

- We can look at other ways to grow and see their impacts on our region
- Evaluate the costs and benefits of possible future development patterns on:
  - Land consumption
  - Transportation conditions
  - Environment
  - Economy



Indicator	Base Case	Alternate Case
Land We Will Consume:	365,000 acres	91,000 acres
Infrastructure Costs:	\$6,957,085,995	\$3,406,798,045
Intersections per acre:	.034	.11
New Road Miles:	4,544 miles	2,225 miles
Acres of New Impervious Surfaces:	62,444 acres	35,033 acres
Vehicle Miles of Travel Increase:	39 miles	35.9 miles
Density Patterns- Region Wide:	1.13 persons/acre	5.8 persons/acre

*Example from Nashville MPO*

*In effect, the Allowable Uses/Intensity conditions indicate what type of development can be pursued over the next 25 years under existing plans and policies...and we build off of that!*

## Allowable Uses/Intensity

### Summary

This “baseline” is derived from existing zoning and comprehensive plans across the region. Designations are based on dwelling units per acre, floor-to-area ratio, allowable uses, and policy information from the City of Albuquerque/Bernalillo County Comprehensive Plan and the centers established by the Rio Rancho Development Vision. Future maps will include the urbanized area in Valencia County and the Edgewood area.

### Classifications

- Low density residential 1 to 5.5 dwelling units per acre
- Medium density residential from 5.8 to 20 dwelling units per acre
- High density residential is between 20 and 40 units per acre
- Medium density mixed contains medium density residential and allowable non-residential uses
- High density mixed contains high density residential an allowable non-residential
- Commercial-only allowable uses were given an intensity based on number of employees - areas where commercial sites have over 250 employees were designated as high intensity commercial

## Continuing Historical Trends

### Scenario Summary

This scenario continues the patterns from the early 2000s in which residential development was focused on single family housing in more peripheral parts of the region. This scenario assumes that commercial development is scattered across the region rather than in targeted centers. About half of new jobs, but about three-quarters of new housing are located west of the river. Private vehicle travel remains the dominant mode for the vast majority of residents in the region.

### Scenario Components

- Low and medium-density residential housing in previously undeveloped areas
- No particular emphasis on mixed-use development or along transit corridors
- Commercial development is scattered around region rather than concentrated in particular areas
- Assumes continued reliance on private vehicles for most trips

## Emerging Lifestyles

### Scenario Summary

This scenario reflects a range of trends in housing preferences and travel behavior across the region. Parcels within a ½-mile major of existing and future transit stops were designated for medium-density mixed-use development and multi-family, and those within a ¼-mile were designated for high-density mixed-use. Emphasis is placed on compact development in targeted locations near transit to meet the demands of a range of age demographics, and from a transportation perspective, an increased preference for alternative modes and increased spending on public transportation.

### Scenario Components

- Focuses development on activity centers and corridors near premium transit
- Accessory dwelling units to meet senior and multi-generational housing needs
- Multi-family housing near transit
- Greater emphasis on mixed-use development
- More transportation options and increased preference for proximity to services and entertainment

## Balancing Housing/Jobs

### Scenario Summary

Stakeholders across the region have expressed a desire to see a balanced approach to development. In this scenario new job growth and commercial development is the focus in Rio Rancho, west Albuquerque, village and town centers, and unincorporated Bernalillo County. In addition to bringing job sites to predominantly residential areas, housing is targeted around existing employment sites.

### Scenario Components

- Additional jobs created in predominantly residential areas, in particular Rio Rancho and along the Westside
- More high-density housing options near existing employment centers
- Development is not focused around transit areas
- Funding shares for transportation modes stays the same over time, allowing for a greater level of investment in new roadways than the Emerging Lifestyles scenario
- New centers emerge in Valencia County around Belen intermodal facility and UNM campus

### Allowable Uses and Intensity

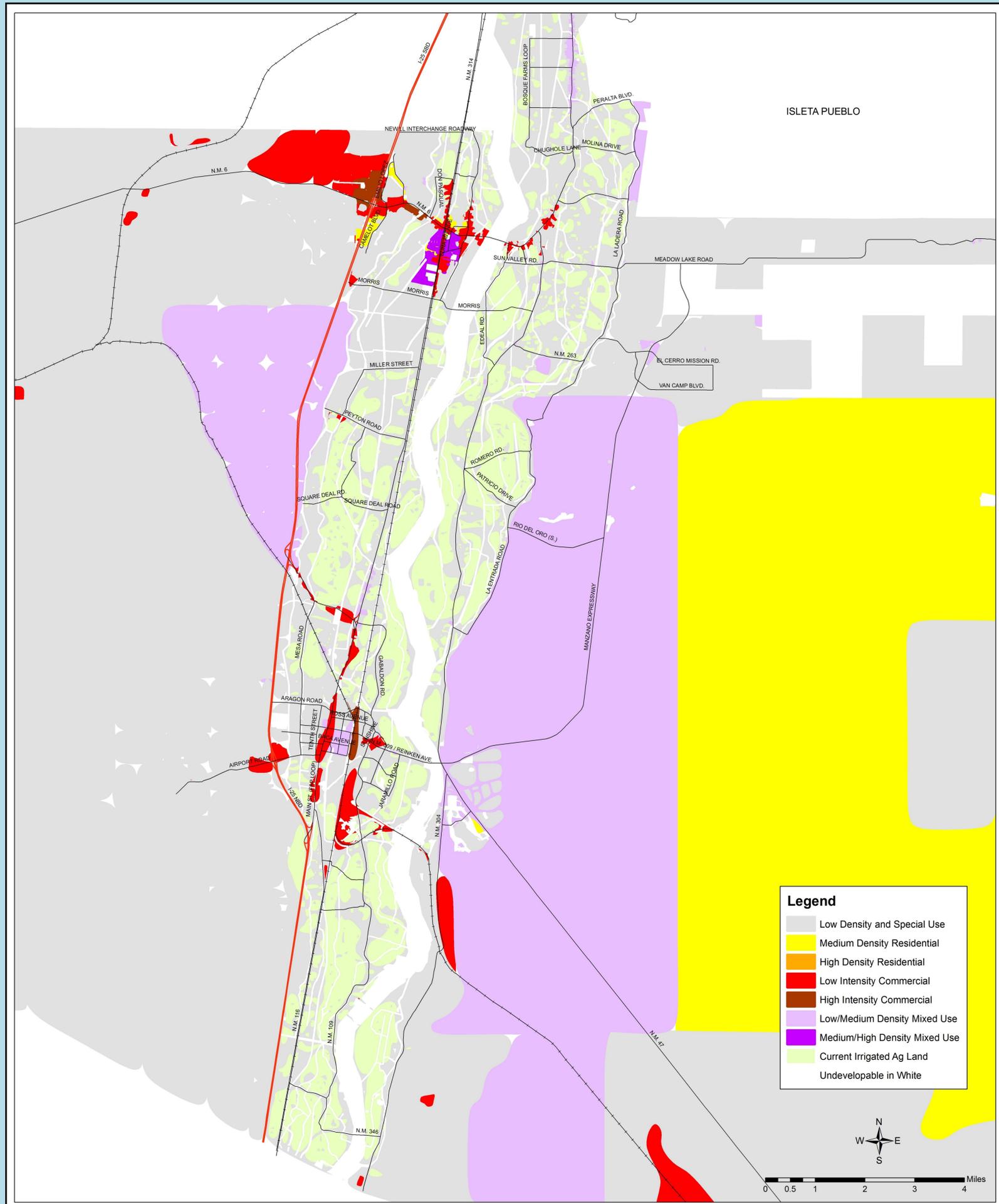
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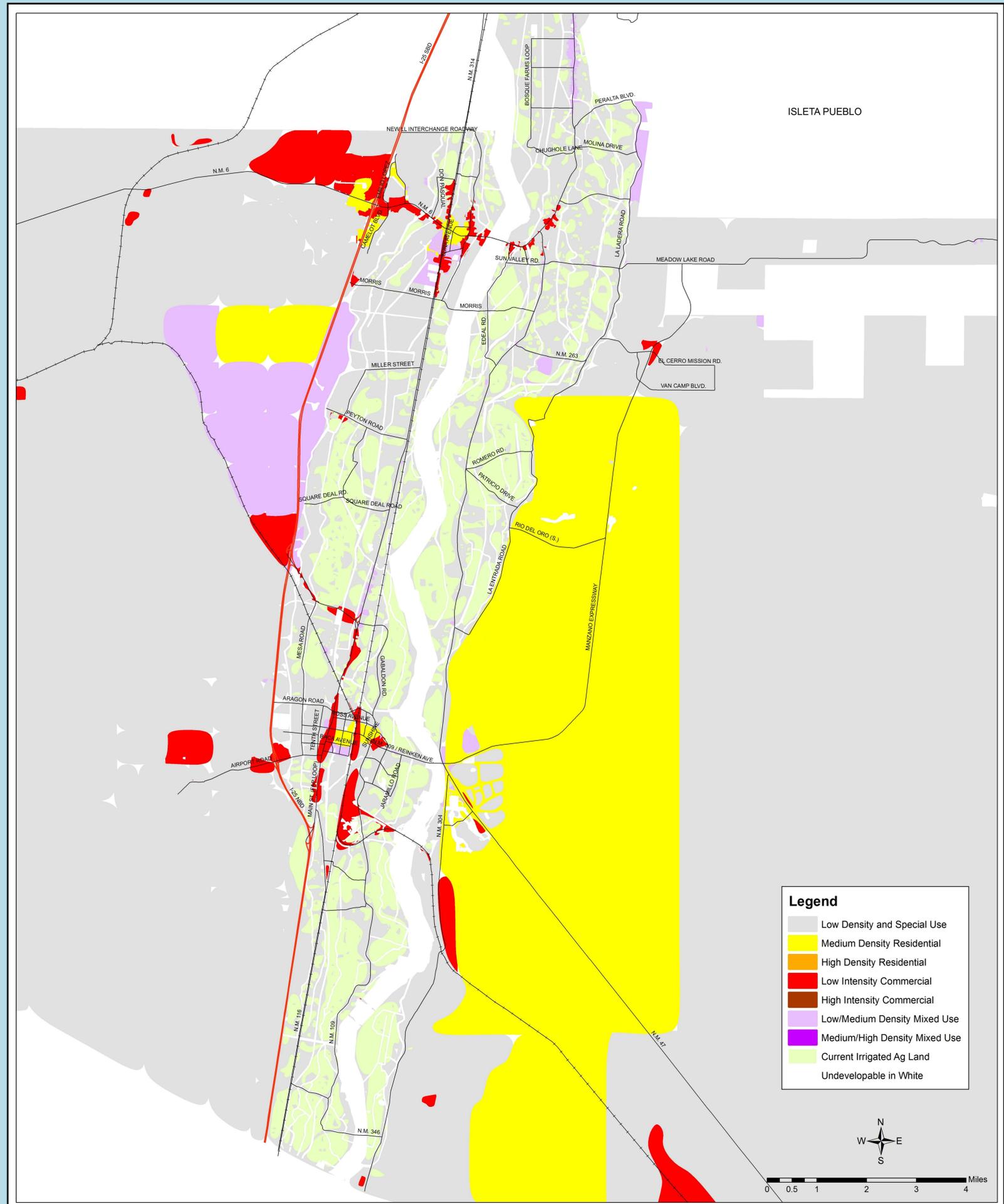
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### Challenges/Needs Identified through Scenario Planning Process:

1. Water Sustainability and Reduced Emissions
2. Economic Development
3. Balance of Jobs and Housing
4. Diverse Housing and Transportation Options
5. Focus on Unique Activity Centers
6. Historic and Rural Preservation
7. Other \_\_\_\_\_

**(Please circle the challenges and needs addressed in this scenario)**



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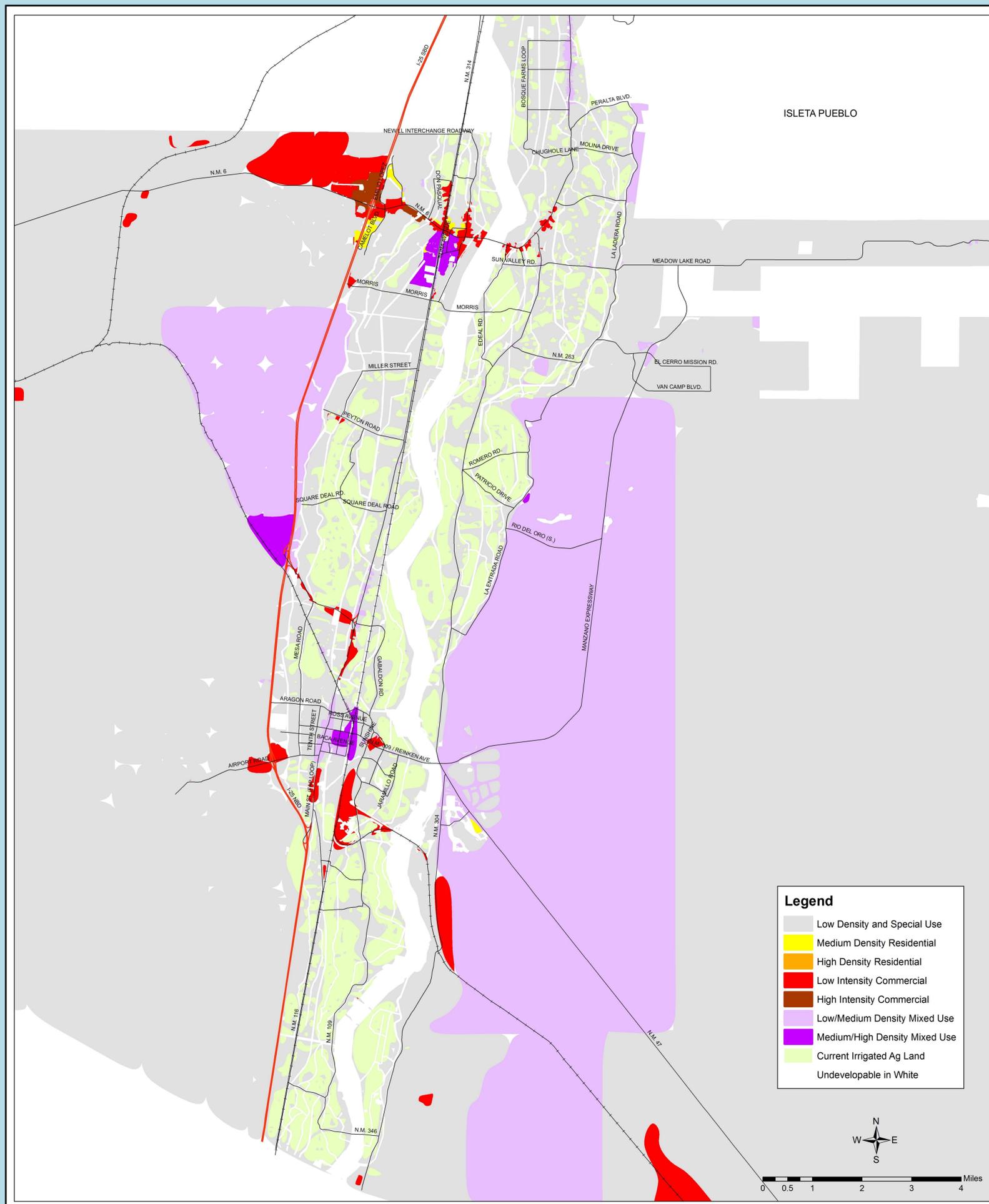
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