Regulations.

1. Front Yard. Maximum 85' front setback. Minimum: 10' front yard setback. Front setback is subject to additional requirements that are detailed in the Design Standards following this chapter.

2. Side Yard. Five foot (5') setback minimum with at least 10' from buildings on abutting properties. Where commercial uses abut an existing residential use, minimum of 10'. Where properties abut a side street, minimum 10' setback.

3. Rear Yard. When abutting properties zoned for single family residential, minimum of 20'. Otherwise 5' minimum.

Parking. Non Residential: No minimum parking ratios. Maximum parking ratios are 110% of the County's standard parking requirements. Residential: One parking space per unit. Requirements for handicapped parking, motorcycle and bicycle parking shall follow standards set forth in Section 21 of the County Zoning Code, Off-Street Parking, Loading and Unloading Regulations.

E. Landscape and Buffer Landscaping: As required by Section 19 of the County Zoning Code, Landscaping and Buffer Landscaping sections, and as modified by the Design Overlay standards. Where there is a conflict between setback standards in Section 19 and the Bridge Boulevard Design Overlay Standards, the Bridge Boulevard Design Overlay Standards shall apply.

# Proposed Zoning: Bridge Boulevard Tower Employment District (BB-TED)

## Intent

Allow for a wide range of residential and non-residential uses with baseline standards for minimum lot size, landscaping, screening, setbacks, heights and parking. The Bridge Boulevard Tower Employment District (BB-TED) is based upon the County's existing C-LI code, with some modifications for setbacks and design standards tailored to conditions in the Tower Employment District. The purpose of this zone is to attract uses that generate employment, ranging from light manufacturing/ fabricating and warehousing, to technical support centers and medical facilities. It is also intended to encourage development of specialized residential, such as senior apartments and assisted living care facilities.

## Regulations

A. The regulations set forth in this section incorporate the uses in the County Commercial/Light Industrial (C-LI) zone except as modified below. The purpose of this zone is to provide suitable sites for specialized residential uses, commercial, medical, and light industrial uses that can generate significant employment. Development should minimize any adverse effect on nearby residential areas.

B. Use Regulations.

1. Prohibited Uses.

   a. Outdoor Storage Yards

   b. Heavy Manufacturing (specific permissive uses allowed under the County M-2 zone)

   c. Mobile Home Parks

   d. Adult Amusement Establishments/Theaters/Studios

   e. Single family detached residential

2. Permissive Uses. Any permissive use allowed and as regulated in the Commercial and Light Industrial (C-LI) zone and the following:

   a. Multi-family residential, 12 dwelling units per acre minimum, 25 dwelling units per acre maximum (apartments as defined in the County R-2 zone) provided that it meets the standards of the Bridge Boulevard Design Overlay Zone.

   b. Public parks, recreational facilities, and public open space.

   c. Signage: Sign, on premises, as regulated in the C-1 zone, provided that freestanding signs are limited to 10' in height and must be designed as monument signs with an enclosed base provided.

      Neon Signs. This is intended to encourage use of signage

that is evocative of historic Route 66 signage. A neon sign is defined as a sign that uses a gas such as neon, argon, or mercury to fill glass tubes that are charged with electricity to create an illuminated sign or elements of a sign. Use of LED's (light-emitting diodes) designed to produce a similar illumination to traditional neon is also allowed.

i. Location. Freestanding and building mounted neon signs are permitted on properties fronting Bridge Boulevard/Tower Road. Sign must be located within 50' of the public right of way. Signs are not allowed on lots abutting lots zoned for single family residential.

ii. Size. Free-standing neon signs may be up to 50% larger than the sign area for conventional signs allowed in the County's C-1 zoning category.

Building mounted neon signs may be up to 25% larger than the sign area for conventional building mounted signs allowed for this zoning category. Lettering is also allowed to increase proportionally.

iii. Height. Same as for conventional signs in the County's C-1 zoning category.

iv. Historic signage that includes neon elements not subject to size or height restrictions.

3. Conditional Uses. The following uses may be permitted if approved by the Zoning Administrator in accordance with the procedures and under the conditions set forth in the Administration Section of the County's zoning ordinance with additional safeguards deemed necessary to safeguard the interests of the adjoining property, neighborhood and the community.

a. Multi-family residential, apartments as regulated in the County R-2 zone, that is more than 25 dwelling units per acre, but no more than 50 dwelling units per acre, provided that it meets the standards of the Design Standards.

b. Residential; attached townhouses.

Mixed Use development, with residential and non-residential uses combined in the same building or buildings. The non-residential uses are limited to those allowed as permissive or conditional in this zone plus incidental activities. Residential uses as regulated in the R-2 zone, with a dexity of greater than 25 dwelling units per acre, but not more than 50 dwelling units per acre. Live/work units permissive.

c. Drive-through facilities (vehicle queuing and vehicle movement plan must be approved by the County).

C. Height Regulations. The maximum building height is three stories or 42 feet, measured to the tallest part of the building. Special architectural

features such as clock towers, bell towers, and cupolas may extend up to eight feet above the maximum building height, provided they are no more than 30 feet in width and make up no more than one third of the building's façade. Other than maximum height, provisions in the Supplementary Height and Area regulations apply. The Design Standards section following the zoning also provides more details.

D. Area Regulations.

1. Front Yard. Maximum 85' front setback. Minimum: 10' front yard setback. Front setback is subject to additional requirements that are detailed in the Design Standards following this chapter.

2. Side Yard. Five foot (5') setback minimum with at least 10' from buildings on abutting properties. Where commercial uses abut an existing residential use, minimum of 10'. Where properties abut a side street, minimum 10' setback.

3. Rear Yard. When abutting properties zoned for single family residential, minimum of 20'. Otherwise 5' minimum.

4. Parking. Non Residential: No minimum parking ratios. Maximum parking ratios are 110% of the County's standard parking requirements. Residential: One parking space per unit. Requirements for handicapped parking, motorcycle and bicycle parking shall follow standards set forth in Section 21 of the County Zoning Code, Off-Street Parking, Loading and Unloading Regulations.

E. Landscape and Buffer Landscaping: As required by Section 19 of the County Zoning Code, Landscaping and Buffer Landscaping sections, and as modified by the Design Overlay standards. Where there is a conflict between setback standards in Section 19 and the Design Standards the Design Standards shall apply.

# Bridge Boulevard Corridor and Village Centers Design Guidelines

## Intent

The intent of the design standards is to encourage development that maintains and strengthens the character of the community through the creation of an appealing, cohesive, pedestrian-oriented succession of mixed-use villages and attractive residential neighborhoods. The Bridge Boulevard Design Guidelines have been developed to assist owners, builders, architects and designers in the preparation of building plans for the development. The Design Standards will also be used by the County as one of the criteria for plan review.

## Design Goals

### Pedestrian Orientation

The guidelines are designed to encourage walking and biking. Many aspects of the corridor work in tandem to make this a liveable corridor, including the mixture of land uses; gracious sidewalks along landscaped streets; street sections with bike lanes, and buildings that actively address the pedestrian realm through their orientation, articulation, fenestration, and signage.

### Sustainability

The Bridge Boulevard Design Guidelines are designed to create a liveable, economically sustainable corridor for County residents. Sustainability components address the natural and built environment and include, but are not limited to, green building standards; open space preservation; mixed land uses; housing diversity; multi-modal mobility design; shared parking; native landscaping; low impact development techniques; and dark sky compliant lighting.

## Process

The Bridge Boulevard Design Overlay applies to all parcels adjacent to Bridge Boulevard, from west of Hartline Road to Coors Boulevard. (See Bridge Boulevard Design Overlay Exhibit on page 64). The area east of Hartline Road along Bridge Boulevard will continue to be regulated by the 2010 Bridge Boulevard Village Center and Corridor Plan that was adopted as an addendum to the Isleta Boulevard Sector Development Plan. The Bridge Boulevard Design Overlay works in tandem with the zoning designations along the corridor; the zoning designations articulate allowable land uses and basic design parameters while the Design Overlay provides more detailed requirements for site, building, parking, and landscape standards. The Design Overlay applies to the following zoning designations:

- Bridge Boulevard Corridor (BB-C)
- Bridge Boulevard Village Center (BB-VC)
- Bridge Boulevard Tower Employment Center (BB-TED)

Some of the design standards do not apply to all three zones: the text clearly notes where the standards apply to a particular zone.

## Implementation

Thresholds for application: Any addition to a building or structure that is 200 square feet or greater and all new development shall trigger compliance with the Bridge Boulevard Design Overlay. Any project that requires a zone change or a Special Use Permit is also subject to these requirements.

Submittal Process: Applicants will follow standard County requirements and procedures for site plan approvals. In addition, applicants will be required to provide the following information:

1. Color samples of base, trim, and accent colors.
2. Specifications for proposed exterior lighting, which can be provided as a “cut sheet” attached to the site plan.
3. Specifications for proposed signage, which can be covered by details of the signage on the site plan.


Examples of public realm elements

## Design Guidelines

These design standards address site elements, street elements, and the public realm. The guidelines are applicable to all property parcels within the Bridge Corridor, including Village Centers and the Tower Employment District.

### Area Regulations

#### Building Orientation

Buildings within the Bridge Corridor shall be oriented to address and enhance the pedestrian realm. The human scale should take primary consideration. Building orientation and sufficient glazing intend to enliven the frontages of buildings and allow for enhanced surveillance, each contributing to the livability of the streetscape.

1. Primary entrances shall be prominent and placed along an arterial street or at the corner.
2. Mirrored glazing and blank facades are discouraged.
3. Stoops, windows, and balconies are encouraged to activate the streetscape

#### Public Space

Open space should be designed to help foster an active social environment for the community. Seating opportunities should be provided within and surrounding open spaces. Safety and comfort should take precedence in the design of these spaces.

## Massing

Buildings in this district shall follow design principles associated with southwest architectural styles, including Spanish Colonial, Pueblo Revival, Northern New Mexico, Territorial, and Southwest Contemporary. Development submittals shall illustrate how the building design complies with these design standards.

### Height Standards

1. Corridor: Maximum structure heights per County Code, corridor-wide.

2. Village Centers and Tower Employment District: The maximum building height is three stories or 42 feet, measured to the tallest part of the building. Special architectural features such as clock towers, bell towers, and cupolas may extend up to eight feet above the maximum building height, provided they are no more than 30 feet in width and make up no more than one third of the building's façade.

### Setback Standards

3. Reduced setbacks result in a more active and interesting pedestrian realm. Allowable setbacks for zoning within the Corridor Plan area are as follows:

    a. Front Yard: Maximum 85' front setback. Minimum: 10' front yard setback. More details in the table below.

    b. Rear Yard: 5' minimum. When abutting properties zoned for single family residential, minimum of 20' with 5' minimum stepback after the second level.

    c. Side Yard: 5' minimum. When abutting properties zoned for single family residential, minimum of 20' with 5' minimum stepback after the second level.

    d. For townhouses, no required side yard setback from internal lot lines, but there shall be a minimum setback distance of five feet from the external lot lines of corner townhouse lots.

Table 12. Setback and Height Standards

| | Front | Side | Rear | Height |
|---|---|---|---|---|
| **Village Center** | 85 max.<br>10 min | 5 min. 10 from abutting bldg. | 10 min., 20 min when abutting single family | 20 min, 3 stories max. |
| **Corridor** | 85 max.<br>10 min | 5 min. 10 from abutting bldg. | 5 min., 20 min when abutting single family | 26 (2 stories) max. |
| **Tower Employment District** | 85 max.<br>10 min | 5 min. 10 from abutting bldg. | 5 min., 20 min when abutting single family | 42 (3 stories) max. |

4. PNM has a 10' Public Utility easement along portions of the south side of Bridge Boulevard. Development shall be coordinated accordingly.

## Architecture

### General

1. All street-facing walls of a building shall be articulated with consistent style and materials. Exterior walls shall contain windows, punched openings, change in height or plane, awnings or vertical posts every 30 feet.

2. Village Centers: A minimum of 40% of a street-facing ground floor facade shall be glazed.

   Tower Employment District and Corridor: A minimum of 25% of a street-facing ground floor façade shall be glazed.

3. All mechanical equipment and meters shall be screened or located to minimize visual impacts from streets, sidewalks and other public spaces. Rooftop mechanical equipment shall be screened from view when standing on the adjoining sidewalk.

### Residential

4. Carports are prohibited in the front yard setback. Similarly, garage entrances should not dominate the façade of residential buildings. For townhomes, garages should be accessed from the rear. For apartments, garages shall be accessible from the rear, or interior parking lots should be provided.

5. Accessory dwelling units are allowed for residential properties with only one dwelling unit. Accessory units shall have a maximum size of 750 SF. These units may be located over detached garages, adjacent to a detached garage, or be part of the principal building. The height limit for an accessory unit is the same as the corresponding residential height limit.

6. Primary walkways should connect entrances to the sidewalk rather than to driveways.

7. Outdoor entrances to residential developments should be clearly defined so that they provide a sense of transition between the public realm of the street and the private realm of the homes and so they are easy to find.

### Multi-family / Mixed Use Residential

8. Where multi-family residential units are set back less than 10' from a public right-of-way, first-floor units of multi-family residential buildings should be designed with additional measures to ensure privacy. Elevated stoops and raising interior floor elevations above adjacent sidewalk grade are some measures that can be employed.

9. Building fronts should contain public/semi private transitions such as stoops and open porches to create a friendlier streetscape where pedestrians can interact easily with their neighbors.

10. Multi-family residential developments shall include usable open space per County code.

Example of multifamily construction using southwest contemporary architectural style

11. Service areas such as loading docks, trash compactors, and storage yards shall be located away from pedestrian areas and out of site of the public right-of-way and open space areas.

12. Buildings on corner lots shall address both streets. Where consistent with the architectural style, use of wrap-around porches or portals is encouraged.

13. Variations in color may be used to further differentiate buildings. Limited use of accent colors on doors, covered entries and to highlight specific building masses is encouraged. Color palettes shall be approved by the County.

### Material Quality & Detail

14. All primary buildings shall use materials that are durable, economically maintained, and of a quality that will retain their appearance over time.

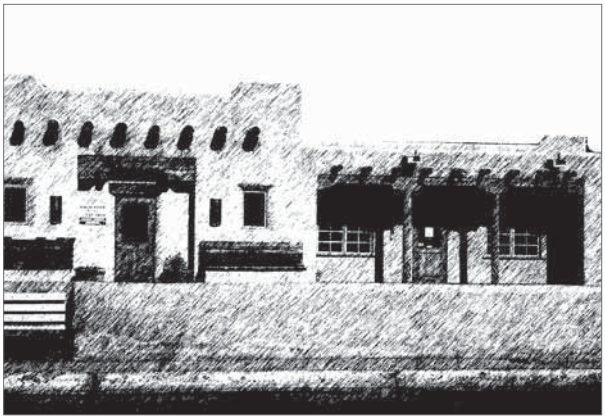
15. The following cladding materials shall be prohibited:

    a. Pre-cast concrete and tilt-up wall systems that are primary structural in appearance (such as Twin-Ts).

    b. Natural wood, vinyl, or metal paneling shall not be used as a principle exterior wall cladding system.

    c. Natural cinder block is not permitted as an exterior finish.

    d. Pre-manufactured metal buildings shall be prohibited where visible from the public right-of-way.



Spanish Colonial, Territorial, Pueblo Revival, and Northern New Mexico Architectural styles (top to bottom)

## Architectural Style

Design should reflect one of the following styles: Southwest Contemporary (shown on previous page), Spanish Colonial, Territorial, Pueblo Revival, and Northern New Mexico (shown to the right).

### Southwest Contemporary

This style mixes elements of southwestern architecture with modern design. It is defined by clean lines that utilize natural local materials such as stucco, heavy timbers, rustic stone, and aged metals.

### Spanish Colonial

This style is marked by the use of smooth plaster (stucco) walls and low-pitched clay tile or flat roofs with rounded, sometimes tiled parapets. Other characteristics typically include small porches or balconies, wood casement or tall, double-hung windows, canvas awnings, and decorative iron trim.

### Territorial

This style is marked by flat roofs with brick lined parapets, multi-paned windows and side lights at the main entry. Other details include pedimented lintels over doors and windows and partales with square posts.

### Pueblo Revival

This style most strongly exhibits the traditional adobe look of New Mexico. There are rounded corners, irregular parapets, and thick, tapered walls. Walls are usually stuccoed and colored in earth tones. Multi-story buildings usually employ stepped massing similar to that seen at Taos Pueblo. Roofs are flat. Portales can be used and expressed with wood posts and beams. Other details include vigas, canales, and exposed wood lintels above the windows.

### Northern New Mexico

This style is distinguished by its pitched or hipped roofs - often with a raised seam metal roof at 45 degrees. Details include porches with deep portales, decorative wood-work and post and corbels.

## Site

### Parking

The design of parking within the Corridor Plan is a key consideration in creating a successful corridor. Adequate and convenient parking must be provided in a manner that does not make parking the predominant feature of an individual site.

Examples of acceptable pervious parking surfaces

#### Guidelines

1. For BB-C, required parking ratios follow County zoning code, Section 21. Handicapped parking requirements follow Bernalillo County Zoning Code. Bicycle parking shall be provided at one space per 20 parking stalls.
2. For BB-VC, no parking minimum requirements for non-residential; for Residential - 1 space per unit.
3. Development within 1,000 feet of a bus stop shall be eligible for a 20% reduction in overall parking requirements.
4. Shared parking is encouraged and may be applied when adjacent land uses have different/complementary parking demand patterns – allowing these spaces to be effectively and efficiently used throughout the day. Applicants for development shall examine the feasibility of using shared parking.
5. Parking lots shall be subdivided by pedestrian paths and/or landscape areas so that no parking cell shall have greater than 20 spaces. Pedestrian paths with a minimum clear width of 6' shall be provided within parking lots to create direct connections between parking areas and buildings. Shade trees shall be planted a minimum of 30' on center along parking lot pedestrian paths.
6. Surface runoff in parking lots shall be directed to landscaped water harvesting areas. Drainage shall be directed to planting areas to maximize percolation and reduce the need for irrigation. Pervious paving/surfaces are highly encouraged.
7. 50% of off-street parking surfaces shall be pervious surface.
8. Off-street surface parking shall be located at the rear and/or sides of a building relative to Bridge Boulevard and Tower Boulevard.
9. Parking areas shall not constitute more than 50% of the street frontage.
10. Loading areas shall be separated from automobile parking and screened from view from the primary street right-of-way.
11. Parking lots on adjoining properties shall be interconnected whenever possible to allow pedestrians to link trips by parking their car in one lot and making several trips on foot, and to offer drivers more flexible parking choices.

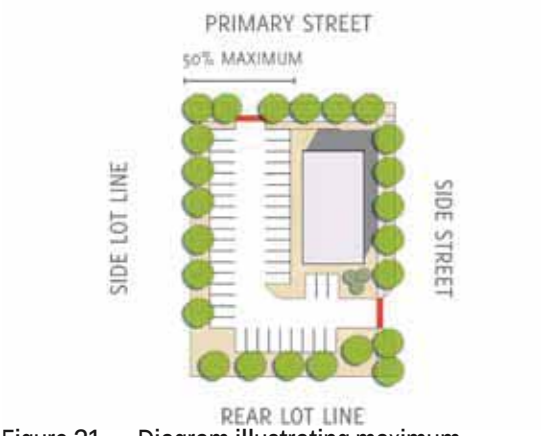



Figure 21. Diagram illustrating maximum parking frontage

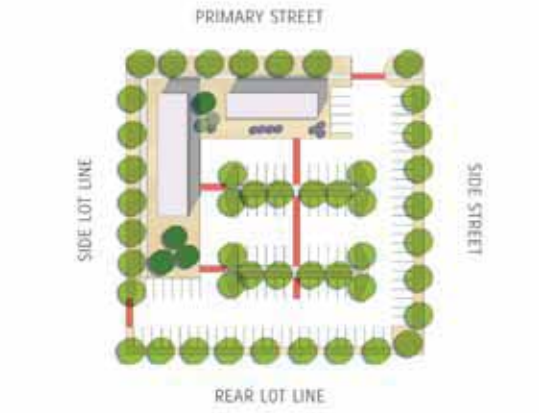



Figure 22. Diagram illustrating parking cells and preferred building orientation

12. Pedestrian walkways/ADA access, 6' wide minimum, shall be provided between bus stops, public sidewalks and building entrances.

13. Pedestrian walkways, 6' wide minimum, shall be provided between parking aisles to building entrances. Walkways are to be clearly demarcated from the ADA parking spaces to building entrances.

14. Drive through aisles and drive-up windows are to be placed at the rear or sides of all buildings, never along an arterial street.

## Urban Open space and parks

Provision of public space is vital to the development of healthy communities. As the corridor develops, there exists an opportunity to create useful, accessible, and inviting open spaces. There is also an opportunity for the open space to reflect the presence of the Rio Grande bosque throughout the corridor.

### Guidelines

1. The parks and plazas shall be accessible from public streets, walkways and trails.

2. Integration of art into the design and development of open space and parks is encouraged.

3. Utilize the bosque and river to visually and physically express its essence.

Conceptual parking lots and example of open space and parks

## Landscaping

Landscape design standards are intended to create built landscapes that complement and protect the natural environment. Landscape shall comply with the Bernalillo County Code. The following are additional requirements.

### Standards

1. Street-fronting side yards (yards on corner lots) and the design of the building façade should be similar in design and quality to a typical front yard.
2. Native/Xeric Plants: a minimum of 25% of the plant materials within the front yard setback shall be comprised of regionally appropriate, low water use plants. Extensive use of native plants is recommended to reduce water, fertilizer and pesticide use.
3. Turf: high water use turf shall be limited to a maximum of 10% of the total landscape area and may not be used in the front yard. When used in the landscape design, all varieties of turf areas should be designed to be efficiently irrigated.
4. Irrigation: a fully automated irrigation system is required to support landscaping. The use of spray irrigation shall be limited to turf or seeded areas. The majority of emitter devices shall be drip. Use of evapotranspiration-based controllers is encouraged. Spray irrigation cannot be used within eight feet of a street curb or storm sewer inlet.
5. Erosion Control: all landscape areas shall be stabilized with mulches or plant material to keep soils from washing or blowing away.
6. Vegetative Cover: landscape area visible from the street shall achieve a minimum of 75% vegetative coverage within five years. Planting is required in front of walls that are setback from the property line where visible from the street.
7. Water Harvesting: wherever possible, the landscape design shall incorporate active and passive water harvesting techniques to reduce potable water use for irrigation. Water harvesting areas must meet vegetative coverage requirements.
8. New development within the corridor shall be required to surpass the number of required trees per current code by 10%.
9. Landscaping, low walls (3' tall or less) and patios shall be used to define the transition from the public right-of-way onto private property. Within the PNM public utility easement on the south side of Bridge Boulevard, shrubs shall be used in lieu of trees.
10. Water harvesting (at a minimum, directing water to landscaped areas) is required in off-street parking areas with more than 20 parking stalls.
11. The landscape design shall be water conserving in the broadest sense - shading buildings and parking areas and reducing energy use; utilizing drip irrigation to eliminate overspray and reduce evaporation; using drought tolerant and native species that flourish in local conditions; and restricting the use of spray irrigation unless it is for turf or native seed areas.
12. Flood irrigation is prohibited in the corridor unless it is for agricultural uses.
13. Public parks within the corridor are exempt from design standards.

Example of native vegetation

Examples of appropriate fence and wall types

## Walls and Fences

Delineation of property is done for many reasons and by various means. Those means come in the form of various styles of walls and fences. Walls and fences should be designed in an aesthetically pleasing manner, using natural and regional materials that reflect the local vernacular.

### Standards

1. Walls and fences shall be constructed to meet the requirements of Clear Site Triangle regulations.
2. All walls shall have a finished appearance (stuccoed, painted, or cladded).
3. Walls and fences used for screening purposes within the Corridor Plan are not to exceed six (6) feet in height. Four (4) feet is tallest that a solid wall can be, with up to two (2) feet of additional height consisting of a see-through material such as railings, trellises, arbors, and semi open structures.
4. Walls and fences buffering residential uses from non-residential uses should take on the character of the residential use.
5. For fencing, allowable materials include the following:
   a. Wood – coyote fences, peeled pole fences and picket fences
   b. Metal – tubular steel, wrought iron, and metal panel.
6. Use of fluted or plain gray concrete masonry units (CMU) as the exposed wall surface is prohibited.
7. Chain-link, razor wire, and concertina wire are prohibited.

## Utilities

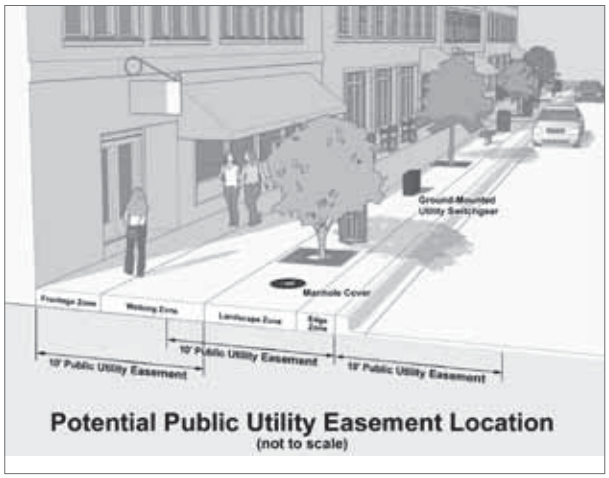
1. Where required, above-grade utility structures shall be grouped and located on the site in a manner that minimizes their visual impact from the street. Utility cabinets and their structures shall be located on sides or rear walls of structures. Free-standing meters are not permitted.
2. Solar technology (such as panels and solar hot water technology) is permitted for use on rooftops or on grade.
3. Mechanical and other equipment on the ground shall be screened to obscure or minimize visibility from the adjacent curb of the primary street. Any screening of ground-mounted transformers must be designed to allow for access to the equipment. All screening and vegetation surrounding ground-mounted transformers and utility pads shall allow 10 feet of clearance in front of the equipment door and 5 or 6 feet of clearance on the remaining three sides for safe operation, maintenance, and repair purposes.
4. Where feasible, place utilities/power lines underground.
5. Consult with PNM prior to finalizing site plans.

## Lighting

Lighting design standards encourage minimal use of site lighting to minimize light trespass and protect views of the night sky. All site and landscape lighting shall be fully shielded to minimize light trespass, and light lamps shall not be visible from the perimeter of the site. Site lighting is limited to paths leading to entrances, the vicinity of building entrances, and areas enclosed by walls. Temporary lighting for social or seasonal events is permitted.

### Guidelines

1. Pole heights shall be a maximum of sixteen (16) feet high.
2. All lighting fixtures shall be night sky/dark sky compliant.
3. Lighting shall be located so that it does not shine off of the property.
4. Uplighting is prohibited.
5. Lamps shall be incandescent, fluorescent, metal halide or light-emitting diodes (LED).




Potential Public Utility Easement Location
(not to scale)

Examples of appropriate utility screening and lighting

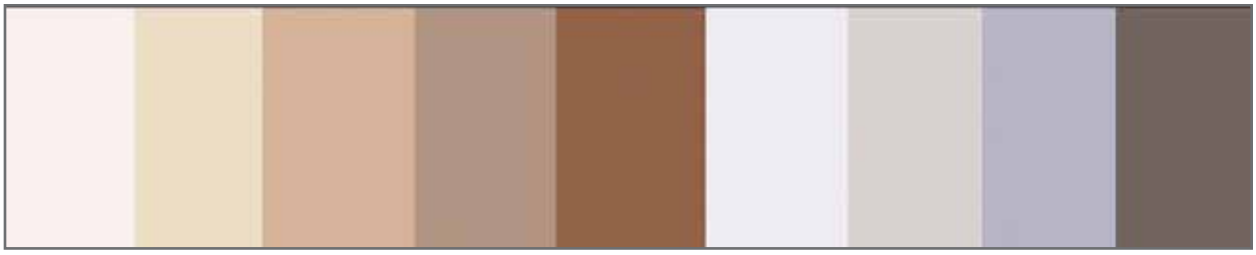
## Color

Color contributes to the visual cohesiveness of the corridor. The palette is meant to reflect the unique character of the area, drawing on both its history and culture. The intention of controlling colors is to help visually unite structures on Bridge to enhance the identity of the corridor.

### Guidelines

1. The color palettes shown below represent a recommended range of appropriate colors. Utilize the base, accent, and trim color palettes to coordinate development and redevelopment.

Base



Accent

Trim

## Signage

Signage should complement the building and be appropriately scaled primarily for pedestrians and secondarily for vehicular traffic. See zoning regulations for signage.

### Standards

1. Individual address identification is required for each residence. Address identification numbers and/or letters shall be located on the residence, be visible from the street, and complement the architectural character of the residence.

2. Freestanding signs shall be limited to 10' feet in height and designed as monument signs with an enclosed base. The outer edge of a wall sign should be allowed to protrude up to one foot over the property line into the public right-of-way, provided the bottom edge of the sign is 8' or more above the curb or sidewalk grade.

3. Not more than one sign shall be permitted for any one premises with street frontage of 50' or less.

4. The total area of any one sign face shall not exceed 32 square feet. The total aggregate of all faces of signs or combination of signs allowed for the property on which the use is located should not exceed 130 square feet of sign area. Businesses fronting on more than one street shall be allowed additional square footage of sign area to the extent of 50 percent of that allowed for its main street frontage.

5. Illuminated signs, including, but not limited to, illuminated clocks, thermometers, and illuminated signs within a building, shall be so located as to not shine directly into abutting residential property.

6. One shingle or suspended sign per street level business with a maximum of four square feet of sign area should be allowed. Shingle and suspended signs should be of wood or material simulating wood, suspended from the underside of a pedestrian canopy or awning directly adjacent to the business identified on the sign. Shingle and suspended signs should be oriented perpendicular to the adjacent wall of the building being identified and attached in a manner that prevents swinging.


Examples of signage

Examples of crosswalk elements

## Street

### Trees

1. Street trees shall be planted along primary streets, noting the requirements established by the clear sight triangle regulations.
2. New trees shall have an approximate regular spacing of less than 30 feet on center and be planted in 4 x 4 ground level planter with grates that are flush with the sidewalk.

### Sidewalks and Crosswalks

The quality of the pedestrian infrastructure influences mobility in a community. Provision of a quality pedestrian environment is important. Vegetation used in the pedestrian realm should incorporate water harvesting features and be environmentally sensitive by design.

#### Guidelines

1. Sidewalks shall be between 6' and 12' in width and include a landscape strip and tree grates. Sidewalks located in Village Centers shall be a minimum 10' in width.
2. Bus stops shall consist of a sign and bench, or in areas of higher use, a shelter is appropriate.
3. Pedestrian lighting shall be installed along sidewalks and all crosswalks shall be well-lit.
4. Consolidate driveways and reduce the number of access points by developing shared access between properties. All ramps shall be designed to ADA standards and be in line with crosswalks; two ramps at each corner are recommended.
5. All public art and site furnishings will be coordinated with existing bus stops to accentuate the wayfinding and pedestrian experience.
6. Crosswalks shall be marked by striping and/or textured/colored pavement for high visibility.
7. Raised medians shall be used for pedestrian refuges in all crosswalks with cut-throughs for wheelchairs.
8. Pedestrian countdown signals that are audible and visual shall be installed and signal buttons shall be located at the appropriate height next to the ramp landing. Signals shall be timed for children, seniors, and the disabled.
9. Two-stage pedestrian crossings with signals and/or beacons shall be used at all mid-block locations.

## Bicycle Facilities

Despite the heavy traffic on Bridge, bicycles and bike culture are important elements of daily life and contribute to a multi-modal solution to regional transportation. To properly promote and support safe biking, good practices such as those detailed below should be followed.

### Guidelines

1. Bike lanes need to be properly defined with a high contrast stripe. Ideally, the lane is painted a solid color to distinguish the extents of the bike lane.
2. Bike lanes need to be marked with proper signage, both within the lane on the ground and with posted street signs.
3. Bike lanes need to be properly coordinated and marked at right turn lanes.
4. Short-term bike parking needs to be visible, secure, well lit, unimpeded by stationary objects and easily accessible.
5. Bicycle facilities are to be constructed according to AASHTO "Guide for the Development of Bicycle Facilities."
6. One bike space shall be provided for every 20 car spaces. Bike racks will be located within 40' of the primary building and at convenient locations associated with paths and trails.
7. 10% of the required bike spaces shall be in the form of covered, secure bike storage. This can be inside or outside.

Examples of bicycle infrastructure

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# Implementation Strategies

## Financial Feasibility Evaluation

The consultant team identified three key catalytic nodes along the Bridge Boulevard Corridor for potential redevelopment. To assess redevelopment potential, a detailed set of pro forma and feasibility analysis are included in Appendix B. The Five Points catalytic node has been selected for detailed review because of its larger parcel sizes, ownership patterns, and strategic location along the corridor. Accordingly, the project team believes that the Five Points District has the most potential for moving forward in the short to mid-term.

Static feasibility analysis was applied to the recommended development program, comparing potential capitalized value to potential costs, including required return, exclusive of land. The resulting comparison yields the residual land value of the site, or the remaining land value of the site that could be supported by potential project revenues after subtracting out project costs. In this analysis, the estimated residual land value must be equal to or greater than the estimated market value of the land for the project to be feasible. As identified in Appendix B, project revenues are insufficient to cover projects costs and provide a reasonable Return On Investment (ROI). Thus, public financing tools are likely to be needed to support development efforts. Descriptions of available tools are provided in the following section.

## Funding and Finance Strategies

A significant component of the Bridge Boulevard Corridor Plan is to generate redevelopment along the corridor, creating and expanding new jobs and services. Given that land aggregation costs and new construction costs result in aggregate costs that exceed the level of debt that can be supported with project Net Operating Income (NOI), some form of public financing is needed. The project team conducted a review of available public finance tools to catalyze redevelopment and support new and existing businesses along the Bridge Boulevard corridor. The project team then evaluated the tools for applicability along the corridor and established recommendations for inclusion and next steps to be included in the final corridor plan.

Based on the team's review, the primary public finance tools with applicability on the corridor include:

- Local Economic Redevelopment Act (LEDA)
- New Mexico MainStreet Program (NMMP)
- Tax Increment Development Districts (TIDD)
- Metropolitan Redevelopment Agency (MRA)
- Infrastructure Development Zone (IDZ)
- Business Improvement District (BID)
- Low Income Housing Tax Credits (LIHTC)
- New Market Tax Credits (NMTC)

- FHA Section 221(d)(4) and 220 Insured Mortgage
- New Mexico Sustainable Building Tax Credit (SBTC)

A summary of each tool is shown in Table 13, followed by a recommendation for potential use on the corridor, as shown in Table 14.

## Local Economic Development Act

The New Mexico Local Economic Development Act (LEDA) was passed by the New Mexico state legislature in 1994 based on the idea that economic development is best addressed at the local level where local officials and community members are most familiar with the challenges facing a particular community. The act gives local governments the authority to participate in economic development efforts, including the ability to raise revenue through the sale of bonds to finance land acquisition, building construction, or infrastructure to support business retention, growth and development. More specifically local governments may purchase, lease, grant, construct, or reconstruct buildings or infrastructure; acquire or convey land; provide direct loans or loan guarantees for land, buildings or infrastructure; and provide public works essential to location and expansion of business. According to the legislation, retail and farming businesses are ineligible for LEDA funds.

LEDA requires local governments to adopt an economic development plan or a comprehensive plan with an economic development component. Based on the Bernalillo County economic development plan adopted in 2008, a proposal must do the following to receive LEDA funding:

- Stop economic leaks in the community
- Attract high quality, sustainable jobs to Bernalillo County
- Address the needs of small business and agricultural activity
- Strengthen small business activity
- Assure cultural preservation of the of historic areas
- Meet the local retail and service needs of underserved communities
- Promote the economic viability of agriculture
- Provide jobs, livable wages and employment opportunities in Bernalillo County
- Assure a net increase flow of dollars within the local economy
- Create local corporate activity

The County will give additional priority to qualifying projects that specifically encourage the expansion or relocation of new or existing businesses, assist business start-ups, create new jobs, assist economic clusters identified in the economic development plan, and/or add value to the knowledge base of the local labor force. LEDA applications are reviewed by a group of identified County departments, and applicants

are subject to a public hearing before the County Commissioners for consideration for a local adoption ordinance. Once the local ordinance is adopted, the applicant enters into an Economic Development Agreement with the County and is still subject to local land use review.

Two primary revenue sources are available for LEDA projects: general funds reserved for economic development and revenue bonds backed by an Infrastructure Gross Receipt Tax (I-GRT). General Fund revenue available for LEDA funding is capped at 5.0 percent of total local General Fund expenditures. I-GRT is limited to 1/4 of 1.0 percent tax for cities and 1/8 of 1.0 percent for counties and requires approval of the majority voters in the specific local government. In addition to economic development, a local government may use I-GRT funds to replace, repair, or construct infrastructure, for general municipal or county services, to pay debt service on bonds, or expand or improve public transportation. Bernalillo County currently does not levy I-GRT.

## New Mexico MainStreet Program

Financing from the New Mexico MainStreet Program (NMMP) may be available for projects other than roadway and redevelopment that would enhance the Bridge Boulevard Corridor. Public art, pocket parks, public spaces, and enhanced bus shelters would expand activity within the Bridge Boulevard Corridor. These amenities would help redevelopment efforts in the area and attract residents and visitors to socialize, shop locally, and enjoy the unique character of the area.

The NMMP is an organization that provides resources, education, training, and technical services for qualifying MainStreet organizations. Initiated in 1985, there are currently 23 MainStreet projects and six Arts and Cultural Districts throughout the state. Primary program services include organized public outreach and professional marketing of the MainStreet district, including assistance in visitor website design, as well as eligibility to receive MainStreet Capital Outlay Funds for master planning, infrastructure upgrades, and building restoration improvements. Last, businesses in a MainStreet district are eligible for low interest loans to restore, preserve and bring building up to code. The MainStreet Revolving Loan Fund is managed by the New Mexico Historic Preservation Division.

The NMMP does not require any qualifying building form, street configuration, or design standards and is provided free of charge to qualifying districts by the State of New Mexico. However, municipalities and private sources are expected to cover various expenses such as administrative and personnel costs. To be eligible for the MainStreet Revolving Loan Fund, local businesses must have an adopted Business Plan and a design concept. Total loan proceeds are limited to $75,000.

To qualify as NMMP, a district must navigate a three-phase application process. Phase I, the Emerging MainStreet Program, requires that communities raise local capital from public and private sources and create a local, volunteer organization. After one year, communities are eligible for Phase II, the Start-Up MainStreet phase. During this two-year phase, organizations must hire paid staff, and NMMP provides ongoing training.

| Item | General Purpose | Stated Purpose | Abilities | Requirements | Implementation | Agency | Funding Source | Assessment/Tax | TIF | Bonds |
|---|---|---|---|---|---|---|---|---|---|---|
| LEDA | ob Creation | Allows local governments to participate in economic development efforts | Purchase, lease, grant, construct buildings or infrastructure, acquire land, loan guarantees, public works | Not for retail focused on small business, obs, and livable wages | Local government must adopt economic development plan (Bernalillo County 2007) | Local government (city or county) | General Fund (5.0 percent cap) | Yes .0025 GRT Tax for cities .00125 GRT Tax for counties | No | Yes |
| NMMP | Small business support and tourism | Provides resources, education, training, and technical services to local business communities | Outreach/Branding (visitor websites), low interest small business loans, eligible for state Capital Outlay Funds | No building form or cultural requirements | Phase I requires a local volunteer organi ation Phase II requires paid staff | Local MainStreet staff | Local agency (staff/ operations) State of New Mexico technical services, loan programs, capital funds | No | No | No |
| TIDD | ob Creation | Allows cities and counties to fund public infrastructure to promote ED and ob creation | Fund on and offsite public improvements, no land acquisition | Apply to local municipality, county, and/or state, City of Albuquerque requires No Net Expense | Requires 50% private property approval or can be initiated by City File a resolution to a adopt a district with each urisdiction (city/county/state) Establish a Tax Increment Development Plan | City or County | Tax-Increment Financing (TIF) | No | Yes GRT and Property Tax | Yes |
| MRA | Redevelopment | Address blight and disinvestment | Acquire land, construct development, own housing/ healthcare/recreation facilities, tax rebates | Establish blighted conditions on corridor | Designate area, establish blighted conditions, establish MRA plan, Adoption by City Council | Local government (City of AB Metropolitan Redevelopment Agency, potential county staff) | Tax-Increment Financing (TIF) | No | Yes Property Tax only | Yes |
| ID | Infrastructure | Fund public infrastructre | Fund public infrastructre | Can be non-contiguous (within 3 mile radius) | Requires 30% of property ownership in the district, Adoption by City Council | uasi-municipal corporation | Property Tax | Yes Property Tax | No | Yes |
| BID | Small business support | Promote and preserve businesses in district | Service debt, provide security, perform maintenance, marketing, business recruitment, urban design | None | City Council petition with 51% of property and business owners, establish planning group and BID Management plan, Adoption by City Council | uasi-municipal agency or non-profit agency | Property Tax/Assessment (non-residential only) | Yes Property Tax | No | Yes |

Source: Economic & Planning Systems

Table 13. Redevelopment Tools

Communities also become eligible for Capital Outlay Funds during this phase. The availability of these funds varies from year to year based on approvals from the New Mexico legislature. The final phase, Certified MainStreet Phase, begins the fourth year and continues in perpetuity. The MainStreet organization staff focuses on ongoing management of the district, increasing the strength of organization and complexity of local projects. During this phase, the MainStreet organization continues to be eligible for Capital Outlay Funds.

## Tax Increment Development Districts

The Tax Increment Development Act was passed by the New Mexico legislature in 2006. The act allows for cities and counties to create Tax Increment Development Districts (TIDDs) to fund public improvements that will promote economic development and encourage job creation. For the purposes of TIDDs, public infrastructure includes sanitary and sewerage systems, drainage and flood controls, water systems, highways/streets/roads/bridges, parking, trails, pedestrian and transit facilities, landscaping, public buildings and facilities, electric generation, natural gas distribution, lighting, telecommunications, traffic control, school sites and facilities, libraries and cultural facilities, equipment related to identified facilities (including vehicles), construction and planning services, workforce housing, and any other unidentified improvement deemed "for the use or benefit of the public." TIDDs do not have the power of eminent domain, but do have the ability to acquire land in support of tax increment development projects.

Public infrastructure funding is available through tax increment financing (TIF) for both GRT and property tax. The state, county, and municipality can pledge up to 75 percent of GRT and property tax within the TIDD for a maximum of 25 years to pay debt service on bonds issued to cover upfront infrastructure costs. Municipalities, counties, and the state can pledge separate GRT dedications. The City of Albuquerque requires a "no net expense" stipulation, limiting available TIF funds to excess revenue over and above the cost of local service provision. Bernalillo County does not have this stipulation. Additional TIDD funding can be generated through a property tax assessment limited to $5 on each $1,000 of net taxable value for a maximum of four years.

The establishment of a TIDD requires the approval of a minimum of 50 percent of real property owners in the boundaries of the district or can be initiated by a local government. In both cases, the establishment of TIDD requires the creation of a tax increment development plan, public hearing, and adoption of a local resolution.

## Metropolitan Redevelopment Act

The Metropolitan Redevelopment Act allows municipalities to create Metropolitan Redevelopment Areas (MRAs) to address blight and disinvestment. MRAs are established to promote industry and develop trade and other economic activity, mitigate the threat of serious unemployment, and maintain a balanced and stable economy. The

legislation authorizes MRAs to:

- Acquire, either by construction, purchase, gift, devise, lease or sublease; to improve and equip; and to finance, sell, lease projects or part of projects
- Issue revenue bonds as provided by the Metropolitan Redevelopment Code
- Enter into a financing agreement with others in order to provide revenue to pay the bonds
- Lease, sell, or otherwise dispose of any/all projects upon terms and conditions agreeable to the local governing body
- Have the option to renew any lease or other agreement and to grant options to buy any project at a price approved by the local governing body
- Local governments are not intended to operate commercial enterprises in the redevelopment area, however they can own operate housing facilities, healthcare facilities, utilities, recreation facilities, etc. within the MRA.

MRAs can enter into development agreements, create/revise zoning regulations, assemble land, and improve services and infrastructure. As with TIDDs, MRAs can utilize tax-increment financing (TIF) to fund public improvements, but MRAs are limited to property taxes only. Revenue bonds, with a maximum term of 20 years, may also be issued and do not require voter approval. Also similar to TIDDs, MRAs cannot use eminent domain to acquire property for economic development. MRAs can also provide property tax deferrals and/or credits.

The MRA is governed by an appointed, unpaid board of directors. Cities can have multiple redevelopment areas and an MRA may be located outside of municipal boundaries, but must be within five miles. The City of Albuquerque utilizes one central department, the Metropolitan Redevelopment Agency to administer all of its MRAs. While Bernalillo County does not have express power to establish an MRA, a significant portion of the Bridge Boulevard corridor is located in the City MRA's extraterritorial boundaries and is eligible for MRA services.

## Infrastructure Development Zone

Infrastructure Development Zones (IDZs) are quasi-municipal corporations created to fund infrastructure construction or upgrades. Property owners within an IDZ (requires 30 percent approval) agree to an additional property tax to fund infrastructure needs, creating a system where infrastructure is funded directly by property owners rather than local government. An IDZ can enter into contracts, issue debt, and tax.

An IDZ may be noncontiguous (within 3 miles) and cover land within multiple cities and counties. IDZs are allowed for commercial or residential purposes. Specific permissible improvements include:

- sanitary sewage systems, including collection, transport, storage,

treatment, dispersal, effluent use and discharge;

- drainage and flood control systems;
- water systems for domestic, commercial, office, industrial, irrigation, municipal, fire protection or other purposes;
- highways, streets, roadways, bridges, crossing structures and parking facilities;
- trails and areas for pedestrian, equestrian, bicycle or other non-motor vehicle use;
- pedestrian malls, parks, recreational facilities and open space areas;
- landscaping;
- public buildings, public safety facilities and fire protection and police facilities;
- electrical and energy generation, transmission and distribution facilities including renewables;
- natural gas distribution facilities;
- lighting systems;
- cable or other telecommunications lines and related equipment;
- traffic control systems and devices;
- public educational or cultural facilities;
- equipment, vehicles, furnishings related to the items listed in this subsection;
- inspection, construction management and program management costs; and
- solid waste and garbage collection and disposal

Projects are financed through several channels: general obligation bonds (they must be approved in an election), funds contributed by a municipality or county, annual property taxes or special assessments, state or federal grants or contributions, private contributions, user, landowner and other fees, tolls and charges, proceeds of loans or advances, and any other legally permissible sources.

## Business Improvement District

Business Improvement Districts (BIDs) are special districts that allow for a property assessment to finance supplemental services and improvements to maintain and enhance commercial areas and provide services that the local government is unable to provide. Potential services include security, maintenance, marketing, business recruitment and retention, urban design regulation, parking administration, and capital improvements.

Property owners agree to an additional surcharge, or mill rate, in addition

to their existing property tax rate. Private non-residential properties are assessed additional mills, while governments, non-profits, and residential owners are exempt from additional mils. Revenue from property taxes fund services and improvements within the district. If upfront investment is required, local governments may issue revenue bonds. Debt service is paid with the additional property tax revenue. BIDs can be managed by a quasi-public agency with a board of directors or a nonprofit agency.

To create a Business Improvement District, property owners and business owners must submit a petition to the local government demonstrating support from 51 percent of property owners within the proposed district.

For the district to realize maximum potential, it is recommended that 70 percent or more of business owners support the creation of the BID. Local business owners petition City Council, appoint a planning group, and prepare a BID management plan. After public hearing, a local ordinance is adopted and a management committee is appointed.

## Low Income Housing Tax Credits

Low Income Housing Tax Credits (LIHTC) is a federal program designed to finance the development of new affordable housing. Federal housing tax credits are awarded to developers of affordable housing in qualified projects that target lower income households (either 20 percent of units affordable to 50 percent of AMI or 40 percent of units available to 60 percent of AMI for a 15-year period ). State agencies that allocate the credits, such as the New Mexico Housing and Finance Authority, often required deeper AMI targets or extended restriction periods. After securing an allocation, developers then sell these credits to investors to raise capital (or equity) for their projects, which reduces the debt that the developer would otherwise have to borrow. Provided the property maintains compliance with the program requirements, investors receive a dollar-for-dollar credit against their Federal tax liability each year over a period of 10 years. The amount of the annual credit is based on the amount invested in the affordable housing. For a 9 percent award, projects can receive the potential of up to 90 percent of projects costs for new construction projects, depending on syndication rates of federal tax credits and the potential mix of affordable housing. A LIHTC project could be a viable option to catalyze development along Bridge Boulevard over the short-term until rental rates begin to grow to sufficient levels to support new market-rate development.

## New Market Tax Credits

While LIHTCs are focused on residential projects, New Market Tax Credits (NMTC) are primarily focused on incentivizing investment in new commercial development in underserved or qualified census tracts that generate employment opportunities. Investors receive a

39 percent tax credit in exchange for investment in a certified Community Development Entity (CDE). This credit is received by the investor over a seven-year period. Fewer entities exist in the State of New Mexico with NMTC allocations than LIHTCs, and the legal structure of qualified investment can be difficult to administer. Additionally, the lower level of project subsidy available through NMTCs (39% versus up to 90% for LIHTC) requires additional revenue streams be generated by the project to attract investment; albeit, at lower rates of return than a typical market-rate project.

## FHA Section 221(d)(4) and 220 Insured Mortgage

HUD offers long-term, fixed-rate, non-recourse (FHA insured) construction and permanent mortgage financing for the development or rehabilitation of multifamily and/or senior projects by both for-profit and non-profit entities. Commercial space is permitted but may not exceed 10 percent of square footage, or 20-30 percent if the project is located in a HUD 220 eligible redevelopment zone. Loans are generally low-interest with a 40-year amortization period after construction is completed. Loan maximums are generally set to a percent of eligible costs not to exceed a loan to value ratio of 85 to 90 percent depending on the level of project affordability. "Affordable" is defined as multifamily projects featuring 20 percent of project units at 50 percent of AMI or 40 percent of project units at 60 percent of AMI. While 221(D)(4) and 220 insured mortgages provide an excellent source of low-cost, low-risk (non-recourse) capital to multifamily projects, the application and administration of the loans can be cumbersome, and loans under $4.0 million become comparatively expensive to traditional debt due to the cost of third-party reports through the term of the loan.

## New Mexico Sustainable Building Tax Credit

The Sustainable Building Tax Credit (SBTC) is an income tax credit to encourage private sector design and construction of energy efficient, sustainable buildings for commercial and residential use. Enacted in April 2007, for-profit or non-profit developers are eligible for a personal tax credit and/or corporate tax credit for the rehabilitation or construction of commercial buildings (including multifamily) which have been registered and certified by the US Green Building Council (USGBC) as LEED Silver or higher for new construction (NC), existing buildings (EB), core and shell (CS), or commercial interiors (CI). Residential buildings certified as sustainable homes can also qualify for a tax credit. Eligible residential buildings include single-family homes and multi-family homes which are certified as either Built Green NM Silver or higher, or LEED-H Silver or higher, and Energy Star certified manufactured homes. The amount of the credit varies according to the square footage of the building and the level of certification achieved. Although nonprofits are not taxed by the state, non-profit organizations can apply for the certificate of eligibility and sell the credit to an entity that does pay taxes. Additionally, people and entities who do not owe enough taxes to take full advantage of the tax credit also have the option of selling the credits. Administered by the

Energy, Minerals and Natural Resources Department, eligible projects will only receive certification until the equivalent of $5.0 million of certificates for commercial and residential buildings, respectively, have been award in that calendar year. The 2013 maximum has already been reached; however, the SBTC program remains open through 2016.

## Public Finance Tool Recommendations

Each tool was evaluated for potential use on the corridor based on the purposes, abilities and implementation requirements described in Table 13. Recommendations for each tool, as described below and shown in Table 14.

- Local Redevelopment Act (LEDA) – Because of its focus on large scale job creation, LEDA is best applied to large employment uses. The Tower Employment District is the portion of the corridor best suited for employment growth given the size of the parcels available. Thus, LEDA would be best applied to the Tower Employment District.

- New Mexico MainStreet Program (NMMP) – NMMPs provide a unique set of services that would be beneficial to the types of businesses and urban form located at the Gateway, including marketing and small business assistance, as well as the potential for Capital Outlay funds. Establishing an NMMP requires the commitment of local staff. The South Valley EDC is best equipped to lead the application process and would likely need to hire a paid employee by the second phase of application. Other areas on the corridor lack the historical and cultural character of the Gateway and likely contain insufficient clustering of small businesses to benefit from NMMP services.

- Tax Increment Development Districts (TIDD) – Similar to LEDA, TIDDS are primarily focused on large-scale economic development. While in theory a TIDD could be applied to the entire corridor, the Tower Employment District is the only portion of the corridor with sufficient land to support large-scale development and/or new employers. Thus, a TIDD would be best applied to the Tower Employment District.

- Metropolitan Redevelopment Agency (MRA) – Because of the redevelopment focus of MRAs, this tool is best applied to redevelopment areas of sufficient critical mass. The Five Points Village Center offers the best potential for mid- to large-scale redevelopment and could likely generate sufficient increment to fund necessary public improvements. A potential MRA district could extend from Five Points to the Gateway. While primarily not located in the City, the corridor is within the City MRA's extraterritorial boundaries, making it eligible for MRA assistance. As with other extraterritorial areas identified for future MRA designation, the County will need to initiate the process and work with the City in some capacity to administer MRA services. The expertise of the Bernalillo County Office of Economic Development would increase the effectiveness of the MRA and use of the staff should be addressed in the discussion between the City and County.

| Item | Gateway District | Five Points illage Center District | Tower Employment District |
|---|---|---|---|
| LEDA | | | |
| NMMP | | | |
| TIDD | | | |
| MRA | | | |
| ID | | | |
| BID | | | |
| LIHTC | | | |
| NMTC | | | |
| 221d4 | | | |

Source: Economic & Planning Systems

Table 14. Potential Bridge Boulevard Public Financing Tools

- Infrastructure Development Zone (IDZ) – As a result of property owner approval requirements (30 percent of property owners), IDZs are best initiated by large landholders in underdeveloped areas with inadequate infrastructure to support large-scale development. The Tower Employment District is the only district that offers sufficient land and could benefit from large-scale infrastructure improvements.

- Business Improvement District (BID) – While BID services would likely benefit portions of the corridor, such as the Gateway, local property owners on the corridor generally lack the desire to organize. BIDs require a minimum of 51 percent business approval with a goal of 70 percent to function best, which is likely prohibitive to implement over the short or medium term. In addition, only the portions of the corridor that are located in incorporated Albuquerque would have the ability to establish a BID. Thus, this tool would not have much applicability until greater business activity is achieved in the corridor.

# Project Phasing

## Design and Environmental Clearance

The recommendations contained in this plan are a part of a long range plan and will be implemented over span of approximately 15 years. It is expected that financing mechanisms would be enacted within one to two years of approval of this plan and transit and pedestrian improvements and enhancements to the Bridge/Gateway area would be completed within five years. Redevelopment at the Gateway District, Five Points Village Center, and Tower Employment District will depend on financing mechanisms, private investment, and the desires of property owners and could take place within three to twelve years.

Conceptual designs, right-of-way, and access needs for the Isleta, Five Points, and Tower Intersections will be evaluated in greater detail and in close coordination with business and property owners during the roadway design phase.

Roadway improvements would be completed in phases as funding becomes available. Currently, there is funding programmed in the Statewide Transportation Improvement Plan beginning in 2016 in the amount of $23,917,003 for roadway reconstruction, including widening Tower Road between Old Coors Road and Coors Boulevard. Funding for median landscaping and adjoining parks that are integral to the roadway or stormwater system would likely be supported by federal funding and additional operations and maintenance funding would be required. It is currently anticipated that roadway improvements would be completed from west to east, with reconfiguration at the Five Points/Bridge intersection to take place within three to seven years and reconfiguration of the Isleta/Bridge intersection to be completed in ten to twelve years.

During this planning process, roadway conceptual designs were developed and an initial review of existing environmental conditions were considered. The conceptual designs and existing conditions documentation will be carried forward into project design processes prior to construction. The project design process includes preliminary design, environmental documentation and clearance, and final design. During the preliminary design and environmental design process, the

concepts are reviewed to a greater level of detail for feasibility and constructability. The analysis includes detailed topographic surveys, alignment studies, cultural resources and biological surveys, drainage studies, hazardous materials investigations. Roadway conceptual designs, including intersection configurations, right-of-way needs, and access will be reviewed in further detail. Public meetings are held throughout the design process to provide early and continuing opportunities for stakeholders to be involved in the identification of social, economic, and environmental impacts and offer input on the design considerations. There will be numerous opportunities during the design phase for the public to learn about and discuss the roadway and intersection designs under consideration. During the design process, details of the conceptual roadway plans may change based on results of the detailed studies, public input, and further agency and utility coordination.


Conceptual design for Gateway Enhancement Features

Conceptual design for Barelas Bridge Pedestrian overlook

## Associated Projects

Improvements may also be made to Barelas Bridge as part of a separate project to enhance the Gateway area. Conceptual improvements include:

- Pedestrian overlooks on each side of the bridge
- Installation of banners and lighting features that honor the history of the area and the river crossing
- New bicycle lane striping
- Auto and pedestrian gateway features

It is anticipated that funding for these enhancements will be from federal sources. The Barelas Bridge enhancement project will begin as budgets permit and public meetings will be held to obtain input on features and designs.

Also, through close coordination with utilities and agencies, the condition of existing utility infrastructure, including water and sewer systems, may be evaluated during the design phase of roadway improvement projects to determine the necessity and potential for replacement concurrently with construction.