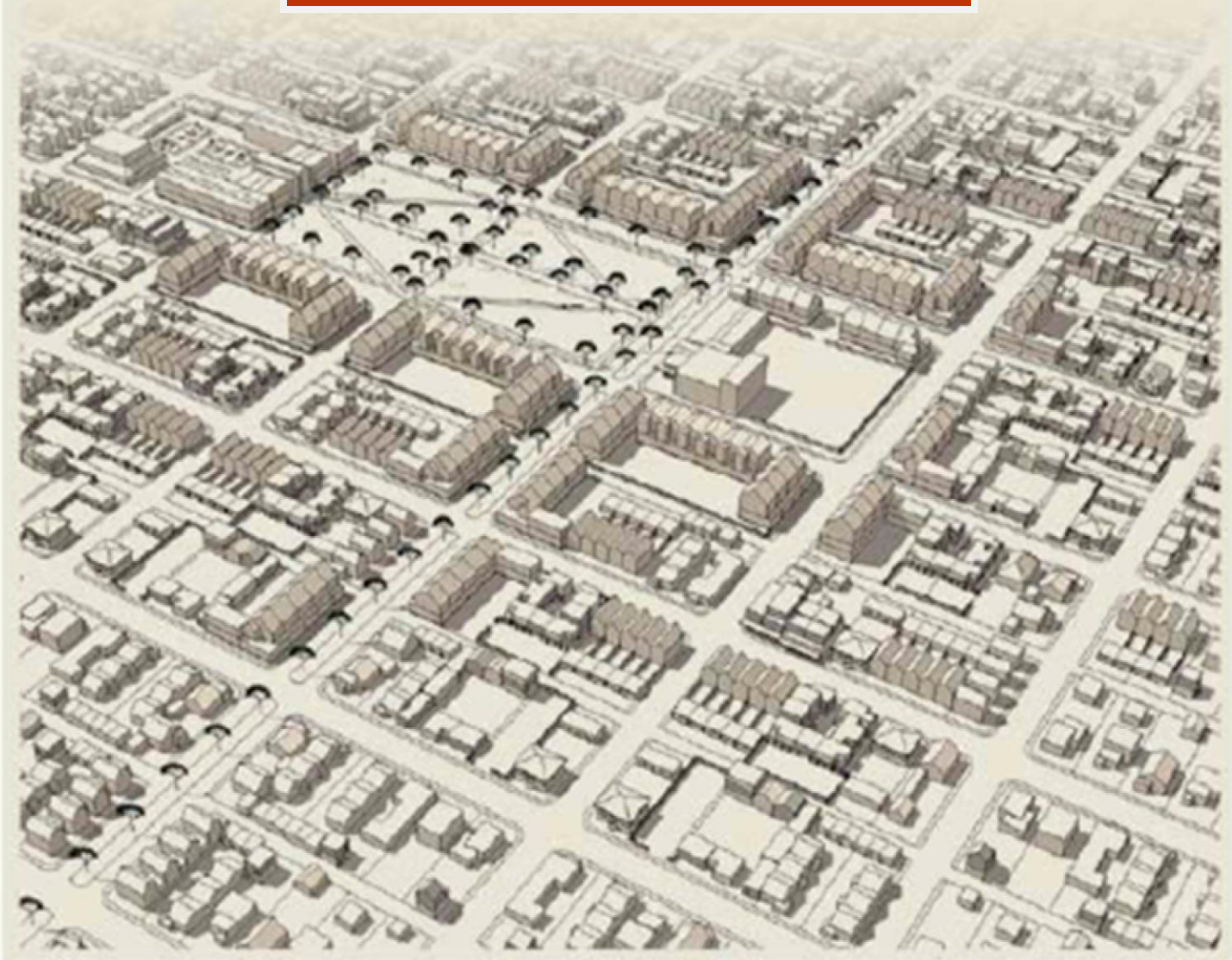
CITY OF ALBUQUERQUE

FORM BASED CODE

Original Draft – July 2007
Revised by Louis Colombo in December 2010 for posting on www.neighborhoodplanning.org website



PART 1: GENERAL PROVISIONS

14-20-1-1 Intent and purpose.

The Albuquerque/Bernalillo County Comprehensive Plan and the Planned Growth Strategy guide the future development of the Albuquerque Urban Area. The Planned Growth Strategy is a long range strategy to encourage a more efficient and sustainable urban form for the city. Both of these documents seek to create and support a city where a variety of housing types are available, where development takes place as a mixture of uses rather than large acreages of single land types, where fewer miles need to be traveled every day for its residents to go about their lives, where there is an active pedestrian life, where development is characterized by human rather than automotive scale, and a city whose older, established areas are as attractive as its newer ones.

14-20-1-2 Establishment of Zones.

The zones presented in this Article permit mixed use, sustainable**,** human scale development. The zones are:

- Transit Oriented Development – Major Activity Center ("TOD-MAC")
- Transit Oriented Development – Corridor/Community Activity Center ("TOD-CORCOM")
- Planned Village Development – Greenfield Area ("PVD-G") with the following subareas: “PVD-G-VC” (Village Center), “PVD-G-VU” (Village Urban), “PVD-G-VS” (Village Suburban) and “PVD-G-VE” (Village Edge)
- Planned Village Development – Established Area ("PVD-E")
- Campus ("CAM")
- Commercial - Mixed Use ("CMX")
- Conservation Subdivision (“CS”)

14-20-1-3 Concepts

(A) Relationship to Article 14 and Article 16.

Where Article 20 conflicts with the Subdivision Regulations (Revised Ordinances of the City of Albuquerque (“ROA”) Section 14-14-1-1 et seq.), Article 14 shall prevail. The General Regulations (Revised Ordinances of the City of Albuquerque ("ROA") Section 14-16-3-1 et seq.) do not apply to this Article unless so specified.

(B) Form Based Code.

This article may be cited and referred to as the "Form Based Code." A variety of building forms are identified, and requirements are established for the way they must be situated on a lot (e.g., setbacks, location of parking, access to parking), the way they must relate to their neighboring uses (e.g., massing), the construction materials and wall configurations that should be used, windows and doors, the placement of mechanical equipment, and the character of lighting and signage, and so on.

In addition, the building forms must respect their context. Their relationship to streets which are pedestrian oriented is different than their relationship to streets which are more vehicle-oriented. Block character is established by the types of building Frontage prescribed for each zone. Pedestrian access from one building to another and from place to place is facilitated. The appropriate intensity of use (density, height and lot coverage) for a building is related to its development character and proximity to transit.

(C) Zones.

The zones specify allowable building forms and types. Each zone may utilize a number of different building forms. But because the zones differ from one another, not all building forms are suitable for all zones. Each zone specifies allowable land uses in a general manner.

(D) Development approval process.

The Form Based Code zones only may be applied through a Sector Plan (PVD-G, PVD-E, CMX, CS zones), Center Plan (TOD-MAC, TOD-CORCOM, CAM, CMX zones), or Corridor Plan (TOD-CORCOM zone) process. This is required in order to allow a comprehensive analysis of the area as is appropriate, including social conditions, the built environment, existing zoning, possible mitigation needed, and adequate public review. This process is appropriate to the “place-making” objectives of the Form Based Code zones, i.e. “place” implies a large enough area to form the context for living and working: place cannot be established on a parcel-by-parcel basis. To this end, Corridor Plans must address at least 4 adjoining block fronts.

The application of the standards herein is encouraged but not mandated and shall be carefully explored with area residents and other stakeholders during the plan development and review process. Divergence from the Form Based Code zone standards must be justified by compelling reasons and the Environmental Planning Commission and City Council must concur explicitly with these determinations. Participatory public engagement strategies including town halls and charrettes are mandated.

If a Form Based Code zone has been made the established zone or permissive in an existing zone, the applicant may obtain administrative approval from the Planning Director for his/her project as long as the request is accompanied by a site plan for a building permit that conforms to the requirements of a site plan in the Form Based Code.

Administrative rules and regulations will be promulgated by the Administration for the Form Based Code Zoning process. An administrative ruling may be appealed to the Land Use Hearing Officer.

14-20-1-4 Definitions and Rules of Interpretation.

(A) Definitions.

The following words and phrases have the following meanings for purposes of this Article:

"A" Street

A street in which the infrastructure and adjoining lots and buildings have a relatively high degree of design control in order to provide a functional and attractive pedestrian environment and connectivity.

Accessory building

A building detached from and smaller than the main building on the same lot. The use of an accessory building shall be appropriate, subordinate, and incidental to the main use of the lot.

Accessory unit

An apartment not greater than 600 square feet sharing ownership and utility connections with a Principal Building.

Alley

See Rear Alley.

Apartment

A dwelling unit sharing a building and a lot with other dwellings and/or uses. Apartments may be for rent or for sale as condominiums.

Articulate or Articulation

The creation of a module on a building. This may be done in a variety of manners including entryways, changes in the vertical and horizontal elevation plane, columns, pilasters, or similar vertical structural elements, materials, colors. The specific requirements are provided in the Formed Based Code for the Building Form and Zone.

Avenue (AV)

A thoroughfare of high vehicular capacity and low speed. Avenues are short distance connectors. Avenues may include a landscaped median. Avenues become collectors upon exiting walkable area.

"B" Street

A street in which the infrastructure and adjoining lots and buildings have a relatively lower degree of design control in order to accommodate truck or vehicular traffic. A "B"

street provides utilitarian functions, such as automobile repair or large scale retail, that serves neighborhood needs and/or provides an economic anchor for the proposed development.

Bicycle lane

A dedicated bicycle lane running within a moderate-speed vehicular thoroughfare, demarcated by signs, makings, physical separations or reflectorized buttons.

Bicycle route

A thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds and designated as a “bicycle route” by sign or stencil on the pavement.

Bicycle path

A bicycle way running independently of a high-speed vehicular thoroughfare. A Bicycle path is publicly owned and maintained, primarily used by bicyclists that may be shared with pedestrians or, if designated by sign, for the use of bicyclists only.

Block

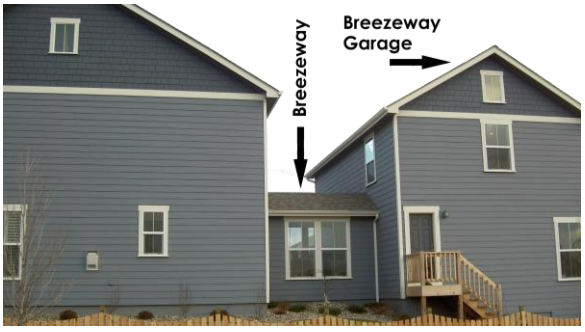
A unit of land bounded by thoroughfares; or by a combination of thoroughfares and public land, railroad rights-of-way, waterways, or any other barrier to the continuity of development.

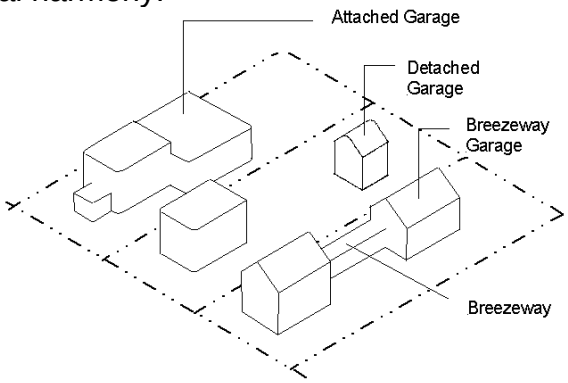
Block face

The aggregate of all the building Facades on one side of a block. The Block face provides the context for establishing architectural harmony.

Breezeway garage

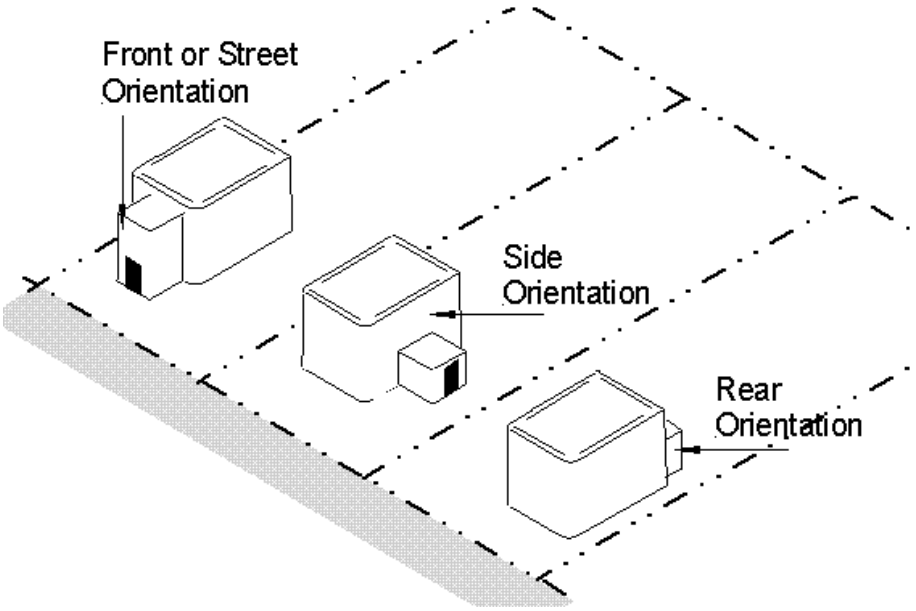
A garage that is connected to the main unit on the lot by a breezeway. A "breezeway" means a roofed, open sided or enclosed passageway that connects 2 structures.





Building orientation

The direction which the front Facade of a building faces in relation to the primary abutting street.



Building form

The category of a building, as described in § 14-20-2-1.

Building height

The vertical extent of a building measured in stories (not including a raised basement or habitable attic) and feet. Height limits do not apply to chimney flues, elevator bulkheads, parapets and similar structures. Building height shall be measured from the average grade of the fronting thoroughfare.

Café space

Café spaces are a part of the sidewalk element of streetscape located adjacent to the build-to line of a lot. Café spaces provide for both active and passive social interaction. Sufficient sidewalk space is necessary to accommodate cafes. Moveable public seating and newsstand and retail kiosks may be placed in these spaces to encourage more daytime use independent of an adjacent restaurant.

Civic

The term defining not-for-profit organizations dedicated to arts, culture, education, social services, recreation, government, transit, and municipal parking.

Civic building

A building designed specifically for a civic function.

Civic space

An outdoor area dedicated for public use. Civic space types are defined by the combination of certain physical elements including the relationship among their intended use, size, landscaping and fronting buildings.

Clear height

A vertical distance that is not interrupted by permanent obstructions.

Commercial

The term collectively defining office and retail functions.

Commercial message or commercial copy

Any sign wording, logo or other representation that, directly or indirectly, names, advertises or calls attention to a business, product, service or other commercial activity.

Copy

The wording on a sign surface.

Corridor

A lineal geographic system incorporating a transportation route. A transportation corridor may be a lineal zone.

Courtyard

Refer to § 14-20-2-2.

Density

The number of dwelling units per gross acre.

Design speed

The velocity at which a thoroughfare tends to be driven without the constraints of signage or enforcement. There are three ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired design speed.

Dimensional standard

Any standard governing minimum or maximum density, intensity/FAR, height, building or entryway spacing, setbacks, width, or any other distance or measurement required by this Chapter.

Double loaded corridors

A corridor interior to a building (such as a hallway) that has rooms on both sides.

Drive

A thoroughfare along the boundary between a developed and a natural condition, usually along a park or promontory. One side has the urban character of a thoroughfare, with sidewalk and building, while the other has the qualities of a road or parkway, with naturalistic planting and rural details.

Driveway

A private, vehicular access that connects a house, carport, parking area, garage, or other building to the street.

Drive way

That portion of a private way which is primarily devoted to vehicular use. Such private way normally shall provide access to abutting property, garages or other off-street parking areas.

Elevation

See: Facade

Encroachment

Any excavation, digging, paving, landscaping and construction of an improvement or placement of personal property within an Easement or Right of Way. Encroachments include, but are not limited to, buildings, fences, sidewalks, driveways, mailboxes, newspaper boxes, utility boxes, and poles, trees, shrubs, grass, sprinklers and other landscaping improvements

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Entryway

The vertical plane within a door or similar building entry.

Facade

The exterior wall of a building set parallel to a Frontage line. Facades define the public space and are subject to requirements including, but not limited to, Frontage Type, height and articulation.

Flat

A one-story dwelling unit that is located in a multiple story residential building..

Flex building

A mixed use building available for any combination of commercial and residential uses. The residential use need not be associated by ownership to the operation of the commercial. Units may be rentals or condominiums.

Forecourt

Refer to § 14-20-2-2.

Form Based Code

Section 14-20 ROA 1994.

Front

The front elevation of a building or the orientation of the front Facade of a building. When used as a verb, "front" means to face, place, or direct the orientation along an identified physical feature, as a “stoop fronts the street”.

Front elevation

The elevation with an entryway that is directly accessible from a sidewalk, a public street or a private Drive way that functions as a public street as compared, for example, to an entryway that is directly accessible from a parking area.

Frontage

The plane between a premises and a public right-of-way, whether or not direct access is allowed from the public right-of-way segment to the premises..

Frontage line

A Lot line bordering a Public Frontage (i.e. exposed to public view or viewed by persons not within the building). Facades facing Frontage lines define the public space and are therefore more regulated than the Facades facing other Lot lines.

Frontage type

Refer to Section 14-20-2-2.

Front yard

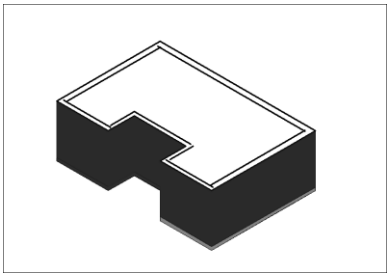
Refer to § 14-20-2-2.

Glazed or Glazing

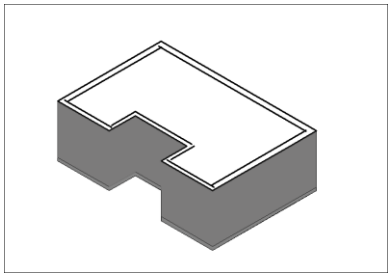
Placed in transparent glass. "Transparent" means capable of transmitting light in a manner which permits a person standing outside of a building to view shapes, tones, and objects inside a building. In structures adjacent to “A” Streets, glass or similar surfaces shall possess a minimum of 90% light transmittance factor on the ground floor and a minimum of 75% light transmittance factor on floor above, as indicated by the manufactuerer’s specifications. For structures adjacent to “B” Streets, glass or similar surfaces shall possess a minimum 60% light transmittance factor and no more than a 30% reduction in light transmission, as indicated by the manufacturer’s specifications. A tinted window is considered transparent if it meets the requirements of this definition.

Grayscale measurement

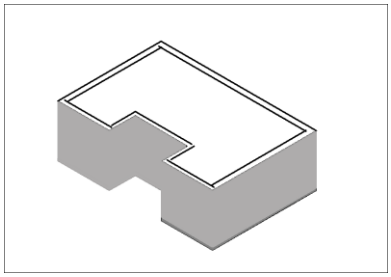
A measure of the relative brightness (lightness or darkness) of a color, measured as a percentage from 0% (white) to 100% (black).



Grayscale 100% (black)



Grayscale 70%



Grayscale 20%

Gross Land Area

The total area that is subject to an application for development approval.

Gross Leasable Area

The total building area, expressed in square feet and designed for tenant occupancy and exclusive use, including any basements, mezzanines or upper floors, as measured from exterior walls or the centerline of walls separating 2 abutting buildings.

Home occupation

Non-retail commercial enterprises that are accessory to a dwelling unit that is located on the same lot. The work quarters that is devoted to commercial use must be located either within the dwelling unit or in an accessory building that is located entirely in the rear yard.

Inside turning radius

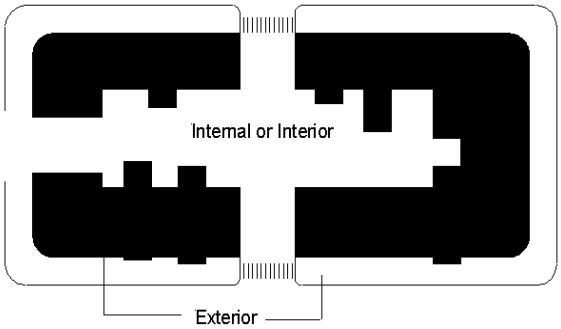
The curved edge of a thoroughfare at an intersection, measured at the inside edge of the vehicular track. The smaller the turning radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is compelled to make the turn.

Intensity

The number of square feet of development per square foot of lot with respect to non-residential or mixed land uses. When expressed as a ratio or a proportion, intensity is conveyed as a Floor Area Ratio (FAR). A development with an FAR of 1:1 or 1.0 would have the same amount of square footage in the building as there is on the lot.

"Internal to a block" or "Internal to the block"

The interior portion of a block, where the perimeter of the block adjoining the thoroughfare(s) is characterized by buildings, sidewalks, driveways and access points and the interior is open or reserved for utilitarian functions such as parking or storage.



Internal light well space

A space that is unroofed or covered by a transparent or translucent material that admits light, is surrounded by buildings or interior balconies or hallways and is accessible by the main entryway or secondary entryways into the building.

Land Based Classification Standards (LBCS)

The American Planning Association, Land Based Classification Standards, online at http://www.planning.org/lbcs/standards, which document is hereby incorporated by reference.

Liner building

A building specifically designed to mask a parking lot, parking garage or large retail facility (big box) from a Public Frontage.

Live-Work

A dwelling unit that contains a Commercial component anywhere in the unit. The Commercial component may accommodate employees and walk-in trade. (Note: state or federal law, such as the Americans with Disabilities Act (ADA), may impose accessibility requirements.)

Loft

A multiple-unit building with units available for either residential or commercial use. Ceilings are a minimum of 15 feet Clear height. Units may be for rent or for sale.

Lot layout

The location of buildings and structures on a lot as shown by the building footprint.

Lot line

The boundary that legally and geometrically demarcates a lot. The Form Based Code references lot lines as the baseline for measuring setbacks.

Massing

The form and shape of the various parts or elements that comprise a building or structure and their relationship to each other in the overall design of the building or structure and in a sequence of buildings or structures. A building shall be designed in a manner that reduces its apparent bulk by dividing the building into smaller masses.

Mixed use

Multiple functions within the same building through adjacency or in multiple buildings within the same area by adjacency

Module

A vertically proportioned projection or recess in a building Facade.

Narrow driveway

Vehicular access not greater than 9 feet in width.

Noncommercial copy

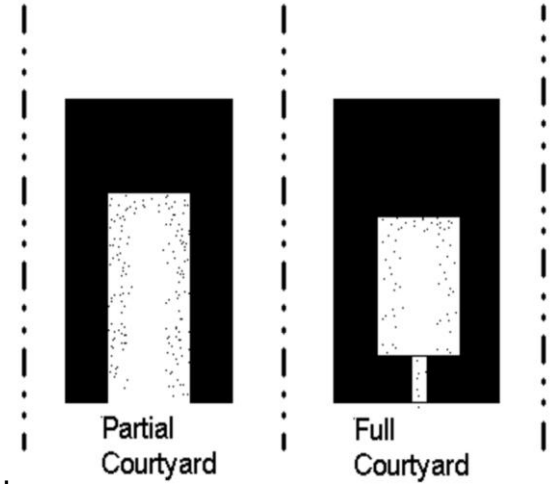
Any sign copy other than commercial copy.

Office

Premises available for the transaction of general business but excluding retail, artisan and manufacturing uses.

Partial courtyard

A Courtyard that is located interior to a building that is not completely enclosed by building walls on all sides



Passage

A pedestrian connector passing between building, providing shortcuts through long blocks and connecting rear parking areas to public Frontages. Passages may be roofed.

Path

A pedestrian way traversing a park or rural area, with landscape matching the contiguous open space. Paths should connect directly with the urban sidewalk network.

Patio

A level surface area that is adjacent to a Principal Building, is open on one or more sides, and that is used, intended to be used or designed for outdoor dining, recreation or lounging.

Plaza

A Civic Space type designed for Civic purposes and Commercial activities, generally paved and spatially defined by building Frontages.

Pole sign

A sign attached to one or more posts that have a base exceeding 24 inches above grade.

Porch

Refer to § 14-20-2-2.

Portal

Refer to § 14-20-2-2.

Porte cochere

A structure that is attached to the main building and erected over a driveway into which a vehicle may be driven temporarily to protect the occupants when alighting. A Porte Cochere is:

* designed to form an integral part of the building; and
* constructed of the same primary materials as the building to which it is attached, and
* open on 3 sides with columns at the 2 exterior corners.

Portable sign

Any sign that is designed or intended to be readily relocated whether or not it is permanently attached to a building, structure or the ground. Portable signs also include signs on wheels or on portable structures such as trailers, tent signs, A-frames or T-shaped signs and normal advertising placed on motor vehicles which are not driven regularly and are placed in such a manner as to attract attention.

Primary material

A building material that comprises at least 80% of the solid (non-window and door) portion of any elevation. If the elevation is divided into separate modules, this percentage applies to each module.

Principal building

The main building on a lot, usually located toward the Frontage Line.

Principal entry

For residential building forms, the “Principal Entry” is the main point of access by pedestrians into a building. For all other building forms, the “Principal Entry” is an entry into a building that faces or adjoins a sidewalk or a plaza and that is open to customers, employees and other users of a building during normal business hours. A loading area does not constitute the “Principal Entry” for a building. (see § 14-20-2-1)

Public realm

The areas that are accessible to the general public and are formed by the buildings, structures and streetscapes in the vicinity, such as streets, squares, footpaths, sidewalks, café spaces, parks and open spaces.

Rear alley

A vehicular access located to the rear of lots providing connection to service areas and parking, and containing utility easements. Alleys should be paved from Lot Line to Lot Line, with drainage by inverted crown at the center or with roll curbs at the edges.

Rear lane

A vehicular access located to the rear of lots providing connection to parking and accessory buildings and containing utility easements. Rear lanes may be paved lightly to driveway standards. Its streetscape consists of gravel or landscaped edges, no raised curb and is drained by percolation.

Reconstruction

Reconstruction is defined as the removal of some or all of the existing structures and the redevelopment of part or all of the site

Retail

Premises available for the sale of merchandise and food service.

Ribbon driveway

A driveway that is formed by 2 parallel strips of pavement with grass or stone in between.

Ribbon Driveway

Road

A local, rural and suburban thoroughfare of low vehicular speed and capacity. Its Public Frontage consists of swales drained by percolation and a walking path or bicycle trail along one or both sides.

Secondary material:

A building material other than a Primary material. A Secondary material may be used as an accent.

Setback

The horizontal distance between the building Facade line and the adjacent front, side, or rear property line**.** If the property line extends beyond an existing or proposed sidewalk, the setback shall be measured from the edge of the sidewalk's pavement

Shop front

Refer to § 14-20-2-2.

Site plan

An accurate plan at a scale of at least 1 inch to 100 feet which covers at least one lot. A Site plan shall includes, in visual and written form:

(a) For Subdivisions. The site, proposed use, lot layouts, site improvements, pedestrian and vehicular ingress and egress, any internal thoroughfares, landscaping, pedestrian and bicycle improvements, streetscape elements, building elevations, building height, building setbacks, total dwelling units, and nonresidential or mixed use floor area.

(b) For Building Permits. In addition to information required for a Subdivision, exact structure locations, structure (including sign) elevations and dimensions, parking facilities, loading facilities, and any energy conservation features.

The site plan shall demonstrate how the plan conforms to the provisions of the Form Based Code.

Square

A Civic space type intended for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, shade structures, lawns and trees, formally designed.

Stoop

Refer to § 14-20-2-2.

Story

That portion of a building included between the upper surface of a finished floor and the upper surface of the finished floor or roof next above. A ground floor story shall include a minimum 15 foot clear height for commercial uses and 10 foot clear height for residential uses. All other stories shall include a minimum 9 foot clear height. Attics and raised basements are not counted as stories for the purpose of determining building height.

Street

A local thoroughfare of low speed and capacity. Its public Frontage consists of raised curbs and sidewalks separated from the vehicular lanes by a planter and parking on both sides.

Street furniture

Fabricated or constructed, above ground items that are usually found in street rights-of-way, including bus stops and shelters, street lights, benches, bicycle storage, kiosks, planters, canopies or similar features.

Substantial rehabilitation or reconstruction

Substantial rehabilitation or reconstruction is defined as costing 50% or more of a structure's appraised value.

Sustainable urban form

The distribution of development in a manner that maximizes transit useage, pedestrian and bicycle travel, and that provides long-term public benefits, and minimizes traffic congestion, energy consumption, air and water pollution, stormwater runoff, and other undesireable or harmful effects on a site-specific, citywide or regional basis.

Thoroughfare

That portion of a public right of way or private way which is primarily devoted to vehicular, pedestrian and bicycle use and that provides access to lots and Open Space. A Throughfare consists of all the elements of a streetscape from Facade to Facade across the public Right of Way.

Townhouse

A single-family dwelling that shares a party wall with another of the same type and occupies the full Frontage line. (Syn: Rowhouse.) This definition includes the side-facing Courtyard Townhouse building form.

Traffic Impact Study (TIS)

The study of the anticipated trip generation and distribution that is required by Chapter 23, Section 8 of the Development Process Manual, which is hereby incorporated by reference and made a part of this Article.

Window Sign

A sign which is applied to the building glass area located such that the identifying/advertising message, symbol, insignia, visual representation, logotype or any other form which communicates information can be read from off-premise.

(B) Symbols and Abbreviations

Symbol or Abbreviation	Meaning
‘	Feet
"	Inches
●	Permitted Use
FAR	Floor Area Ratio
ROW	Right-of-Way

14-20-1-5 Form Based Code Zones - General Standards.

(A) Applicability.

These standards apply to all of the Form Based Code zones.

(B) Modifications.

(1) The standards in this section and the Form Based Code regulations are specific and prescriptive. This level of specificity provides certainty for applicants, neighborhoods and zoning staff. The standards are set a level of detail that allows creativity within the framework of mandated desirable features of the built environment.

(2) The standards below may be modified if the proposed modification is:

(a) consistent with the Comprehensive Plan and the Planned Growth Strategy; and

(b) necessitated by unique site or neighborhood conditions.

(3) Two levels of modification are permitted in the context of area-wide planning efforts per Section 14-20-1-3(D), as defined and regulated below:

Type of Modification	Definition	How Approved
(a) Minor	Deviations from dimensional standards by no more than 10%	Administratively, by Planning Director
(b) Major	Any modification that is not considered a “minor” medication, unless a modification is prohibited by the Form Based Code.	Evidence of a specific condition or conditions that justify the modification.

(4) The applicable Form Based Code regulations may permit additional modifications.

(5) The following standards are considered essential to the design concepts of the Form Based Code and achieving development efficiencies:

- Minimum densities and intensities;
- The distance between the proposed development and transit facilities for Transit-Oriented Development
- Maximum average and absolute block lengths;

- Maximum driveway widths;
- Minimum garage setbacks;
- Street design standards;
- Parking lot locational standards.

(6) Standards other than those in Section 14-20-1-5(B)(5) may be varied under the variance process for zoning (ROA § 14-16-4-2) or subdivisions (ROA Chapter 14, Article 14, Part 6).

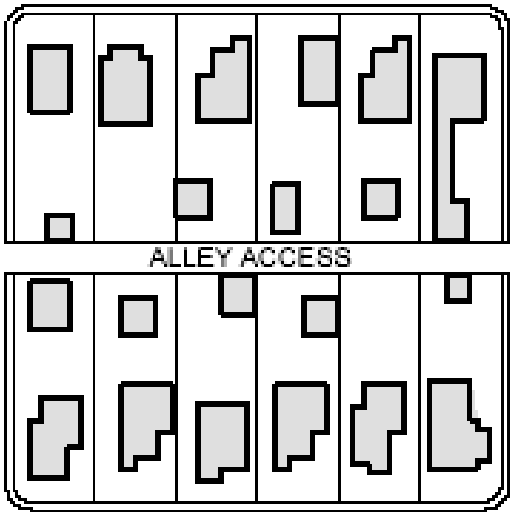
PART 2: BUILDING FORMS, FRONTAGES, PARKING, STREETS, MATERIALS, SIGNAGE, LIGHTING, MECHANICAL

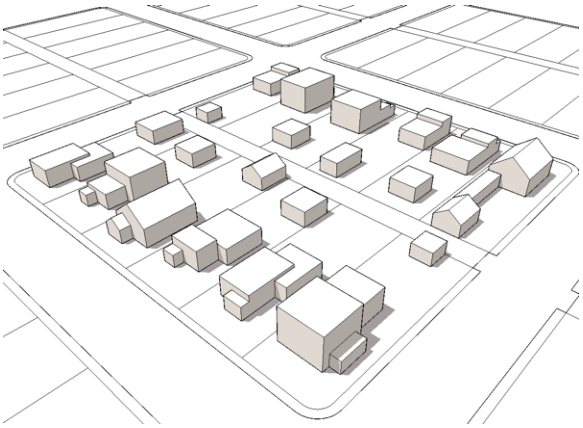
14-20-2-1 Building Forms.

The Form Based Code emphasizes design standards to ensure compatibility among uses. Accordingly, a number of building forms and related design features are defined and regulated in Section 14-20-2. The zones in which these building forms may be used are presented in Section 14-2-3. Each zone permits a distinctive array of these building forms. Descriptions and standards for building forms are established below.

RESIDENTIAL BUILDING FORMS

Detached Single-family Dwelling Unit





Examples (for illustrative purposes only)

Description
Single family detached dwelling units with useable front and rear yards and oriented to the

street.

(a) Access

The Principal Entry to each dwelling unit shall have direct access from a Porch, Stoop or Courtyard facing the street.

Parking, loading and trash disposal must be accessed from an Alley, Narrow Driveway, Ribbon Driveway or a circular driveway with a Porte Cochere.

(b) Parking

Parking shall be located behind each Principal Building and in the rear yard.

Garages may be attached, detached or connected by a breezeway. Detached and breezeway garages must be located in the rear yard.

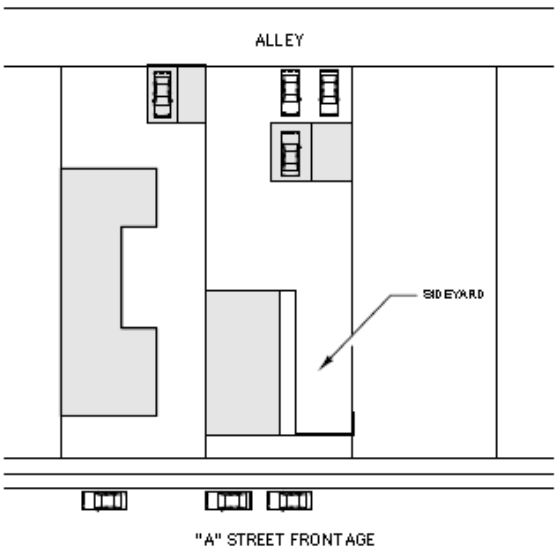
(c) Frontage

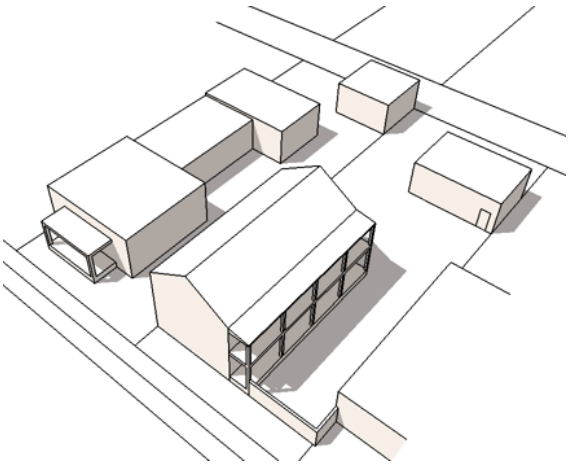
Each dwelling unit must include a Porch, Stoop or Courtyard.

(d) Exposure to Light and Air

Each dwelling unit shall have all sides exposed to the outdoors.

Sideyard





Examples (for illustrative purposes only)

Description
Zero lot line or side yard use easement Single family structures.

(a) Access

The Principal Entry to each dwelling unit shall have direct access from an individual Stoop or Porch that shall front the sideyard.

Parking, loading and trash disposal must be accessed from an Alley.

(b) Parking

Parking shall be located behind each building. Parking may be half-level underground, surface or garage and may be accessed from an Alley, Narrow Driveway or Ribbon Driveway. A common parking court may be provided interior to the block.

(c) Frontage

Each dwelling unit must include a Stoop or Porch.

(d) Building Width

Buildings may not be wider than 40 feet along the axis facing the street.

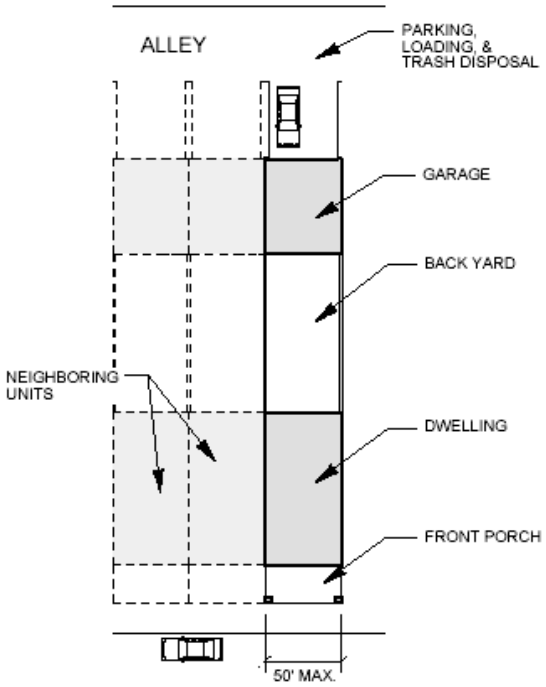
(e) Massing

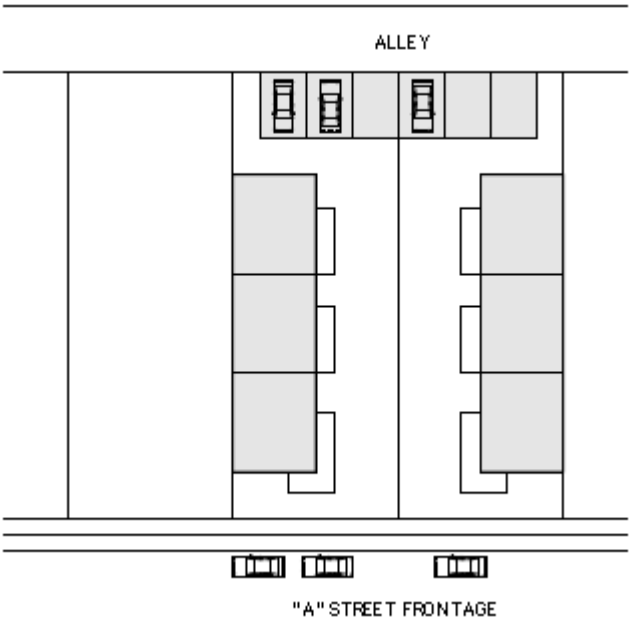
Habitable attics are permitted.

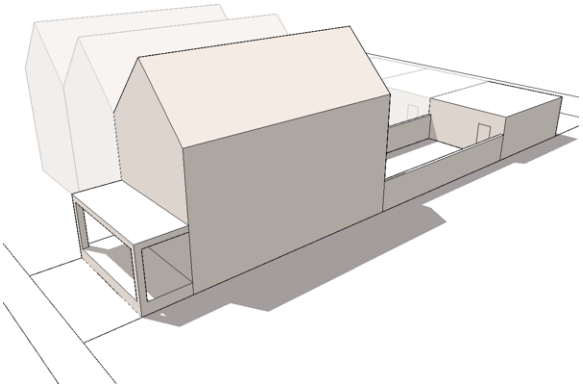
(f) Exposure to Light and Air

Each unit shall have all sides exposed to the outdoors.

Townhouse, Rowhouse and Courtyard Townhouse







Townhouse/Rowhouse

Courtyard Townhouse

Description

One of a group of attached dwelling units divided from each other by common walls, each having a separate entrance leading directly to the outdoors at ground level. A Townhouse building may be one type of apartment.

Examples (for illustrative purposes only)

Townhouse/Rowhouse example:

Courtyard Townhouse example:

(a) Access

The Principal Entry to each dwelling unit shall have direct access to the street or to a Courtyard if a Courtyard Townhouse building form.

Parking, loading and trash disposal must be accessed from an Alley.

(b) Parking

Parking shall be located behind each building. Parking may be half-level underground, surface or garage. A common parking court may be provided interior to the block.

(c) Frontage

Each dwelling unit must include a Stoop, Porch or Portal fronting the street and abutting a public sidewalk or a common green or fronting a Courtyard if a Courtyard Townhouse building form.

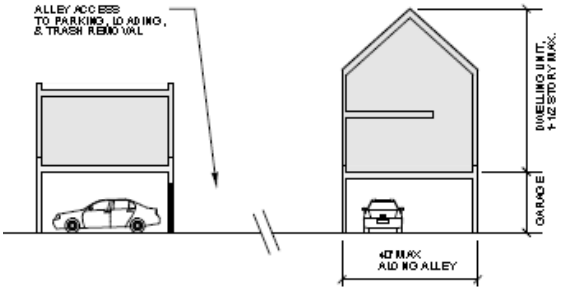
(d) Building Width

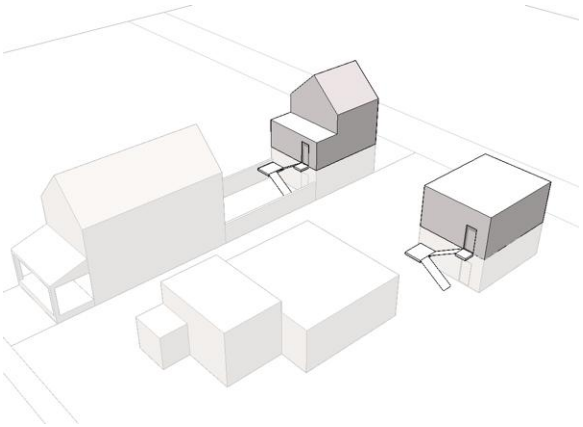
Buildings facing a public street may not be wider than 40 feet along the axis facing the street.

(e) Exposure to Light and Air

Each unit shall have at least 2 sides exposed to the outdoors. Units may abut other units at the property line or share common walls.

Accessory Unit / Carriage House





Examples (for illustrative purposes only)

Description

An Accessory unit typically consists of a stacked dwelling unit or work space over a garage. It is located on an Alley or at the back of a lot that includes a Principal Building.

(a) Access

The Principal Entry to the unit shall be accessed from the side or rear yard or Alley.

Loading and trash disposal shall be accessed from an Alley.

(b) Parking

Parking shall be located or accessed from the Alley, a Narrow Driveway or Ribbon Driveway.

(c) Frontage

Balconies, galleries, and bay windows are allowable Frontage Types at the Alley.

(d) Building Width

30 feet maximum.

(e) Massing

Accessory units may be located above garages.

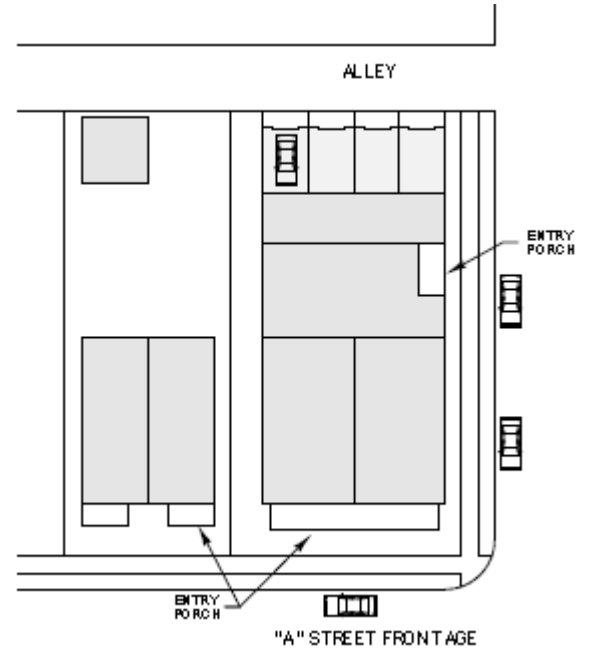
Maximum height of the structure is 2 ½ stories if above a garage (including the garage), but no more than the lessor of 28 feet or the height of the Principal Building.

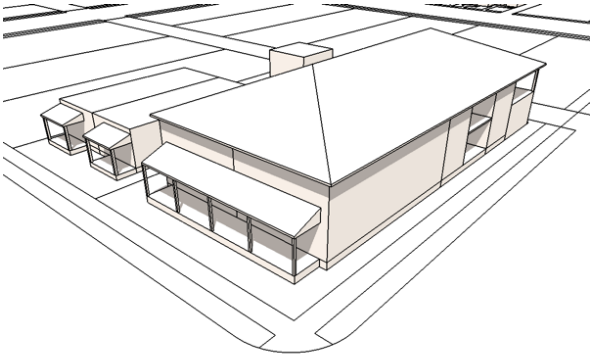
(f) Exposure to Light and Air

Each unit shall have a minimum of 3 sides exposed to the outdoors.

Duplex, Triplex & Fourplex / “Mansions”

Examples (for illustrative purposes only)





Description

Duplexes, Triplexes, and Fourplexes are multiple dwelling forms that are either architecturally presented as large single-family houses in their typical neighborhood setting or as duplex/triplex/fourplex vernacular forms compatible with the surrounding neighborhood. These building forms are permitted for residential uses, or as offices or studios that are accessory to residential uses.

(a) Access

The Principal Entry to each dwelling unit shall have direct access from a Porch, Portal or Stoop facing the street.

Loading and trash disposal must be accessed from an Alley.

(b) Parking

Parking shall be located behind each building and shall be accommodated in garages. Parking shall be accessed from the Alley, a Narrow Driveway or Ribbon Driveway.

(c) Frontage

Each dwelling unit must include a Stoop, Porch or Portal, either individually or in common with an adjoining unit.

(d) Building Width

Buildings facing a public street may not be wider than 50 feet along the axis facing the street.

(e) Massing

Duplexes, Triplexes and Fourplexes shall be articulated as large single family houses or consistent with vernacular building forms in the surrounding neighborhood.

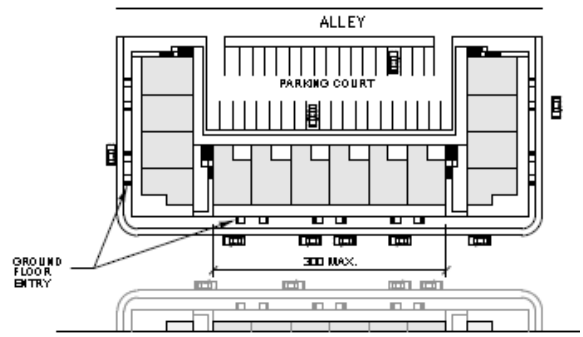
Duplexes, Triplexes and Fourplexes may also be designed as stacked flats, Townhouses, or Courtyard apartments.

Attic spaces may be used as habitable space.

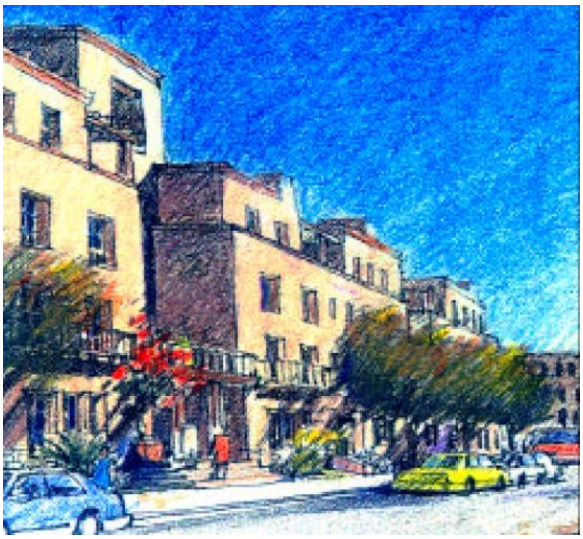
(**f) Exposure to Light and Air**

Each unit shall have a minimum of 2 sides exposed to the outdoors.

Terrace Apartment



Example (for illustrative purposes only)



Description

Terrace apartments can take a number of forms, including stacked flats, Townhouses, or Townhouses over flats.

(a) Access

The Principal Entry to each individual unit on the ground floor must have direct access from a permitted Frontage Type and abutting the street.

(b) Parking

Parking shall be located behind or under the Principal Building. A common parking area may be located interior to the block.

Parking courts shall be secured by an access control device and not visible from the street.

(c) Frontage

Frontage Types along the street must include Stoops, Porches, Portals or Forecourts.

(d) Building Length

Buildings facing a public street may not exceed 300 feet along the axis facing the street.

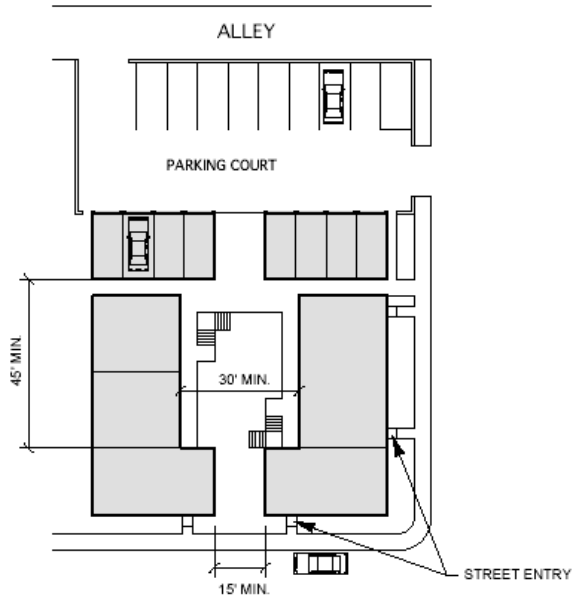
(e) Articulation.

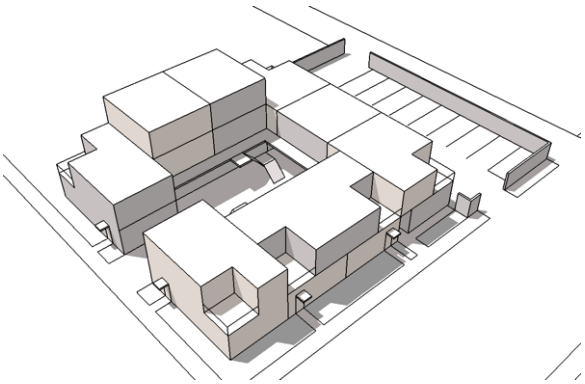
The Facades of buildings longer than 50 feet facing a public street must change visibly in height, setback, materials or color a maximum of every 40 feet along the axis facing the street.

(f) Massing .

Where the zone permits more than 2 stories, the 3rd story must be set back at least 8 feet from the front building plane.

Courtyard Apartment





Example (for illustrative purposes only)

Description

Courtyard apartments are a building form consisting of dwelling units that can be arranged as Townhouses, or flats. These are arrayed next to each other to form a shared courtyard that is partly or wholly open to the street.

(a) Access

Each individual ground floor unit must have direct access from a Porch, common Porch or Stoop facing the Courtyard or facing the street.

No more than 3 dwellings shall be accessed per stair.

The entrance way to a Courtyard from the street shall be at least 15 feet wide.

Parking, loading and trash disposal must be accessed from an Alley.

(b) Parking

Parking shall be located behind or under the building(s). Parking courts shall be secured by an access control device and not visible from the street. Parking access shall be through the Courtyard. Elevators / stairs to subsurface parking lots shall be internal to the building.

(c) Open Space

Courtyards shall be a minimum of 30 feet wide and a minimum of 45 feet long. Porches may protrude up to 5 feet into the Courtyard space. Courtyards shall be Full Courtyards or Partial Courtyards. Partial Courtyards adjacent to parking lots shall be screened by a minimum 5 foot wide landscape buffer consistent with § 14-16-3-10(E)(3). Courtyards shall be visible from the street. Openings or partial building walls may be used to ensure that the Courtyards are visible. Fences and gates separating the Courtyard from the street and/or parking courts must comply with the design standards of § 14-16-3-19.

Courtyards shall be landscaped with at least 1 tree (minimum 48” box) that grows taller than the buildings.

(d) Frontage

Frontage Types along the street include Forecourts and Front Yards.

Frontage Types along the Courtyard must include Porches or a common Porch.

Patios can be located in the Courtyard if the Courtyard exceeds 60 feet in width. Patios can also be located on the service side of each unit. A walled patio shall not exceed 36” in height. Walls on the service side may extend to 6 feet in height.

(e) Articulation

The Facades of buildings facing a public street must change visibly in height, setback, materials or color a maximum of every 40 feet along the axis facing the street:

Building modules adjacent to the Courtyard may not be longer than 80 feet.

(f) Massing

All dwellings may be incorporated into one house form.

Attics may be used as habitable space.

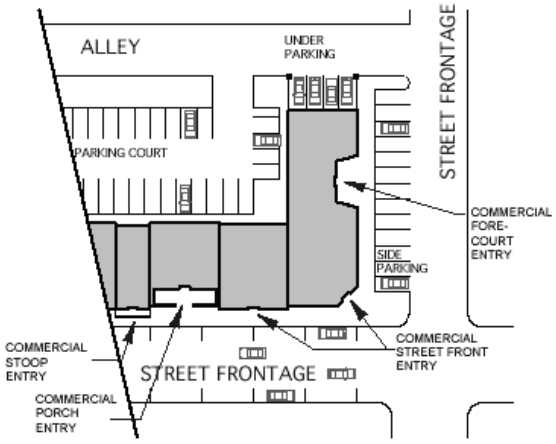
Buildings shall be located as to provide for the reach of sunlight into Courtyards and patios

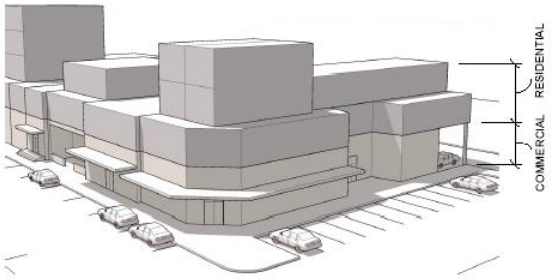
(g) Exposure to Light and Air

Each unit must have 2 sides exposed to the outdoors.

COMMERCIAL OR MIXED USE BUILDING FORMS

Podium Apartment





Example (for illustrative purposes only)

Description

Apartments on double-loaded corridors over Shop Fronts.

(a) Access

The Principal Entry to each individual unit on the ground floor must have direct access from a permitted Frontage Type facing and abutting the street.

Parking, loading and trash disposal must be accessed from an Alley.

(b) Parking

Parking shall be located behind or under the Principal Building. A common parking area may be located interior to the block. On street, diagonal parking may be located on a "B" street only. On-street parking is required along all public Frontages.

Parking courts shall be secured by an access control device and not visible from the street

(c) Frontage

Frontage Types along the street must include Stoops, Shop Fronts, Portals, or Forecourts with Shop Fronts.

(d) Building Length

Buildings facing a public street may not exceed 300 feet along the axis facing the street.

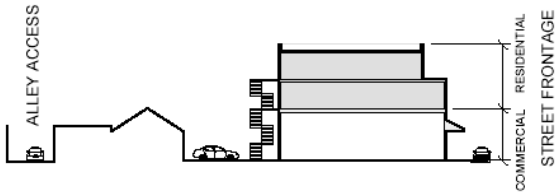
(e) Articulation

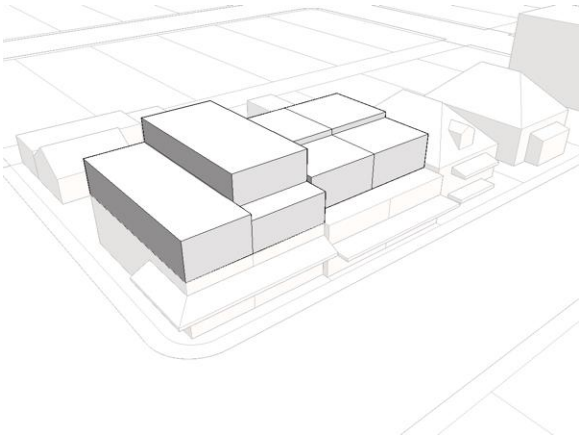
Facades of buildings facing a public street that are longer than 50 feet must change visibly in height, setback, materials or color a maximum of every 40 feet along the axis facing the street. Entryways are required at least every 40 feet.

(f) Massing

Where the zone permits more than 3 stories, the 4th story must be setback at least 8 feet from the front building plane.

Live-Work Unit





Examples (for illustrative purposes only)

Description

Live work units are buildings, sometimes incorporating lofts, that are reused historic buildings or are designed as a mixed use building. These can be used flexibly for work/live, work/work, and live/live purposes. Dwelling units can be located above the ground floor, attached to the rear of a Shop Front, or detached and located in the rear or side yard. The first floor is a Shop Front Frontage Type (see § 14-20-2-2)

(a) Access

Direct access must be provided from the street to the Principal Entry.

Parking, loading and trash disposal shall be accessed from an Alley.

(b) Parking

Tuck under or underground parking shall be provided for each building. Parking areas must be located adjacent to the Alley, and may not abut the street Frontage. On-street parallel parking is required along all public Frontages, except that on-street diagonal parking may be located on a “B” street.

(c) Frontage

Each ground floor use shall have an entrance for each 40 feet of building Frontage at a minimum.

Permitted Frontage Types are Shop Fronts and Portals.

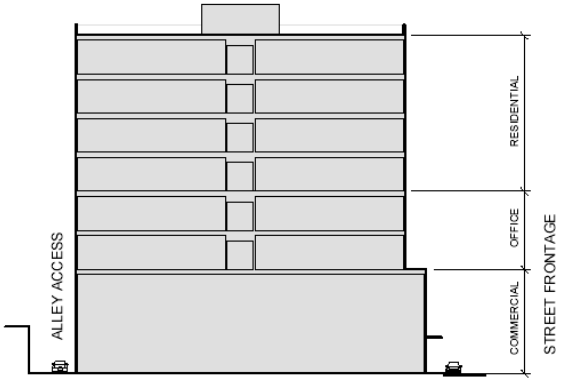
(d) Building Width

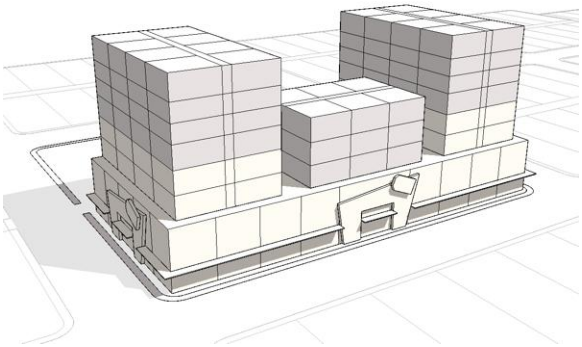
Buildings facing a public street may not be wider than 40 feet along the Frontage line or may be designed to appear as separate Shop Fronts no wider than 40 feet. The Facades, rendered as Shop Fronts, on a public Frontage must change visibly in height, detailing, materials or color every 40 feet at a maximum.

(e) Massing

The buildings shall be no taller than 3 stories plus the roof volume.

Flex Building





Examples (for illustrative purposes only)

Description

A Flex building contains at least 2 distinct stories above the ground floor, with allowed Frontage Types on the ground floor. The building may contain any combination of residential, hotel, office and commercial uses. Retail should occur on the ground floor, but is not mandatory. The building may change over time through different combinations of these uses.

An office is where services are performed that involve administrative, professional, clerical operations, or medical services that do not involve inpatient services (LBCS Function Codes 1330, 2200-2455, 5140-5160, or 6800-6820, LBCS Structure 2110 or 2400.

(a) Access

The Principal Entry to each individual unit on the ground floor must have direct access from a permitted Frontage Type facing and abutting the street.

Parking access shall be through an Alley or a "B" Street.

(b) Parking

Parking shall be located behind or under the Principal Building, or in one or more common or public parking areas located interior to or within 660 feet of the block. On-street parallel parking is required along all Public Frontages, except that on-street diagonal parking may be located on a “B” street.

(c) Frontage

Frontage Types along the street must include Shop Fronts, Portals, or Forecourts with Shop Fronts.

Courtyards or Forecourts shall not exceed 20% of the block face.

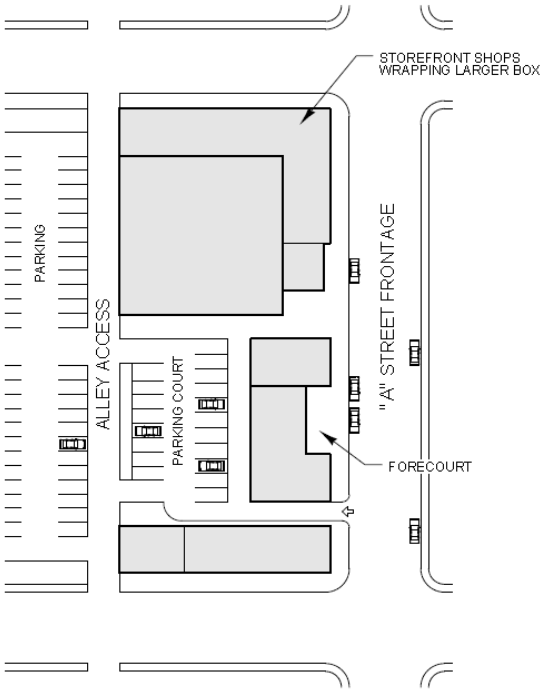
(d) Placement and Massing

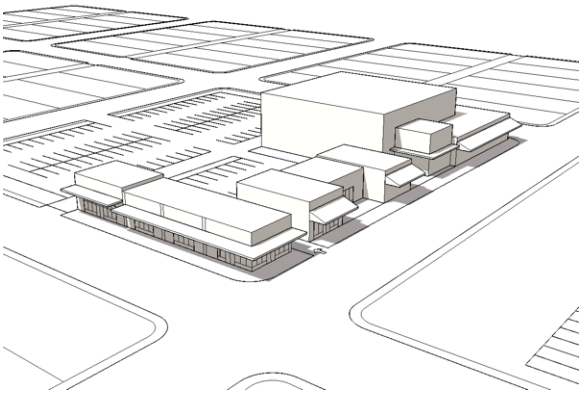
Maximum building length on the axis facing an "A" Street is 150 feet.

The Facade along the ground floor on a public Frontage must change visibly at an average of at least 40 feet in height, setback, detailing, materials or color.

The ground floor must be visually distinct from the upper floors. The required ground floor Clear height is a minimum of 15 feet .

Liner Building





Examples (for illustrative purposes only)

Description

A building specifically designed to mask a parking lot, parking garage, public assembly or large retail facility (big box) from a public Frontage.

(a) Access

The Principal Entry to each individual unit on the ground floor must have direct access from a permitted Frontage Type facing and abutting the street. The Principal Entry facing the street shall not be blocked and shall be fully operational.

(b) Parking

Parking shall be located behind or under the Principal Building, or in one or more common or public parking areas located interior to or within 660 feet of the block. Vehicular access to on-site parking from an “A” street is limited to ingress and there may be only 1 per block. On-street parallel parking is required along all Public Frontages, except that on-street diagonal parking may be located on a “B” street.

(c) Frontage

Frontage Types along the street must include Shop Fronts, Portals, or Forecourts with Shop Fronts.

(d) Placement and Massing

Maximum building length on an axis facing an “A” street is 300 feet.

Minimum Frontage buildout is 90%.

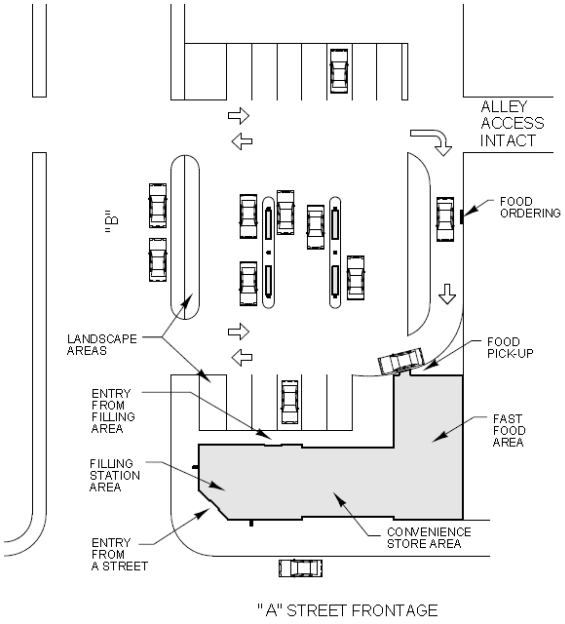
Minimum Liner building depth is 20 feet.

The Facade along the ground floor on a public Frontage must change visibly at an average of at least 40 feet in height, setback, detailing, materials or colors along the axis facing the street, with no module exceeding 75 feet in length. An entryway must be provided on the ground floor along a Public Frontage every 40 feet at a minimum.

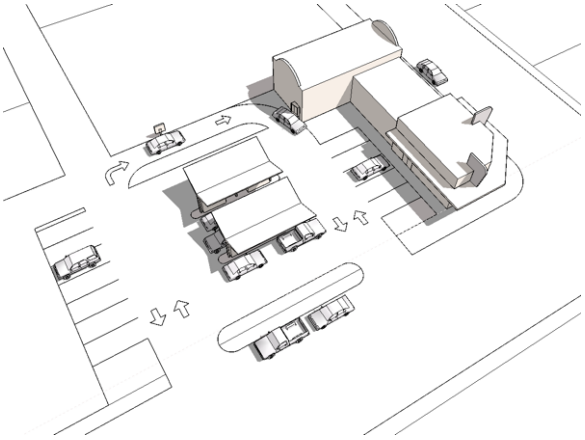
Courtyards or Forecourts shall not exceed 10% of the street Frontage.

UTILITARIAN FORMS

Drive-Through Building



"A" STREET FRONTAGE



Example (for illustrative purposes only)

Description

Drive-through building forms include office building with drive-through facilities, shop or store buildings with drive-through facilities, and restaurant buildings.

Utilitarian building forms can accommodate, for example, the following building types: gasoline station, automobile repair and service structure and car care centers (includes car wash). These building types provide needed neighborhood services but can disrupt pedestrian flows and impair the aesthetics of the commercial and residential streetscapes, corridors and districts.

(a) Access

The Principal Entry to the building must have direct access from a permitted Frontage Type facing and abutting the street.

(b) Parking and Service Drives

Parking shall be located behind or under the Principal Building, or in one or more common or public parking areas located interior to or within 660 feet of the block.

Drive-through lanes must access a "B" Street, an Alley, or shared parking area to the rear of the Principal Building. Drive-through lanes shall not access an "A" Street. On-street parallel parking is required along all Public Frontages, except that on-street diagonal parking may be located on a “B” street.

(c) Frontage and Placement

Frontage Types along the street must include Shop Fronts, Portals, or Stoops

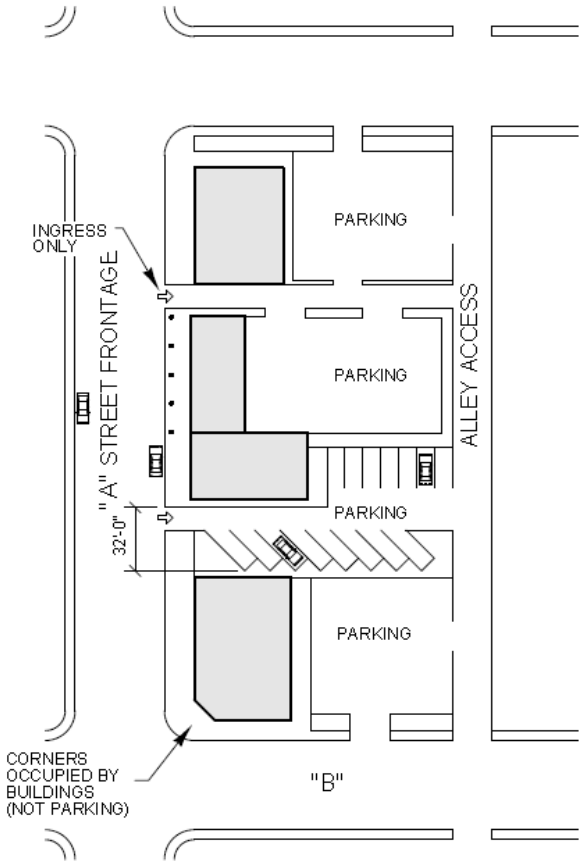
The Facade of buildings on a Public Frontage must change visibly at a maximum of every 40 feet in height, setback, materials, or color along the axis facing the street.

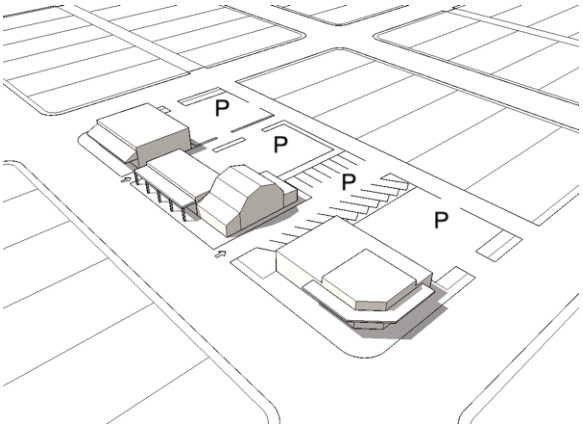
Any fuel pumps, service facilities, ATMs, storage areas, and repair bays shall be:

(1) accessed from a "B" Street; and

(2) screened by the Principal Building from the “A” Street.

Standalone Commercial Building





Example (for illustrative purposes only)

Description

This building form accommodates larger building floor plates. These regulations are intended to allow a limited number of these building forms in order to provide anchor tenants and neighborhood services but restricts them in order to maintain the integrity of the Form Based Code's design principles.

(a) Access

The lot must access a "B" Street or an Alley. No portion of the lot may have vehicular egress to an "A" Street. Vehicular ingress from an “A” street is limited to 2 per block.

The Principal Entry to each individual unit on the ground floor must have direct access from a permitted Frontage Type facing the street.

(b) Parking

Parking shall be located behind, under, or to the side of the Principal Building, or in one or more common or public parking areas located interior to or within 660 feet of the block. On-street parallel parking is required along all Public Frontages, except that on-street diagonal parking may be located on a “B” street.

Parking areas to the side of the Principal Building: (1) are limited to 100 feet in depth, (2) have a total width no more than 32 feet, and (3) have a landscaped buffer facing the street with a minimum depth of 10 feet or a streetwall with a landscaped buffer that has a minimum depth of 5 feet. No side parking is allowed on the street side of corner lot.

(c) Frontage

Frontage Types along the street must include Shop Fronts, Portals or Forecourts with Shop Fronts.

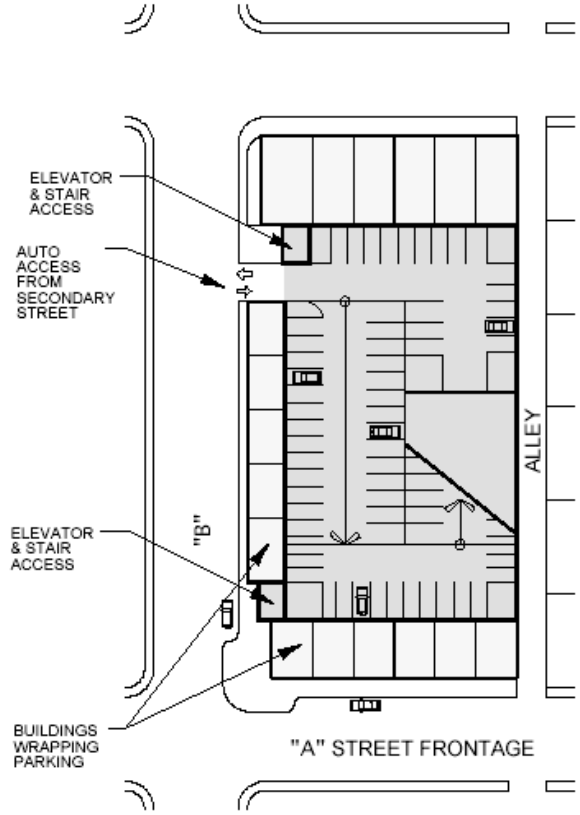
(d) Placement

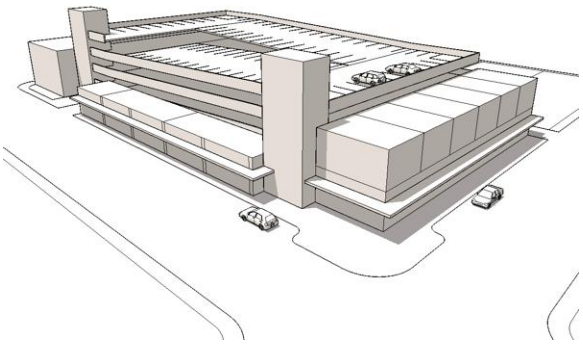
Maximum lot Frontage is 150 feet.

(e) Articulation

The Facade of buildings on a Public Frontage must change visibly at a maximum of every 40 feet in height, setback, materials, or color along the axis facing the street. An entryway must be provided to the ground floor every 40 feet at a minimum. Buildings either shall be double-fronted or the back walls shall be 30% glazed.

Structured Parking Building





Example (for illustrative purposes only)

Description

Structured parking is appropriate in many situations because it consumes less land area and the structure is wrapped by residential or commercial uses. This section encourages several different types of Structured parking forms.

Orientation and Composition

In order to orient parking structures to the interior of the block rather than the street, parking garages shall:

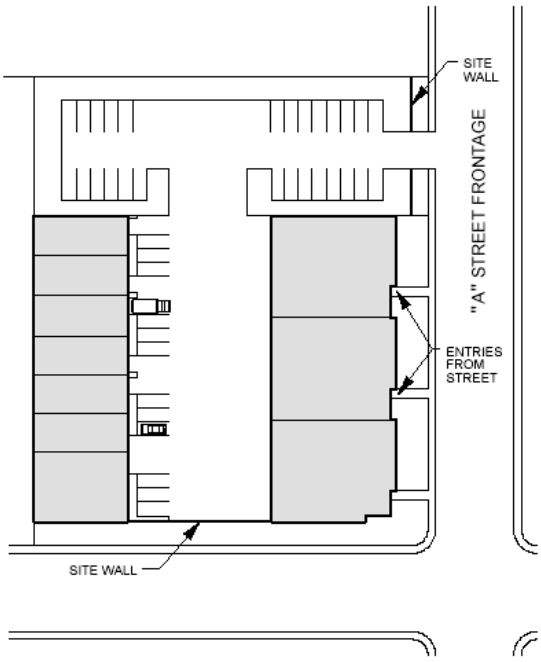
- Include residential dwelling or Shop Fronts, which conform to the design regulations in the Form Based Code, along at least the first floor; or
- Be located behind buildings with the principal uses described above so that the parking is not visible from the street, except for the entryway. The entryway must not exceed 30 feet in width along the building Facade; and
- Shall be screened with ornamental grillwork, artwork, or similar architectural features above the street-facing residential or commercial wrapper buildings; or
- If permitted by other building code or environmental regulations, be located underground.

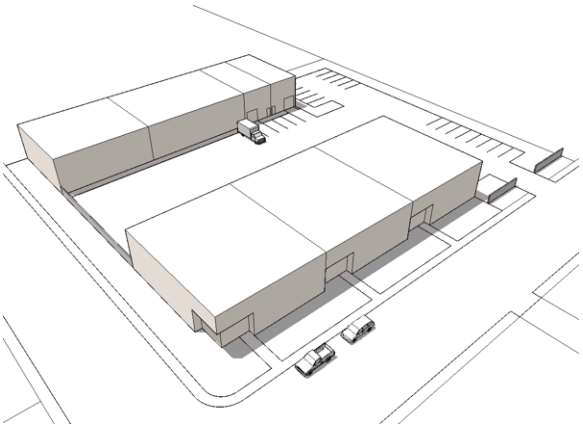
Massing

Parking structures shall be compatible in terms of scale, height and design with surrounding properties. Parking structures are considered compatible in scale and height if the width of the front Facade articulation does not exceed the average width of principal structures within 300 feet of the proposed structure by more than 20% and the height does not exceed the average height of principal structures within 300 feet of the proposed structure by more 1 story. Design is considered compatible if the structure incorporates materials and Facade architectural details that are found on principal or noteworthy structures within 300 feet of the proposed structure and are permitted in the Form Based Code. A survey of structures within the areas prescribed above shall be provided by the applicant in order to justify the requested width, height, and deign of the parking structure.

These requirements do not apply to underground parking structures.

Light Industrial Building





Example (for illustrative purposes only)

Description

Light industrial structures accommodate the larger floor plate, truck access and security needs of Light industrial structures while accommodating a mixed use environment.

This type of building is similar to a warehouse, but usually contains the operation of multiple tenants, and is not intended to be easily serviced by eighteen wheel semi-tractor trucks. This building type encompasses office, office/warehouse and retail functions.

It includes the following LBCS Structure subclassifications:

2611 Loft building

2613 One-story modern manufacturing plant

2614 Industrial park

2615 Laboratory or specialized industrial facility

(a) Access

Public entrances and primary building elevations must be oriented toward public streets and to landscaped areas.

(b) Parking

Parking shall be located behind, under, to the side of the Principal Building, or in one or more common or public parking areas located interior to or within 660 feet of the block.

Parking areas with more than 2 rows on the side of the building: (1) are limited to 60 feet in width and 100 feet in depth, and (2) adjacent to the street, must have a landscaped buffer with a minimum depth of 10 feet or a street wall with a landscaped buffer that has a minimum depth of 5 feet.

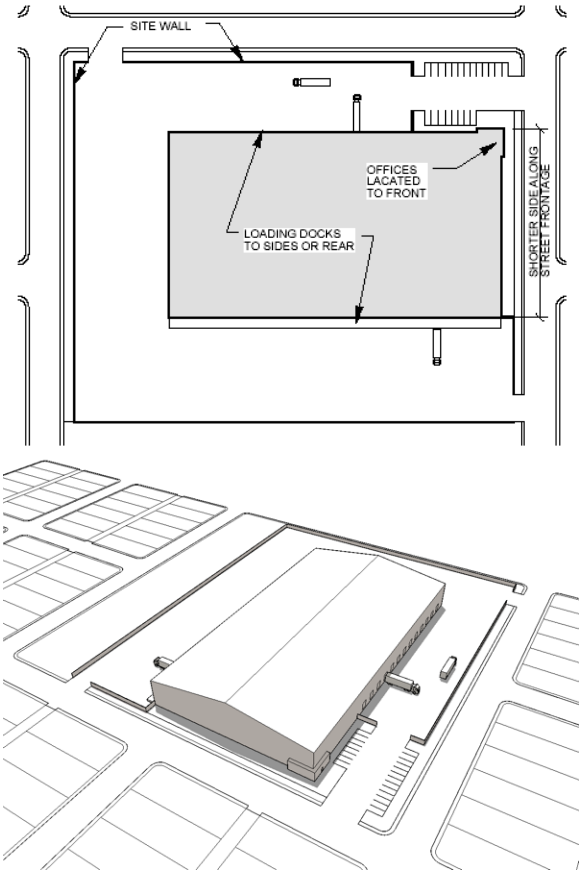
(c) Placement and Massing

Buildings must be configured on the site to create an interior court where the service, assembly or loading activities occur. If a court configuration is not possible because of site constraints, these activities must be screened from the street by the Principal Buildings on the site or by an 8 foot street wall with a landscaped buffer along the street that has a minimum depth of 5 feet. The street wall and the landscaped buffer only are allowed adjacent to a “B” street.

Buildings on corner sites must be located within 20 feet of the corner of the parcel adjacent to an intersection to enliven the streetscape and add visual interest.

The Facade on a public Frontage must change visibly at least every 50 feet in height, setback, materials or color along the axis facing the street, and with no module exceeding 150 feet in length.

Warehouse



Description

Warehouses are typically large, rectangular buildings and are land intensive. Truck traffic and loading are primary on-site activities. It is essential that sites have adequate loading areas and driveways for truck maneuvering. Because there are fewer employees than other industrial uses, the parking demand is lower. Appropriate sites are near major highways and railroads.

Site visibility is not a requirement for most Warehouses. A deep lot with minimum street Frontage can adequately accommodate warehouse uses.

Warehouses are incompatible with the objectives of mixed use zoning or achieving high employment densities. Accordingly, they are restricted to locations that are needed to support uses that require frequent or heavy truck traffic.

This building type includes the following LBCS Structure subclassifications:

2730 Warehouse structure
2740 Produce warehouse
2750 Refrigerated warehouse or cold storage
2760 Large area distribution or transit warehouse

(a) Access

Public entrances and primary building elevations must be oriented toward public streets.

(b) Parking and Loading

Loading and vehicle access doors must be located either: (1) to the rear of the Principal Building(s) or, (2) to the side of the Principal Building(s) if it is completely screened from view by a landscaped buffer and a street wall as provided in “c” below. Landscaped buffers must comply with § 14-16-3-10(E)(4). Walls must comply with § 14-16-3-19(B).

(c) Placement and Massing

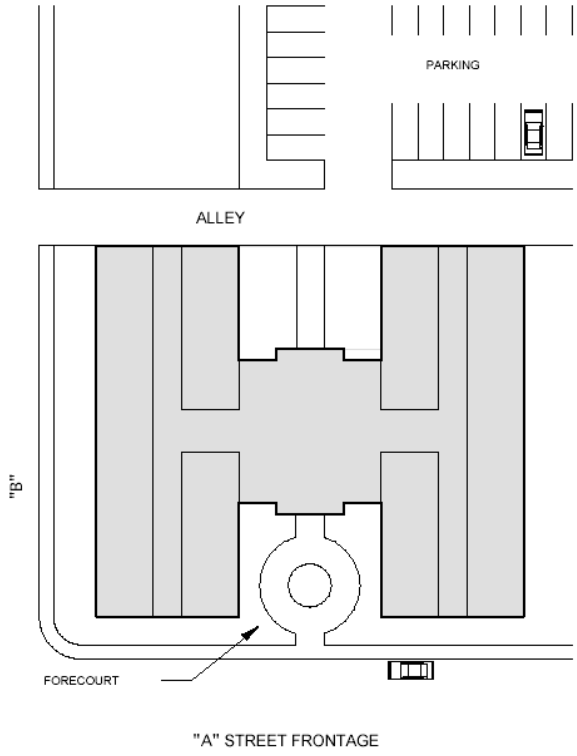
Warehouse offices must be located in the front of Warehouse buildings adjacent to the street. Warehouses may only be located on “B” streets.

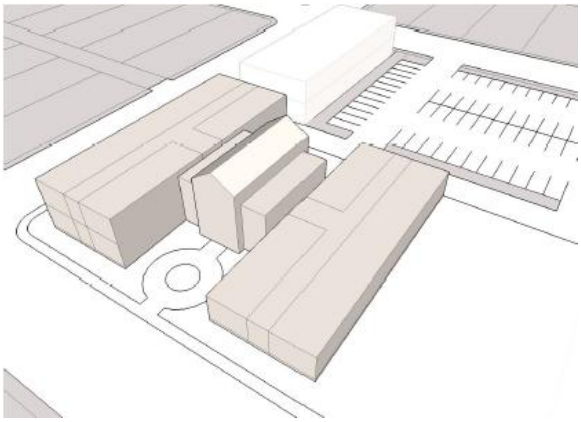
Loading docks and vehicle access doors must be located to limit visibility from streets. A minimum 8 foot high street screen wall must be provided for the sides of the project visible from the street, excluding the front Facade. A 5 foot wide landscaping strip must be provided along the street side of the wall.

Rectangular shaped buildings must be oriented with the shorter building side parallel to the street to reduce the view of a long, narrow building. The Facade on a public Frontage must change visibly at an average of at least 100 feet in height, setback, materials or color along the axis facing the street and with no module exceeding 150 feet in length.

INSTITUTIONAL AND CIVIC BUILDING FORMS

Civic or Institutional Building





Example (for illustrative purposes only)

Description

Institutional buildings can accommodate offices, classrooms, or civic uses. These buildings range from large floorplates and multiple levels to smaller, more intimately scaled structures. A variety of architectural styles is acceptable. Civic buildings can accommodate different art, cultural, educational, recreational, governmental and public assembly uses.

(a) Access

The entrance is through a common lobby or entrances. The building has at least one entrance adjacent to an “A” street and through to a public Courtyard, Forecourt, or a common lawn. Street-facing entrance(s) shall be built to within 30 feet of a street right-of-way.

(b) Parking

Parking shall be located in common surface parking areas behind the building, garages underneath buildings, and/or in parking garages. On-street parallel parking is required along all Public Frontages, except that on-street diagonal parking may be located on a “B” street

(c) Frontage

Permitted Frontage Types include Forecourts, Courtyards, yards, Stoops, or Portals.

(d) Building Width

Maximum building width is 200 feet along the axis facing a public street but not more than 80% of the block length.

(e) Massing

Civic or institutional buildings can be designed as a single compositional unit or with distinct horizontal modulation of a base, middle and cap where the ground floor is visually distinct from the upper floors.

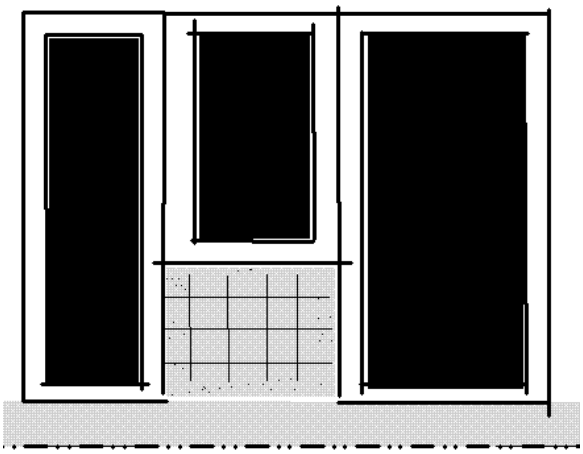
Street-facing entrances shall be accompanied by additional building height for visual emphasis. Street-facing entrances shall be positioned to accentuate vistas (or directed views) such as at the end of streets or where streets turn.

All Facades on a public Frontage must change visibly at least every 50 feet in height, setback, materials, or color, and with no module exceeding 100 feet in length. Blank walls are not allowed.

14-20-2-2 Frontage Types.

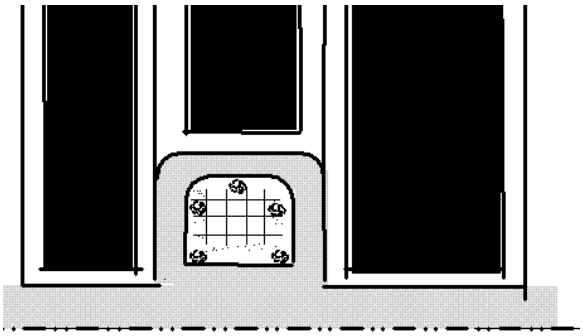
Various Frontage Types are established in order to implement the Form Based Code. The building form regulations (§ 14-20-2-1) describe the situations where each Frontage Type is required. The Frontage Types are:

Courtyard: A pedestrian promenade, whether covered by a roof or not, within or between any structure or buildings upon which the Principal Entry or Entries are located. A "Courtyard" does not include a parking area. The Principal Entry of the buildings that surround the Courtyard must open directly on the Courtyard space or a sidewalk or pedestrian pathway that directly abuts the Courtyard space. The Courtyard may be located at, above or below grade level. However, an above or below grade Courtyard must be accessible by steps or a change in elevation of no more than 10% grade, and the access points must lead directly to building entrances. The Courtyard must be bounded on at least 3 sides by the walls of a building, but may not be completely enclosed by building walls. (This definition does not apply to the Courtyard apartment building form.)

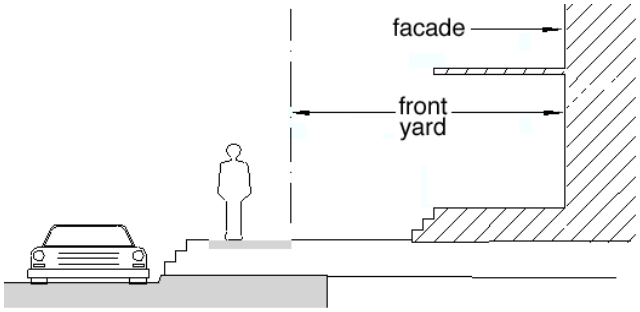


Forecourt: the Facade is aligned close to the Frontage line with a central portion of it set back. Gardens and vehicular drop off are permitted within the setback. A fence or wall at the property line may be used to define the private space of the court. The court may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the court.

Because this type should be used sparingly, no more than one Foreyard Frontage is permitted per block face. Foreyard must be used in conjunction with Stoops, Shop Fronts and Portals.

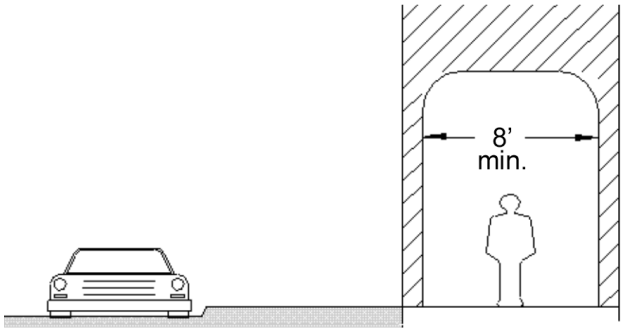


Front yard. The Facade is setback from the Frontage line with a Front yard. An encroaching Porch may also be attached to the Facade. A great variety of Porch designs are possible, but none should be less than 6 feet deep and 12 feet wide. A fence or wall at the property line may be used to define the private space of the yard. The wall may be no higher than 36" unless the residence fronts a street with ADT greater than 3,000, in which case the wall may be no higher than 5 feet.



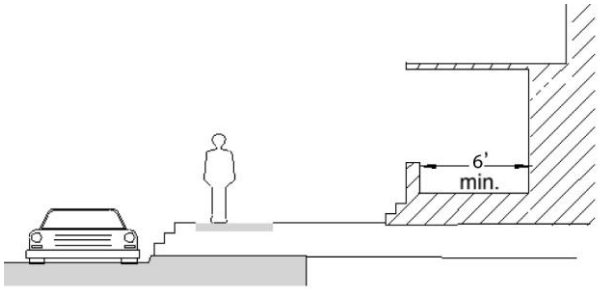
All Front yard walls and fences must have a pedestrian gate. The Front yard may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the yard. Individual parcel walls may not be constructed so that when taken together they create a walled development.

Portal (Arcade). A Portal is a covered Porch supported by evenly spaced columns that is attached to the front building Facade and that may wrap around the outside of the Principal Building or a Courtyard. Portals must conform to the elevation of the adjoining public sidewalk and may encroach upon the sidewalk space. Portals may include a balcony that overlaps the sidewalk. Portals must have 8 feet clear space in all directions.

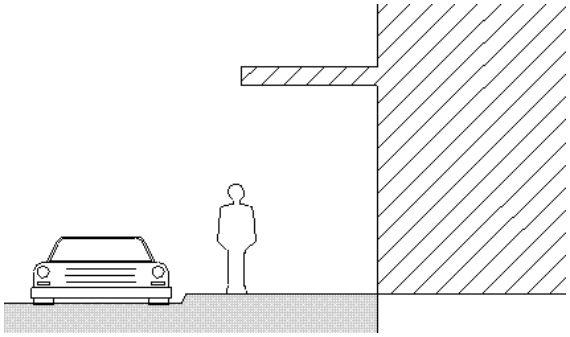


A Portal is an important element of New Mexican vernacular architecture. Portals are complementary with retail use, when the sidewalk is fully absorbed within the arcade so that a pedestrian cannot bypass it.

Porch. A Porch is a roofed area attached to the front Facade. The Porch has direct access to or from the building along the front Facade, and may extend to include a portion of the side or rear of the building. A Porch must be at least 6 feet deep and 12 feet wide. A Porch may be glazed or screened.

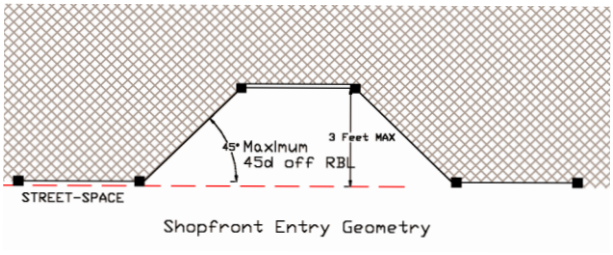


Shop front. The front Facade is placed at or close to the lot line, generally with the entrance at sidewalk grade except for flex usage. A cantilevered shed roof or awning that encroaches over the sidewalk is encouraged. Shop fronts substantial glazing on the sidewalk level.



A Shop Front must contain windows that conform to the following:

- 75% minimum glazing of ground floor abutting a public Frontage,
- Single panes of glass not larger than 8 feet high by 5 feet wide,
- Ground floor windows shall not be made opaque by window treatments and shall allow a minimum 75% of window surface view into the building for a depth of at least twenty feet.
- Sills shall be not more than 30 inches above the fronting sidewalk elevation,
- Window screens (including security screens, bars and other such divices) shall be located behind the window surface (interior),



Shopfront Entry Geometry

A Shop Front must contain doors that conform to the following:

- Double-height entryways (those that span more than 1 story) are not allowed,
- Doors shall not be recessed more than 3 feet behind the Shop Front windows and, in such case, shall have a clear view and path to a maximum 45 degree angle past the perpendicular front each side of the door. (See Shopfront Entry Geometry illustration).

Other Shop Front requirements:

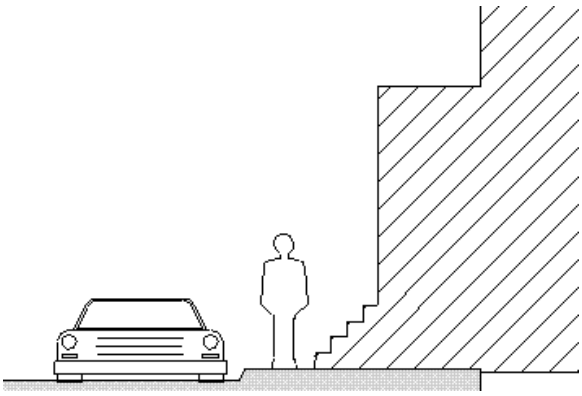
- Transom windows are encouraged on Shop Fronts
- Pedestrian compatible, fine-grained architectural detailing of the first floor Facade is required.

Shop Fronts are appropriate for retail Frontages. The absence of a raised ground floor discourages the use of this Frontage

Type for residential use on the ground floor facing the street, although this use is appropriate behind and above the front ground floor commercial space.

Stoop. The Facade is placed close to the Frontage line with the ground story elevated at least 18 inches from the sidewalk. A Porch may cover the Stoop.

This type is suitable for ground floor residential uses at short setbacks by improving privacy for windows adjacent to sidewalks..



14-20-2-3 Parking.

(A) Applicability

The minimum vehicle parking space requirements of the § 14-16-3-1(A) (Off-Street Parking Regulations) do not apply to the Form Based Code. The following parking regulations apply.

(B) Projecting Demand.

For individual uses, the number of parking spaces required for individual uses is calculated by using the Peak Demand for Individual Uses (below) and by applying reduction factors for mixed-use development, proximity to transit and shared parking below. The number of parking spaces provided shall not exceed the total calculated using this method.

Peak Demand for Individual Uses

Use or Building Form	Peak Demand
Amusement enterprises	1 space per 4 occupants
Banquet halls	1 space per 4 seats
Bars, pubs, and cocktail lounges	1 space per 4 seats
Cultural facilities	1 space per 3 seats
Churches and other places of worship	1 space per 4 seats
Cinemas, theaters and auditoriums	1 space per 3 seats
Community and recreation facilities	1 space per employee plus 1 space per 1,000 square feet, plus curbside drop-off
Financial, insurance and real estate services	3 spaces per 1,000 square feet (net leasable area)
Food stores	3 spaces per 1,000 square feet (net leasable area)
General merchandise retail	3 spaces per 1,000 square feet (net leasable area)
Health clubs	3 spaces per 1,000 square feet (net leasable area)
Liner building, less than 30 feet deep and 1story in height	Exempt from parking requirements
Liner building, more than 30 feet deep or more than 1 story	3 spaces per 1,000 square feet (net leasable area)

Use or Building Form	Peak Demand
Lodging	1 per room
Manufacturing, light	1 space per 3 employees on the largest shift or 1 space per 1,000 square feet of net leasable area, whichever is greater
Parking - commercial	• 1 space per 200 square feet ground floor (net leasable area) • 1 space per 300 square feet (net leasable area)
Parks, plazas and passive open space	On-Street within 1 block, unless demand is demonstrated to be higher. 5 to 7 off-street parking spaces to accommodate ADA parking and parents with strollers
Personal services	3 spaces per 1,000 square feet (net leasable area)
Professional services	3 spaces per 1,000 square feet (net leasable area)
Residential and live-work	1 space per 1 bedroom and studio 1.5 spaces per 2 bedrooms 2 spaces per 3+ bedrooms
Residential accessory units	1 space per unit
Restaurants	1 space per 4 seats
Retail	3 spaces per 1,000 square feet (net leasable area)
Warehouse	1 space per 2,000 square feet (net leasable area)

(C) Reduction Factors

Parking reductions taken for the following:

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- Uses in Planned Village - Village Center and within 300 feet of a transit station in a TOD-MAC zone or adjacent (within 200 feet) to a transit line in a TOD-CORCM zone - 20% reduction in parking requirements.
- Uses from 300 to 1,320 feet of a transit station in a TOD-MAC zone - 10% reduction in parking requirements.
- In the Campus zone -- 20% reduction of the parking requirements.
- Reduction factors, including those resulting from Shared Parking (D) below, may be added together but the total shall not exceed 30% reduction.

(D) Shared Parking

The required minimum parking requirement may be reduced where parking is shared between uses that have different peak parking periods, as calculated below:

(1) Locate the shared parking reduction ratio for the shared parking uses in the table below.

(2) Calculate the adjusted parking requirement by dividing the required combined parking for the individual uses for which there is shared parking (from subsections (B) and (C) above), by the shared parking reduction ratio in the table below.

Type of Use	Residential	Lodging	Office	Retail
Residential		1.1	1.4	1.2
Lodging			1.7	1.3
Office				1.2
Retail				

(E) Calculating Supply.

Parking requirements shall be met by considering the sum of all:

(1) on-site parking (at surface and in structures), plus

(2) on-street parking contained immediately adjacent to the project, plus

(3) off-site parking facilities within 660 feet (including joint use facilities).

(F) Neighborhood Permit Parking.

Neighborhoods adjoining Planned Village Development – Village Center (PVD-VC), Transit Oriented Development (TOD-MAC, TOD-CORCOM), Campus (CAM) and Commercial Mixed-Use (CMX) zones may initiate a petition and establish a Neighborhood Permit Parking system without regard to the percentage of on-street parking spaces used by persons who are not residents of the neighborhood.

14-20-2-4 Streets

(A) Designation of "A"- Pedestrian/Transit Oriented Streets and "B"- Vehicular Oriented Streets.

All streets on or bordering a site, excluding Alleys, shall be designated an "A" Street or a "B" Street, as follows:

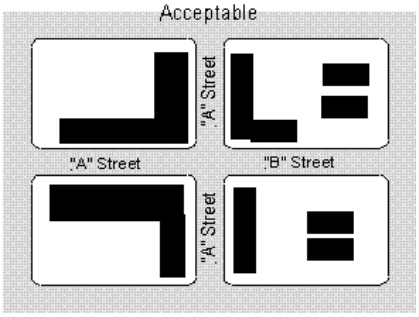
(1) "A"- Pedestrian/Transit Oriented Streets.

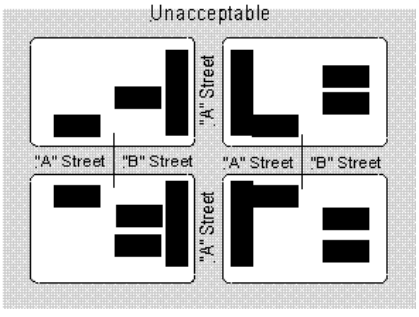
An "A" Street Frontage is restricted to building types and uses that promote pedestrian activity and which benefit from pedestrian and/or transit access. A street shall be classified an "A" Street unless otherwise designated on the Site Plan.

(2) "B"- Vehicular Oriented Streets.

A "B" Street permits site design and access to building types that rely primarily on automobile or truck access or which are incompatible with uses normally permitted in a pedestrian oriented area because of heavy traffic, noise, vibrations, soot, air pollution, glare or similar impacts. In order to maintain the integrity of the design concepts of the Form Based Code, the lineal footage of "B" Streets is restricted as follows:

- "B" Streets are restricted to 5 lineal feet per acre of total project area, and must not exceed 25% of the total lineal length of all streets within the following Zones: TOD, PVD-Village Center, Campus and Commercial Mixed-Use, and 5% in the Village-Urban, Village-Suburban, Village-Edge and Conservation Subdivision zones, and,
- "B" Streets may be designated by individual block faces; however, no block face shall be split by "A" Street and "B" Street designations.





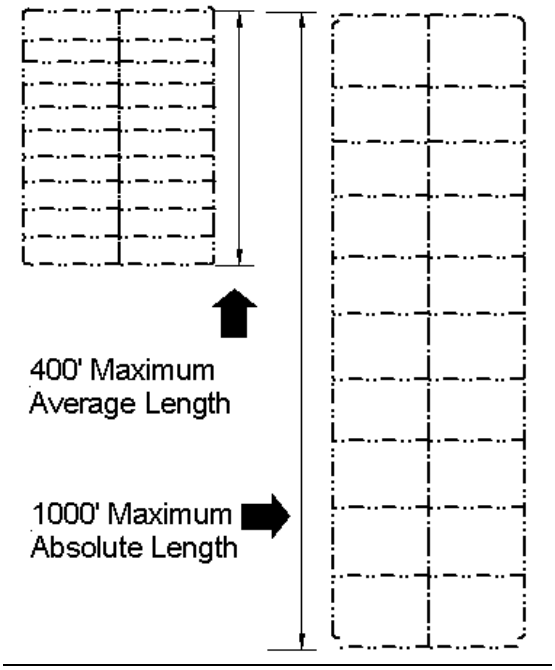
14-20-2-5 Street Design, Connectivity, and Thoroughfares

(A) Blocks. Blocks shall not exceed the following dimensions:

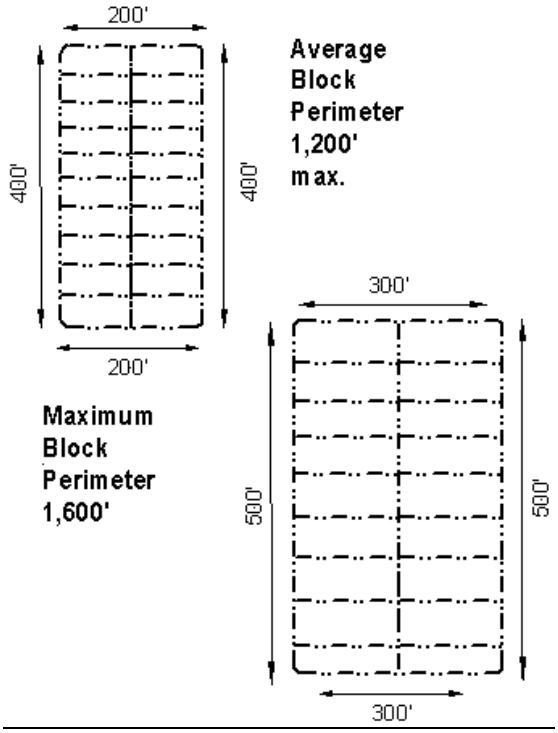
(1) Blocks shall have an average length not exceeding 400 feet, with no block exceeding 1,000 feet in length.

(2) Blocks shall have an average perimeter not exceeding 1,200 feet, with no block perimeter exceeding 1,600 feet.

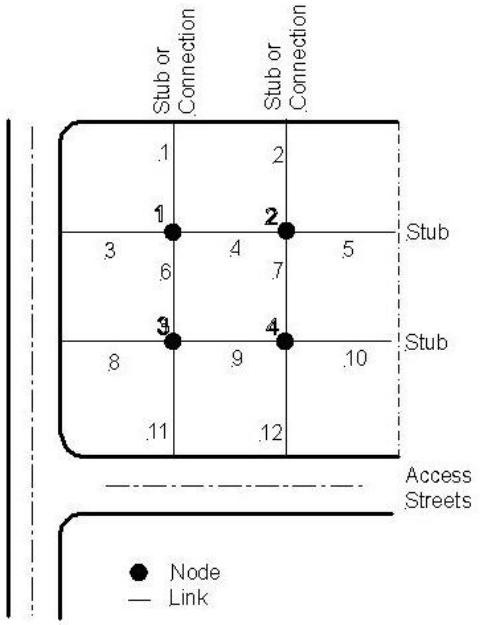
Block Length



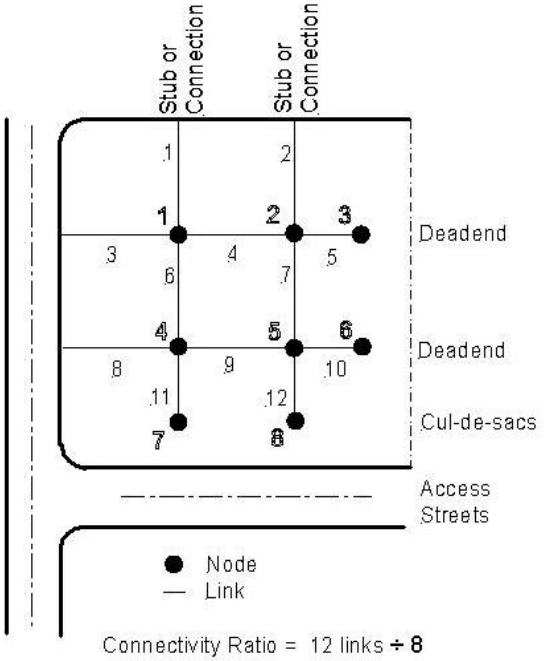
Block Perimeter



(B) **Connectivity**. The street system shall achieve a connectivity ratio of at least 2.0. For purposes of this subsection, "connectivity ratio" is the number of street links divided by the number of nodes. A "link" is each portion of a street defined by a node at both ends or at one end. A "node" is the intersection of 2 or more streets, a cul-de-sac head or a dead-end. Notwithstanding, connections with existing streets and stubouts to adjacent properties to accommodate future street connections are not considered nodes. Sidewalks and trails that are not included as part of the street system must either connect occupied blocks or achieve a connectivity ratio of at least 1.5.



Connectivity Ratio = 12 links ÷ **4**
nodes = 3.0

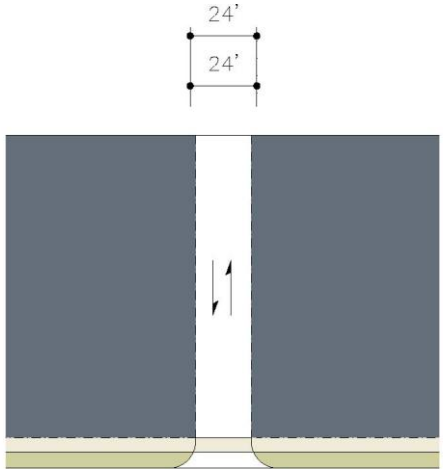


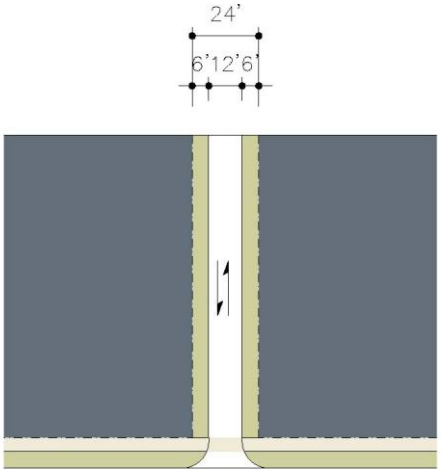
Connectivity Ratio = 12 links ÷ **8**
nodes = 1.5

(C) Thoroughfares. The key below gives the thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability.

THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Path:	BP
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR

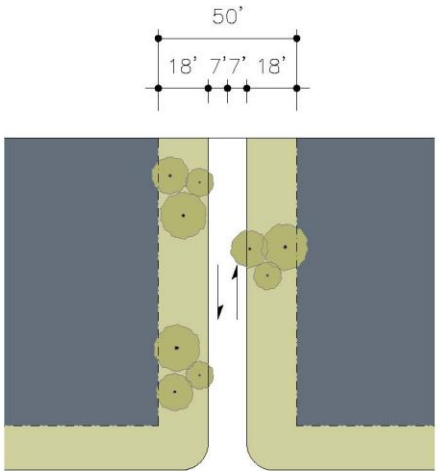


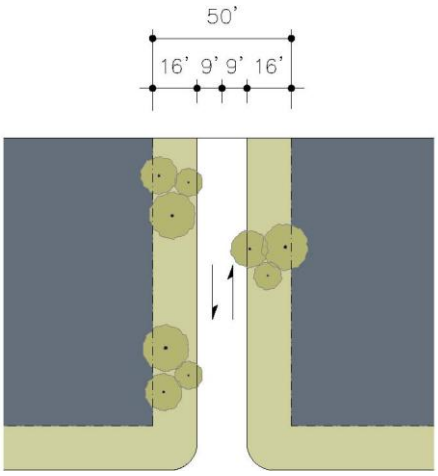


	RL-24-12	**RA-24-2**
Thoroughfare Type	Rear Lane	Rear Alley
Zone Assignment	PVD-G-VS, PVD-G-VU	PVD-G-VC, PVD-G-VU, TOD-MAC, TOD-CORCOM, CMX, CAM
Right-of-Way Width	24 feet	24 feet
Pavement Width	12 feet	24 feet
Design Speed	10 MPH	10 MPH
Pedestrian Crossing Time	3.5 seconds	6.5 seconds
Traffic Lanes	2 lanes	2 lanes
Parking Lanes	None	None
Curb Radius	15 feet	25 feet
Frontage Type	None	None
Walkway Type	6 feet sidewalk	None
Planter Type	None	None
Curb Type	Inverted crown	Inverted crown
Landscape Type	None	None
Transportation Provision	None	None

THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Path:	BP
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR

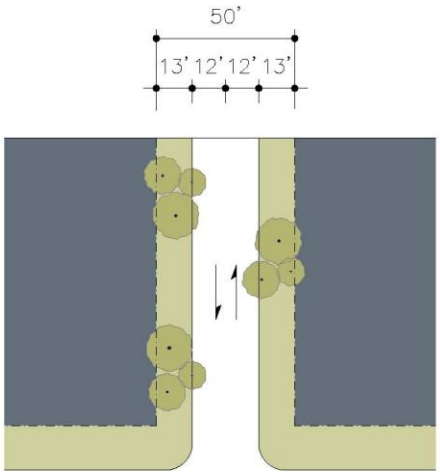


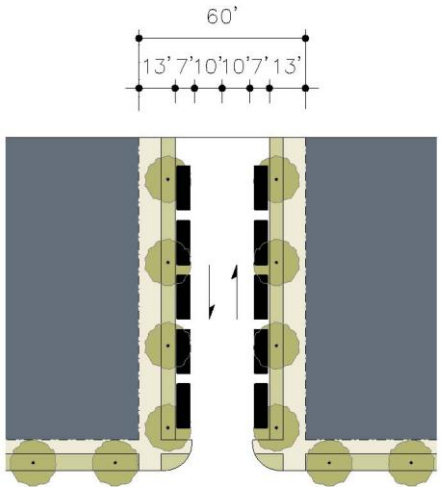


	RD-50-14	RD-50-18
Thoroughfare Type	Road	Road
Zone Assignment	PVD-G-VE, PVD-G-VS, CS	PVD-G-VE, PVD-G-VS, CS
Right-of-Way Width	50 feet	50 feet
Pavement Width	14 feet	18 feet
Design Speed	15 MPH	15 MPH
Pedestrian Crossing Time	4 seconds	5 seconds
Traffic Lanes	2 lanes	2 lanes
Parking Lanes	None	None
Curb Radius	15 feet	25 feet
Frontage Type	Porch, Front Yard	Porch, Front yard
Walkway Type	Path optional	Path optional
Planter Type	Continuous swale	Continuous swale
Curb Type	Swale *	Swale *
Landscape Type	Trees clustered at 30 feet o.c. Avg.	Trees clustered at 30 feet o.c. Avg.
Transportation Provision	BP	BP

THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Path:	BP
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR

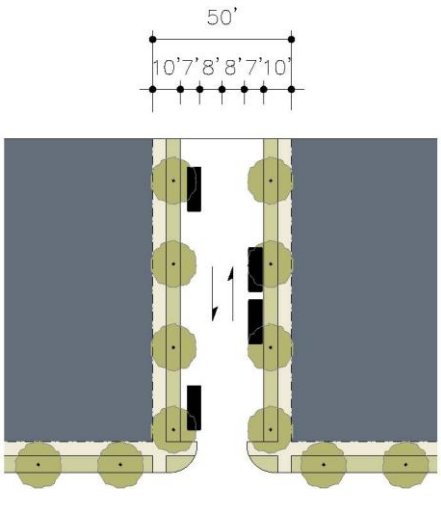


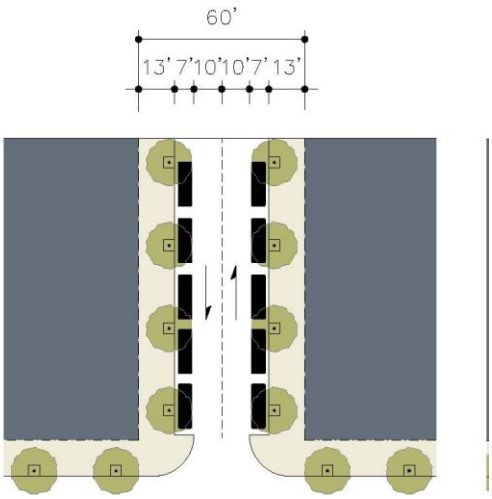


	RD-50-24	ST-60-34
Thoroughfare Type	Road	Street
Zone Assignment	PVD-G-VE, PVD-G-VS, CS	PVD-G-VS, PVD-G-VU, CAM, CMX
Right-of-Way Width	50 feet	60 feet
Pavement Width	24 feet	34 feet
Design Speed	20 MPH	20 MPH
Pedestrian Crossing Time	6.5 seconds	5.5 seconds
Traffic Lanes	2 lanes	2 lanes
Parking Lanes	None	Both Sides @ 7 feet marked
Curb Radius	25 feet	15 feet
Frontage Type	Porch, Front Yard	Stoop, Forecourt, Courtyard, Porch
Walkway Type	Path optional	6 foot sidewalk
Planter Type	Continuous swale	7 foot Continuous planter
Curb Type	Swale *	Curb or Swale *
Landscape Type	Trees clustered at 30 feet o.c. Avg.	Trees at 30 feet o.c. Avg.
Transportation Provision	BP	BR

THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Path:	BP
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR

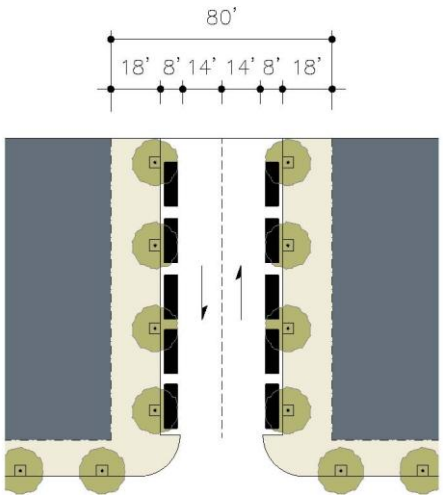


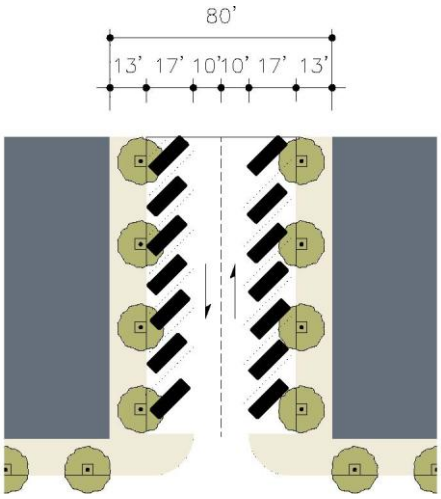


	ST-50-30	CS-60-34
Thoroughfare Type	Street	Commercial Street
Zone Assignment	PVD-G-VS, PVD-G-VU	PVD-G-VC, CMX, CAM, TOD-CORCOM
Right-of-Way Width	50 feet	60 feet
Pavement Width	30 feet	34 feet
Design Speed	25 MPH	25 MPH
Pedestrian Crossing Time	4.5 seconds	10 seconds
Traffic Lanes	2 lanes	2 lanes
Parking Lanes	Both Sides @ 7 feet unmarked	Both Sides @ 7 feet marked
Curb Radius	15 feet	15 feet
Frontage Type	Stoop, Forecourt, Courtyard Porch	Portal, Shop Front
Walkway Type	6 foot sidewalk	13 foot sidewalk
Planter Type	5 foot continuous planter	4x4" tree well
Curb Type	Curb	Curb
Landscape Type	Trees at 30 feet o.c. Avg.	Trees at 30 feet o.c. Avg.
Transportation Provision		

THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Path:	BP
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR

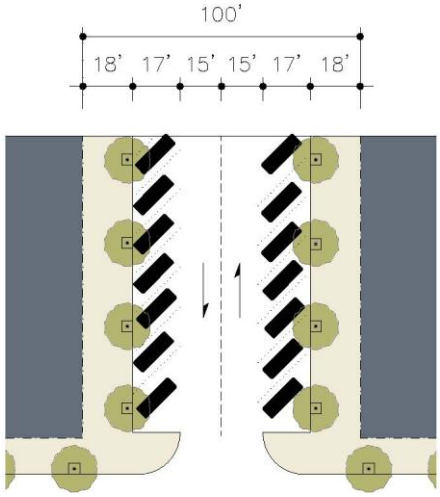


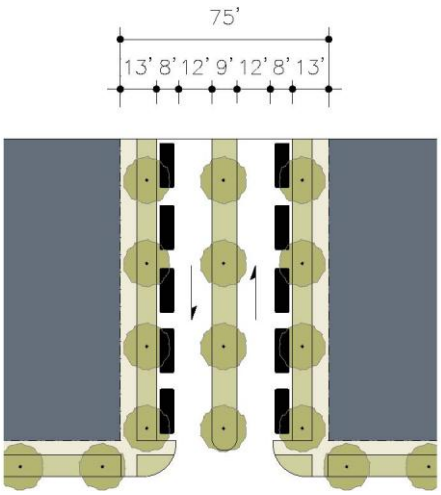


	CS-80-44	CS-80-54
Thoroughfare Type	Commercial Street	Commercial Street
Zone Assignment	PVD-G-VC, CMX, CAM, TOD-CORCOM	PVD-G-VC, CMX, CAM, TOD-CORCOM
Right-of-Way Width	80 feet	80 feet
Pavement Width	44 feet	54 feet
Design Speed	25 MPH	25 MPH
Pedestrian Crossing Time	12 seconds	8 seconds
Traffic Lanes	2 lanes	2 lanes
Parking Lanes	Both Sides @ 8 feet marked	Both Sides @ 7 feet marked
Curb Radius	15 feet	15 feet
Frontage Type	Portal, Shop Front	Portal, Shop Front
Walkway Type	18 foot sidewalk, Café Space	18 foot sidewalk, Café Space
Planter Type	4x4" tree well	4X4" tree well
Curb Type	Curb	Curb
Landscape Type	Trees at 30 feet o.c. Avg.	Trees at 30 feet o.c. Avg.
Transportation Provision		

THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Path:	BP
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR

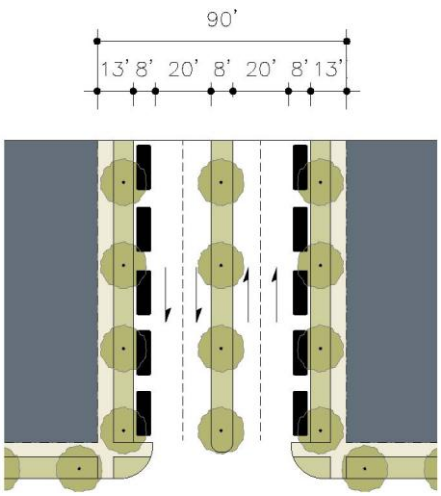


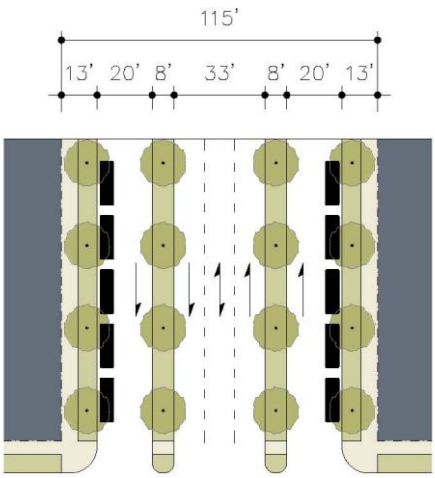


	CS-100-64	AV-75-40
Thoroughfare Type	Commercial Street	Avenue
Zone Assignment	PVD-G-VC, CMX, CAM, TOD-CORCOM	PVD-G-VS, PVD-G-VU, PVD-G-VC, CMX, CAM, TOD-CORCOM, TOD-MAC
Right-of-Way Width	100 feet	90 feet
Pavement Width	64 feet	56 feet
Design Speed	25 MPH	25 MPH
Pedestrian Crossing Time	8 seconds	13 seconds
Traffic Lanes	2 lanes	4 lanes
Parking Lanes	Both Sides angled @ 17 feet marked	Both Sides @ 8 feet marked
Curb Radius	15 feet	10 feet
Frontage Type	Portal, Shop Front	Portal, Shop Front, Forecourt
Walkway Type	18 foot sidewalk, Café Space	6 foot sidewalk
Planter Type	4X4" tree well	7 foot continuous planter
Curb Type	Curb	Curb or swale *
Landscape Type	Trees at 30 feet o.c. Avg.	Trees at 30 feet o.c. Avg.
Transportation Provision		BR, TR

THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Path:	BP
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR

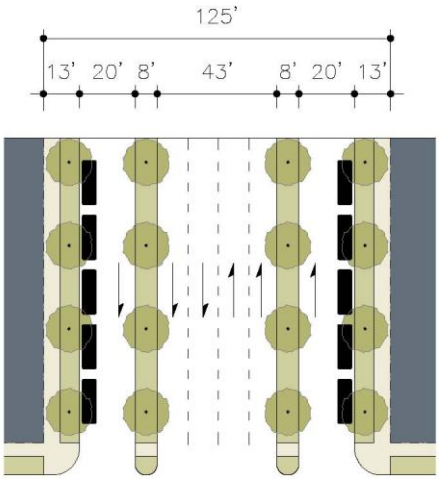


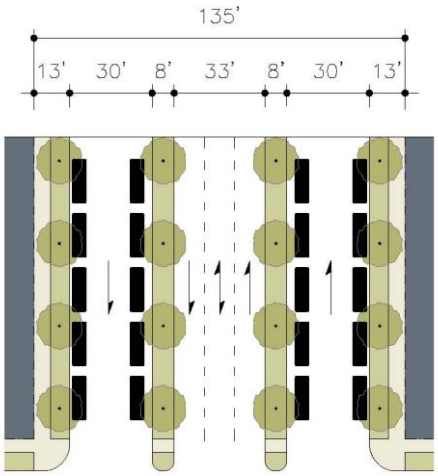


	AV-90-56	BV-115-33
Thoroughfare Type	Avenue	Boulevard
Zone Assignment	PVD-G-VS, PVD-G-VU, PVD-G-VC, CMX, CAM, TOD-CORCOM, TOD-MAC	PVD-G-VC, CMX, CAM, TOD-CORCOM, TOD-MAC
Right-of-Way Width	75 feet	115 feet
Pavement Width	40 feet	20 feet - 33 feet - 20 feet
Design Speed	25 MPH	35 MPH
Pedestrian Crossing Time	13 seconds	6 seconds - 9.5 seconds - 6 seconds
Traffic Lanes	2 lanes	3 lanes, 1 turning lane & 2 one-way slip roads
Parking Lanes	Both Sides @ 8 feet marked	8 feet
Curb Radius	10 feet	10 feet
Frontage Type	Portal, Shop Front, Stoop, Forecourt	Portal, Shop Front
Walkway Type	6 foot sidewalk	6 foot sidewalk
Planter Type	7 foot continuous planter	7 foot continuous planter
Curb Type	Curb or swale *	Curb
Landscape Type	Trees at 30 feet o.c. Avg.	Trees at 30 feet o.c. Avg.
Transportation Provision	BR, TR	BR, TR

THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Path:	BP
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR

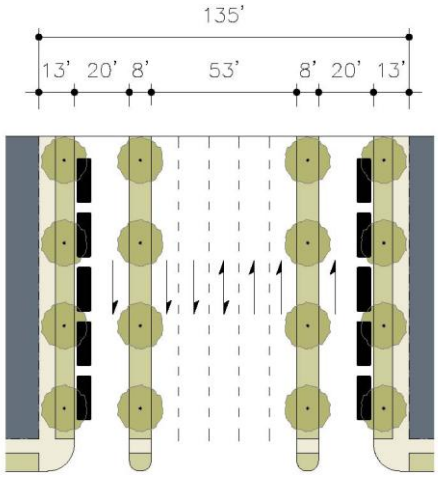




	BV-125-43	**BV-135-33**
Thoroughfare Type	Boulevard	Boulevard
Zone Assignment	PVD-G-VC, CMX, TOD-CORCOM, TOD-MAC	CMX, TOD-CORCOM, TOD-MAC
Right-of-Way Width	125 feet	135 feet
Pavement Width	20 feet - 43 feet - 20 feet	30 feet - 33 feet - 30 feet
Design Speed	35 MPH	35 MPH
Pedestrian Crossing Time	6 seconds - 13 seconds - 6 seconds	8.5 seconds - 9.5 seconds - 8.5 seconds
Traffic Lanes	4 lanes & 2 one-way slip roads	3 lanes, 1 turning lane & 2 one-way slip roads
Parking Lanes	8 feet	8 feet
Curb Radius	10 feet	10 feet
Frontage Type	Portal, Shop Front, Forecourt	Portal, Shop Front, Forecourt
Walkway Type	6 foot sidewalk	6 foot sidewalk
Planter Type	7 foot continuous planter	7 foot continuous planter
Curb Type	Curb	Curb
Landscape Type	Trees at 30 feet o.c. Avg.	Trees at 30 feet o.c. Avg.
Transportation Provision	BR, TR	BR, TR

THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Path:	BP
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR



BV-135-53

Thoroughfare Type	Boulevard
Zone Assignment	CMX, TOD-CORCOM, TOD-MAC
Right-of-Way Width	135 feet
Pavement Width	20 feet - 53 feet - 20 feet
Design Speed	35 MPH
Pedestrian Crossing Time	6 seconds - 15 seconds - 6 seconds
Traffic Lanes	5 Lanes, 1 turning lane & 2 one-way slip roads
Parking Lanes	8 feet
Curb Radius	10 feet
Frontage Type	Portal, Shop Front, Forecourt
Walkway Type	6 foot sidewalk
Planter Type	7 foot continuous planter
Curb Type	Curb
Landscape Type	Trees at 30 feet o.c. Avg.
Transportation Provision	BR, TR

14-20-2-6 Building Walls, Materials, Configurations, Openings, Street Walls, Materials for Other Building Components, Prohibited Materials.

(A) Purpose and Intent.

Building walls should be similar to, or appear as, and complement the traditional materials and techniques of New Mexico. They should express the construction techniques and structural constraints of traditional, long-lasting, building materials and the Albuquerque climate. Simple configurations and solid craftsmanship are favored in building form. All building materials to be used shall express their specific properties; for example, heavier more permanent materials (masonry) should support lighter materials (wood).

(B) Permitted Building Materials and Configurations.

(1) Permitted primary and secondary materials are as follows:

Primary Materials	Secondary Materials
Primary materials are limited to the following:	Secondary materials are limited to the following:
• Stucco (cementitious finish) • Adobe • Brick and tile masonry • Native stone (or synthetic equivalent) • Wood lap siding – including Hardie-Plank™ equivalent or better cementitious siding • Metal panel – smooth, matte finish. Traditional corrugated metal allowed by administrative review based on context of project.	• Terra cotta tiles • Pre-cast masonry (for trim and cornice elements only) • Gypsum Reinforced Fiber Concrete (GFRC—for trim elements only) • Metal (for beams, lintels, trim elements and ornamentation) • Split-faced block (only for piers, foundation walls and chimneys) • Concrete block (only for non-exposed piers, foundation walls and chimneys) • Wood lap siding – including Hardie-Plank equivalent or better cementitious siding • Wood trim

(2) Wall materials shall be consistent horizontally (i.e. joints between different materials must be horizontal and continue around corners) except for panel inserts (up to 15% of Facade) and chimneys and piers. Lap siding configuration shall be horizontal.

(3) Brick, block, and stone must be detailed in appropriate load-bearing configurations.

(4) Permitted colors are warm earth-toned colors, tone of 30% minimum (grayscale measurement).

(C) Material Changes

Changes in primary materials are permitted only where:

(1) An addition of a different material is built onto the original buildings; or

(2) For vertical changes, the change occurs at an interior corner, as opposed to a corner that is locatedon the front elevation plane.

(D) Wall Openings

(1) The horizontal dimension of the wall opening shall not exceed the vertical dimension except where otherwise prescribed in the Form Based Code.

(2) Shall not span vertically more than 1 story.

(3) Shall correspond to interior space and shall not span across building structure such as the floor structural and mechanical thickness.

(E) Street Walls

(1) Permitted materials. Permitted materials include native/regional stone and equivalent imitation stone, adobe, metal (wrought iron, welded steel and/or aluminum (electro-statically plated)), brick, stucco and a combination of these materials. The interior of street walls may be composed or constructed of concrete block, wood frame or straw bail if covered by the materials listed above in this paragraph.

(2) Configurations and techniques. Configurations and techniques are consistent with those identified above for Building Walls.

(F) Materials for Other Components

(1) Awnings, cantilevers, Portals and shed roofs shall be made of metal, canvass cloth, wood, concrete tile, clay tile or glass.

(G) Prohibited Materials

(1) Prohibited exposed materials include: smooth face block, concrete tilt-up panels (except for the Warehouse building form), wood board, cyclone, chain-link and razor-wire fencing, except as otherwise provided herein.

14-20-2-7 Signage.

(A) Purpose and Intent

This section provides standards to ensure that signs are clear, informative to the public and weather well. Signage is desirable for advertising shops and offices and as decoration. Signs should be scaled (reduced in size) to the desired nature of the district: mixed-use, pedestrian-oriented, with slow-moving automobile traffic. Signage that is glaring or too large creates distraction, intrudes into and lessens the visual experience and creates clutter.

This section generally regulates only the sign structure or copy design and not the sign's content. For example, a "free-standing sign" involves the structural characteristics of a sign – e.g., a sign that is attached to or mounted on a pole. The references to sign structure and sign copy have no bearing on the sign's content, message or viewpoint. The only exceptions to this rule are where certain types of sign content are required by First Amendment caselaw, such as for real estate or political signs (see, e.g., Linmark Assoc., Inc. v. Township of Willingboro, 431 U.S. 85, 97 S.Ct. 1614, 52 L.Ed.2d 155 (1977)). In order to avoid regulating a sign's content, message or viewpoint, this section is restricted to regulations involving structural characteristics.

The City finds and determines that the type, size, dimensions, setbacks and physical design of signage permitted by the Form Based Code protect the City's interests in traffic safety, community character and aesthetics, while allowing adequate visibility, conspicuity, legibility, readability and pedestrian or motorist reaction time for signs. The City hereby finds and determines that the public and private administrative costs associated with permitting requirements for certain signs that are requlated by this Section outweigh their impacts on the public purposes described above. Accordingly, these signs are allowed to substitute noncommercial messages for commercial messages in order to avoid curtailing speech.

(B) General.

(1) The General Sign Regulations (§ 14-16-3-5) apply to the extent that they are consistent with this section. If this section and a portion of the General Sign Regulations conflict, this section applies.

(2) This section does not apply to political signs or any other sign displaying a noncommercial message.

(3) Any sign authorized in this Section is allowed to contain non-commercial copy in lieu of any other copy.

(C) Design: Podium apartments, Live-work, Flex building, Drive-through, Standalone commercial buildings, Liner buildings, Civic or institutional buildings, Structured parking

(1) Wall signs are permitted within the area between the second story floor line and the first floor ceiling, within a horizontal band not to exceed 2 feet in height. In no case shall this band be higher than 18 feet or lower than 12 feet above the adjacent sidewalk.

(2) Letters shall not exceed 18 inches in height or width and 3 inches in relief. Signs shall not come closer than 2 feet to an adjacent private lot line.

(3) Additionally, logos, names or noncommercial messages may be placed within this horizontal band or placed or painted within ground floor or second story office windows. This copy shall not be larger than a rectangle of 8 square feet.

(4) A masonry or bronze plaque may be placed in the building's cornice or a parapet wall or under the eaves, and above the upper story windows. Any such plaque shall be no larger than a rectangle of 18 square feet.

(5) Street addresses may be placed at between 6 feet and 12 feet above grade using 6 to 12 inches tall, non-cursive type lettering.

(6) Projecting signs (not more than 24 inches horizontal by 48 inches vertical and minimum 9 foot clear height above the sidewalk) may be hung below the second story level, perpendicular to the ROW or from an overhang or awning. Signs shall not project more than 36 inches, perpendicular to the ROW, beyond the Facade.

(7) Refurbishment of historic wall signs and neon signs is permitted and encouraged.

(D) Design: Light industrial and Warehouse.

Signage shall be single letter boxes internally lit, raised single letters externally lit, or internally lit box "can signs". Letters shall not exceed 36 inches in height. The standards in 14-20-2-7(C) shall apply to Liner buildings attached to or associated with the building forms in 14-20-2-7(D). A "can sign" means a sign with a structural casing, typically fabricated with sheet metal, containing on the front side a changeable plastic or glass panel accommodating the entire sign copy, which is usually illuminated internally, mounted on the exterior of a structure and protruding a maximum of 18 inches beyond the face of the building exterior.

(E) Prohibited Signs:

The following signs are prohibited in the zoning districts established by this Article:

(1) Off-premise signs.

(2) Pole signs,

(3) Portable signs.

(F) Special Signage

No neon, flashing, traveling, animated, or intermittent lighting shall be visible on the exterior of any building in the following zones: PVD-VU, PVD-VS, PVD-VE, Campus and Conservation Subdivision, except where it is expressly controlled by an adopted plan.

14-20-2-8. Lighting

(A) Purpose and Intent

Materials and equipment chosen for lighting fixtures should be durable and weather well. Appropriate lighting is desirable for night time visibility, crime deterrence and decoration. Lighting that is too bright or intense creates glare, hinders night vision and creates light pollution.

(B) Generally

Site lighting shall be of a design and height and shall be located so as to illuminate only the lot. Up-lighting is not permitted. An exterior lighting plan must be approved as consistent with these standards by the City.

(C) Pedestrian Street Lights

Pedestrian street lights shall be located between 13 feet and 16 feet above grade with a maximum average spacing (per block face) of 60 feet on center on "A" Streets and 75 feet on center on "B" Streets. Pedestrian street lights must be placed 2 feet from the back of curb on each side of the street, unless otherwise indicated on the site plan. Street lighting and street trees shall not conflict.

(D) Exterior Building Lights

On the street front elevation, exterior lights shall be mounted between 6 feet and 14 feet above adjacent grade.

(E) Alleys

All lots with Alleys shall have lighting fixtures within 5 feet of the Alley’s edge of pavement. This fixture shall illuminate the Alley, be between 13 and 16 feet in height, and not cause glare into adjacent lots. When a structure in the lot is within 5 feet of the Alley’s edge, the lighting fixture shall be attached to the structure and not to a light pole. Street lights along Alleys shall have a maximum average spacing of 75 feet on center.

(F) Lighting Elements

Lighting elements shall be metal halide or halogen only. No HID or fluorescent lights, except compact fluorescent bulbs that screw into standard sockets, may be used on the exterior of buildings.

(G) Floodlights and Directional Lights

Floodlights or directional lights (maximum 75 watt bulbs) may be used to illuminate Alleys, parking garages and working (maintenance) areas, but must be shielded or aimed in such a way that they do not shine into other lots or the street.

14-20-2-9 Mechanical Equipment.

(A) The following shall be placed behind and away from any public right of way, shall not be stored within any street ROW, and shall be screened from view from the public ROW space: air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, and similar equipment.

(B) Roof mounted equipment shall be screened from view from the public ROW.

PART 3: FORM BASED CODE ZONES

14-20-3-1 Intent

This Part establishes a set of form based zoning regulations that are tailored to a variety of situations. These zones allow mixed use development in varied contexts, ranging from new development on large, "Greenfield" sites to neighborhood redevelopment on infill sites. A description of the zones is as follows:

Zone	Purpose
Transit Oriented Development – Major Activity Center ("TOD-MAC")	These are high intensity employment, civic, retail, commercial and entertainment centers with a complementary mix of high to medium density residential uses. The centers are compact and spatially concentrated, with a network of streets and pedestrian ways connected to transit facilities.
Transit Oriented Development – Corridor / Community Activity Center ("TOD-CORCOM")	These are Major Transit Corridors or Community Activity Centers that serve a relatively large area by providing community-serving retail and services and higher density housing. Densities and intensities are transit supportive but are smaller in scale than the TOD-MAC Major Activity Centers.
Planned Village Development – Greenfields ("PVD-G")	Permits the establishment of mixed-use communities on relatively large, undeveloped sites. A set communities may include a larger Town Center (pursuant to the TOD-MAC zone) or a Community Activity Center (using the TOD-CORCOM zone). The Planned Village Development zone include separate regulations for Village Center, Village Urban, Village Suburban and Village Edge development that are integral parts of the PVD zone.
Planned Village Development – Established ("PVD-E")	Permits the establishment of mixed-use communities in developed or partially developed areas. In some instances, this zone may add complementary functions to neighborhoods that have developed primarily as single-use, low-density communities.
Commecial - Mixed Use ("CMX")	The CMX zone supports a pedestrian scale, principally commercial development that is needed in a mixed-use neighborhood. This zone can be used to establish commercial and other uses in multiple structures that serve residential neighborhoods or to redevelop existing shopping centers.
Campus ("CAM")	The Campus zone provides design and site layout standards for employment, institutional and commercial sites. These sites may have supportive residential uses. The Campus layout features generous open space and an internal pedestrian / biking network.
Conservation Subdivision ("CS")	The CS zone provides a low density buffer between major open space areas / arroyos and higher density development. The zone contains standards for water, other natural resources, and energy conservation. The CS zone provides for the preservation of the natural environment including arroyos and plant and animal habitat. The CS zone requirements may be used as the development standards for the PVD Village Edge zone.

14-20-3-2 Permitted Building Forms – Composite Matrix

Table 3-2 indicates the zoning areas where each building form or type is permitted and the situations for which it is permitted.

The rules of interpretation for Table 3-2 are as follows:

Table 3-1

Symbol	Rules of Interpretation:
Digit	The numbers in the left column are the Land Based Classification Standards (LBCS) Codes, Structure Category. Building forms that are not listed are prohibited in the Form Based Code zones. Numbers followed by a dash ("–") refer to a subcategory that is unique to the City of Albuquerque, and is more fully described below.
●	Permitted
B	Permitted only on a "B" Street that is designated on the site plan or Sector Plan. The lot or parcel must not abut an "A" Street.
	Blank cell means the use is prohibited.

Table 3-2: Permitted Building Types or Forms

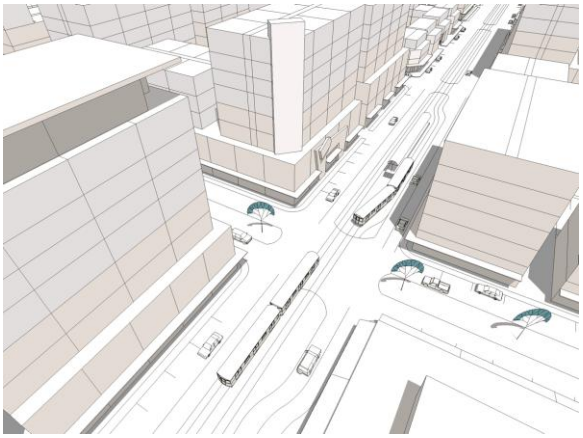
LBCS Structure Code	Structure Type	TOD-MAC	TOD-CORCOM	PVD - Village Center	PVD – Village Urban	PVD – Village Suburban	PVD – Village Edge	Campus	CMX-Commercial Mixed Use	Conservation Subd
1000	Residential building									
1110	Detached single-family building				●	●	●			●
1121	Duplex structure				●	●				
1122	Sideyard				●	●				
1130	Accessory unit / Carriage house	●	●	●	●	●			●	●
1140	Townhouse / Rowhouse	●	●	●	●			●	●	
1200	Multifamily structure or apartment [1]									
1203	Multifamily structure - 3 units (Triplex)			●	●	●				
1204	Multifamily structure - 4 units (Fourplex)			●	●	●				
1200-1	Courtyard apartments	●	●	●	●			●	●	
1200-3	Terrace apartments	●	●	●				●	●	
1320	Dormitory	●	●					●	●	
1330	Hotel, motel	●	●	●				●	●	
1340	Single room occupancy unit	●	●					●	●	
2000	Commercial and Mixed Use[2]									
1200-2	Live-work units	●	●	●	●			●	●	
1200-5	Podium apartments	●	●	●				●	●	
2110, 2210	Drive-through facility	**B**	**B**	**B**				**B**	**B**[4]	
2200	Liner building	●	●	●				●	●	
2230	Standalone store or shop building	**B**	**B**						●	
2100, 2300, 2400	Flex building	●	●	●				●	●	
2600	Industrial									
2610	Light industrial buildings		**B**	**B**				**B**		
2700	Warehouse							**B**		
3000	Civic (Public assembly)									
3100-3130	Theater	●	●	●					●	
3200	Indoor games facility	●	●	●					●	
3300	Sports stadium or arena	●								
3400	Exhibition, convention, or conference structure	●						●		
3500	Religious building	●	●	●	●	●	●	●	●	●

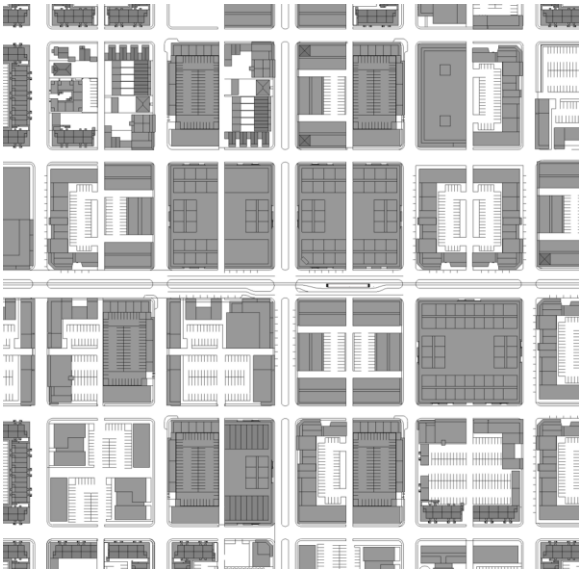
PART 3: FORM BASED CODE ZONES.
14-20-3-2 Permitted Building Forms - Composite Matrix

LBCS Structure Code	Structure Type	TOD-MAC	TOD-CORCOM	PVD - Village Center	PVD – Village Urban	PVD – Village Suburban	PVD – Village Edge	Campus	CMX-Commercial Mixed Use	Conservation Subd
3700	Atriums and public enclosures	●	●	●				●	●	
3800	Other community structures	●	●	●				●	●	
3900	Passenger assembly	●	●	●	●			●	●	
3910	Mixed modal terminal	●	●					●		
3930 - 3840	Bus / train terminal	●	●					●		
4000	Institutional or community facilities									
4100 -4430	Institutional buildings	●	●	●				●		
4440, 4450, 4700	Outdoor facility, no major structure	●		●						
5000	Transportation-related facilities (not accessory to a Principal Building)[2]									
5210, 5220	Surface parking (parking lot)	**B**	**B**	**B**				**B**	**B**	
5230	Parking structure with no ground floor commercial – residential							**B**		
5230-1	Structured parking with ground floor commercial – residential	●	●	●				●	●	
5240	Underground parking structure	●	●	●	●			●	●	
5250	Rooftop parking facility	●	●	●				●	●	
5300	Bus stop shelter	●	●	●	●	●	●	●	●	

1 The LBCS creates subclassifications based upon the number of units. In this section, the number of units is governed by the density restrictions of the applicable zone. A multifamily or apartment designation does not give the applicant a right to greater density than the maximum permitted by the applicable form based zone.
2 Commercial includes any of the following building types that are not listed. All of these building types or forms can be configured as one of the listed building types: 2220 Restaurant building, 2240 Department store building, 2250 Warehouse discount store building, 2260 Market shop (includes open market), 2500 Mall, shopping center, or collection of shops, 2591 Convenience stores or center.
3 Bus stop shelters (5300) must conform to the Development Process Manual.
4 Permitted only on corner lots.

14-20-3-3 Transit Oriented Development – Major Activity Center (TOD-MAC)





(A) Purpose and Findings

The Transit Oriented Development – Major Activity Center:

- Provides a mixture of residential, commercial, entertainment, civic and employment within identified light rail or other high capacity transit station areas
- Promotes transit supportive development by ensuring access to transit.
- Provides development standards characterized by a more intensely built-up environment that is oriented to pedestrians, but accommodating of automobiles, and includes active areas of shops and restaurants. These standards include requirements such as for benches, kiosks, outdoor cafes; limitations on conflicts between vehicles and pedestrians; minimum densities; interconnected street system, buildings that are oriented to the Public Realm; mixed uses that includes higher density residential; wrapped parking structures and on-street parking.
- Provides a compact urban form that is restricted to areas within walking distance of a major transit station (approximately ½ mile), and uses that are dependent upon, or may generate, relatively high transit usage. Uses that interfere with transit are not permitted. Uses that are not designed to be transit supportive, but that provide an anchor for the community and/or can accommodate transit, are relegated to designated "B" Streets.

(B) Required, Permissive and Prohibited Building Types and Uses

(1) TOD-MAC High Intensity Core and Medium Intensity Core. New multistory buildings shall devote the street level area to the retail, commercial and services uses listed below. Such buildings shall include said uses along at least 75% of their Frontage along "A" streets and 50% of their Frontage along "B" streets.

- Multi-family dwellings
- Convenience Retail Establishments
- Food Store, Bakery Shops, Ice Cream
- General Business Services
- Movie Theaters
- Museums, Art Galleries or Libraries
- Office Buildings
- Personal Service Establishments
- Professional Uses
- Restaurants and Bars
- Retail Establishments

(2) No auto-oriented use (see list below) shall be located within 1,000 feet of another auto-oriented use.

- Automobile sales
- Heavy consumer goods sales or service
- Drive-through facility attached to an ancillary use building
- Warehouse discount store building
- Warehouse or storage facility
- Gasoline station
- Automobile repair and service structures
- Car care center

(3) The following uses are permitted in the TOD-MAC zone:

Permissive Building Types and Uses TOD-MAC	
Detached Single-Family Building	
Duplex	
Sideyard	
Accessory unit / Carriage house	●
Townhouse / Rowhouse	●
Multifamily - Triplex	
Multifamily - Fourplex	
Courtyard apartments	●
Live-work	●
Terrace apartments	●
Podium apartments	●

Permissive Building Types and Uses TOD-MAC	
Dormitory	●
Hotel / motel	●
Single room occupancy unit	●
Drive-through facility	**B**
Liner building	●
Standalone store or shop building	**B**
Flex building	●
Light industrial building	
Warehouse	
Theater	●
Indoor games facility	●
Sports stadium / Arena	●
Exhibition, convention or conference structure	●
Religious building	●
Atriums / Public enclosure	●
Other community structures	●
Passenger assembly	●
Bus / train terminal	●
Mixed modal terminal	●
Institutional buildings	●
Outdoor facility, no major structure	●
Surface parking (parking lot)	**B**
Parking structure with no ground floor commercial – residential	
Structured parking with ground floor commercial – residential	●
Underground parking structure	●
Rooftop parking facility	●
Bus stop shelter	●

See § 14-20-3-2, Table 3-2 for rules of interpretation.

(C) Densities and Intensities and Height

High Intensity Core:

300 feet from transit station

Minimum Density	40 dwelling units per acre
Maximum Density	96 dwelling units per acre
Minimum FAR	2.0
Maximum FAR	7.0
Minimum Height	2 stories / 26 feet on at least 90% of the block face

Maximum Height	7 stories / 91 feet on no more than 30% of block faces

Medium Intensity Core:

300 to 1320 feet from transit station

Minimum Density	32 dwelling units per acre
Maximum Density	60 dwelling units per acre
Minimum FAR	1.5
Maximum FAR	5.0
Minimum Height	2 stories / 26 feet on at least 70% of the block face
Maximum Height	5 stories / 65 feet on no more than 30% of block face

Low Intensity Periphery:

From medium intensity core to 2,640 feet

Minimum Density	12 dwelling units per acre
Maximum Density	35 dwelling units per acre
Minimum FAR	.6
Maximum FAR	3.0
Minimum Height	2 stories / 26 feet on at least 70% of the block face
Maximum Height	4 stories / 54 feet Within 100 feet from any perimeter of the development site that abuts a developed single family residential area, building shall not exceed 2 stories / 26 feet in height.

Distance from the station shall be measure along streets and beginning at the point where passengers board the transit facility. If this location is not known at the time of the application, the distance is measured from the boundary of the station area.

(D) Required Uses in High Intensity Core and Medium Intensity Core

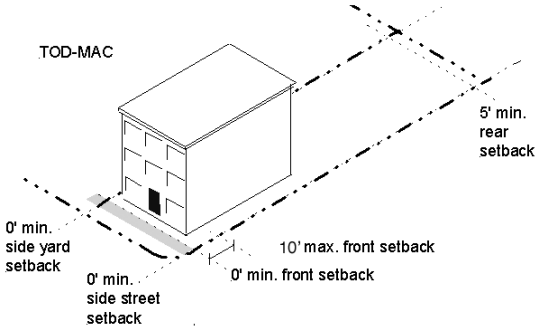
	Minimum Percent
Civic Uses (in High Intensity Core only)	5%
Retail, Entertainment	20%
Residential	20%
Office	30%

Note: These may be in mixed use building forms as permitted in the FBC

(E) Building Form and Design

	TOD-MAC
Glazing of ground floor Frontage	75% minimum
Ground story clear height	A ground floor story shall include a minimum 15 foot clear height for commercial uses and 10 foot clear height for residential uses. All other stories shall include a minimum 9 foot clear height. In order to ensure that a useable amount of floor area is included under the clear height, this height must be maintained unobstructed for minimum depth of 20 feet from the front Facade.
Building entryways on streets	40 feet on center minimum or as provided in the Building Form regulations (§ 14-20-2-1)
Articulation on streets	40 feet on minimum or as provided in the Building Form regulations (§ 14-20-2-1)

(F) Building Placement



Setbacks (feet)

Front setback (minimum):	0 feet
Front setback (maximum):	10 feet
Side street setback (minimum):	0 feet
Side yard setback (minimum):	0 feet
Rear setback (minimum)	5 feet

Or as provided in the Building Form regulations (§ 14-20-2-1)

(G) Building Form and Profile

(1) Standards for Courtyards, Forecourts, Portals, Porches, Shop Fronts, etc. are addressed in Section 14-20-2-2 of the Form Based Code. Maximum encroachment height is 1 story.

(2) Encroachments in the public ROW shall follow existing City regulations.

(H) Traffic Impact and Street Design

(1) A Traffic Impact Study (TIS) shall be submitted whereby the reduction of the LOS of affected streets below LOS "E" is avoided.

(2) Mitigation measures included as part of the TIS may not include pavement widening or turn lanes.

(3) The following measures must be included as part of the mitigation required as part of the TIS:

(a) Commercial buildings must provide pedestrian connections to adjoining properties, except where the adjoining property owner has been contacted and has denied access to the property.

(b) A commercial building’s on-site circulation system shall connect to existing or proposed streets, accessways and drive ways, or be stubbed out to adjoining property if the adjoining property is undeveloped.

(c) Commercial buildings must provide direct pedestrian connections between transit stops and building entrances.

14-20-3-4 Transit Oriented Development - Corridor/ Community Activity Center (TOD-CORCOM)

(A) Purpose and Findings

The Transit Oriented Development – Corridor/Community Activity Center:

- Provides residential, commercial, entertainment, civic and employment within identified light rail or other high capacity transit station areas and transit corridors.
- Is intended to promote transit supportive development, ensure access to transit, and limit conflicts among vehicles, pedestrians and transit operations.
- Is characterized by a more intensely built-up environment and a pedestrian orientation, while accommodating automobiles, and active areas of shops and related commercial activities. Provides minimum densities; an interconnected street system; buildings oriented to Public Realm; mixed use including higher density residential; wrapped parking structures and on street parking.
- Is restricted to areas well within walking distance (1/8th mile) of transit stations, transfer locations and transit corridors.
- Allows only uses that depend upon, or may generate, a relatively high level of transit usage. Uses that interfere with transit usage and generation are not permitted. Uses that are not designed to be transit supportive but that provide an anchor for the community and/or can accommodate transit are relegated to designated "B" Streets.

(B) Permissive Building Types and Uses

(1) TOD-CORCOM Parcel Adjacent to Transit Station. Any new multistory building shall devote the street level area to the retail, commercial and services uses listed below. Such buildings shall include the following uses along at least 50% of their Frontage:

- Multi-family dwellings
- Convenience Retail Establishments
- Food Store, Bakery Shops, Ice Cream
- General Business Services
- Movie Theaters
- Museums, Art Galleries or Libraries
- Office Buildings
- Personal Service Establishments
- Retail Establishments
- Professional Uses
- Restaurants and Bars

(2) No auto-oriented use (see list below) shall be located within 1,000 feet of another auto-oriented use.

- Automobile sales
- Drive-through facility attached to an ancillary use building
- Gasoline station
- Automobile repair and service structures
- Car care center

(3) The following uses are permitted in the TOD-CORCOM zone:

Permissive Building Types and Uses TOD-CORCOM	
Detached Single-Family Building	
Duplex	
Sideyard	
Accessory unit / Carriage house	●
Townhouse / Rowhouse	●
Multifamily - Triplex	
Multifamily - Fourplex	
Courtyard apartments	●
Live-work	●
Terrace apartments	●
Podium apartments	●
Dormitory	●
Hotel / motel	●
Single room occupancy unit	●
Drive-through facility	**B**

Permissive Building Types and Uses TOD-CORCOM	
Liner building	●
Standalone store or shop building	**B**
Flex building	●
Light industrial building	B
Warehouse	
Theater	●
Indoor games facility	●
Sports Stadium / Arena	
Exhibition, convention or conference structure	
Religious building	●
Atriums / Public enclosure	●
Other community structures	●
Passenger assembly	●
Mixed modal terminal	●
Bus / train terminal	●
Institutional buildings	●
Outdoor facility, no major structure	
Surface parking (parking lot)	**B**
Parking structure with no ground floor commercial – residential	
Structured parking with ground floor commercial – residential	●
Underground parking structure	●
Rooftop parking facility	●
Bus stop shelter	●

See § 14-20-3-2, Table 3-2 for rules of interpretation.

(C) Densities, Intensities and Height

	TOD-CORCOM
Parcel adjacent to transit station (and not to exceed 200 feet)	
Minimum Density	32 dwelling units per acre
Maximum Density	60 dwelling units per acre
Minimum FAR	1.0
Maximum FAR	3.0
Minimum Height	2 stories / 26 feet on at least 70% of the block face
Maximum Height	4 stories / 52 feet

Within 660 feet (1/8th mile) of transit station	
Minimum Density	8 dwelling units per acre
Maximum Density	32 dwelling units per acre
Minimum FAR	.6
Maximum FAR	2.0
Minimum Height	2 stories / 26 feet on at least 50% of the block face
Maximum Height	3 stories / 39 feet

Parcels with frontage on transit corridor not included in above (not to exceed 200 feet and not beyond alley)	
Minimum Density	32 dwelling units per acre
Maximum Density	60 dwelling units per acre
Minimum FAR	1.0
Maximum FAR	3.0
Minimum Height	2 stories / 26 feet on at least 70% of the block face
Maximum Height	4 stories / 54 feet with 3 stories / 39 feet on at least 15% of any block face. Within 40 feet of a single family zoned lot, buildings shall not exceed 2 stories / 26 feet in height

Distance from the station shall be measure along streets and beginning at the point where passengers board the transit facility. If this location is not known at the time of the application, the distance is measured from the boundary of the station area.

(D) Required Uses Adjacent to Transit Station, within 1/8th Mile of a Transit Station and on a Transit Corridor

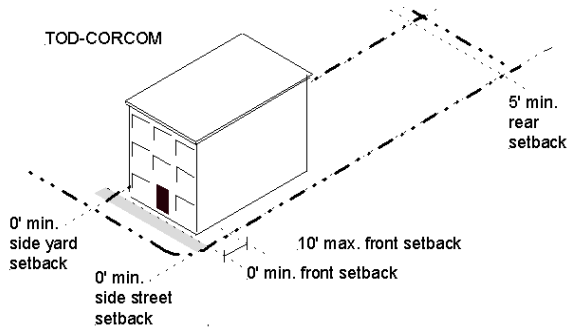
	Parcel adjacent to transit station (and not exceeding 200 feet) Minimum Percent	**Within 660 feet (1/8th mile) of transit station** Minimum Percent	**Parcels with frontage on transit corridor not addressed elsewhere (not to exceed 200 feet and not beyond alley)** Minimum Percent
Civic Uses	5%	--	
Retail, Entertainment	20%	10%	20%
Residential	30%	40%	20%
Office	10%	No minimum	10%

Note: These may be in mixed use building forms as permitted in the FBC

(E) Building Form and Design

Glazing of ground floor Frontage	75% minimum
Ground story clear height	A ground floor story shall include a minimum 15 foot clear height for commercial uses and 10 foot clear height for residential uses. All other stories shall include a minimum 9 foot clear height. In order to ensure that a useable amount of floor area is included under the clear height, this height must be maintained unobstructed for minimum depth of 20 feet from the front Facade.
Building entryways on streets	40 feet on center minimum or as provided in the Building Form regulations. (§ 14-20-2-1).
Articulation on streets	40 feet on center minimum or as provided in the Building Form regulations.

(F) Building Placement



Front setback (minimum):	0 feet
Front setback (maximum):	10 feet
Side street setback (minimum):	0 feet
Side yard setback (minimum):	0 feet
Rear setback (minimum)	5 feet

Or as provided in the Building Form regulations (§ 14-20-2-1).

(G) Building Form and Profile

(1) Standards for Courtyards, Forecourts, Portals, Porches, Shop Fronts, etc. are addressed in Section 14-20-2-2 of the Form Based Code. Maximum encroachment height is 1 story

(2) Encroachments in the public ROW shall follow existing City regulations.

(H) Traffic Impact and Street Design

(1) A Traffic Impact Study (TIS) shall be submitted whereby the reduction of the LOS of affected streets below LOS "E" is avoided.

(2) Mitigation measures included as part of the TIS may not include pavement widening, turn lanes or medians.

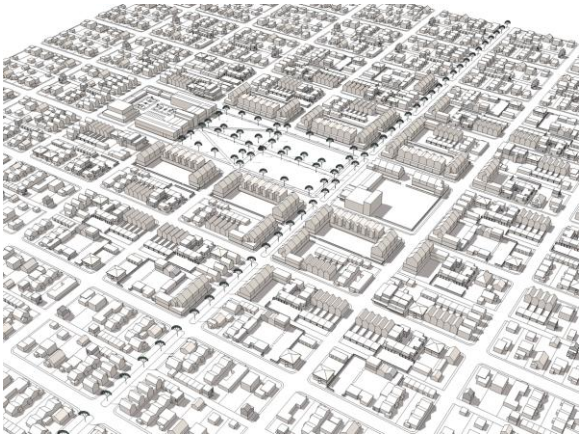
(3) The following measures must be included as part of the mitigation required as part of the TIS:

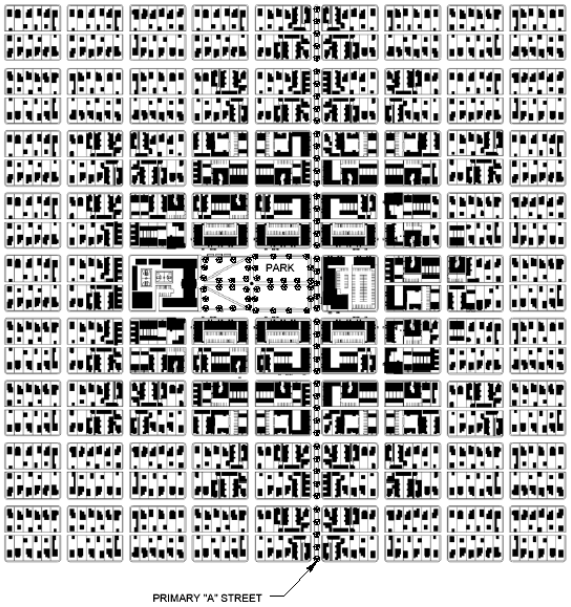
(a) Commercial buildings must provide pedestrian connections to adjoining properties, except where the adjoining property owner has been contacted and has denied access to the property.

(b) A building's on-site circulation system shall connect to existing or proposed streets, accessways and driveways, or be stubbed out to adjoining property if the adjoining property is undeveloped.

(c) Buildings must provide direct pedestrian connections between transit stops and building entrances.

14-20-3-5 Planned Village Development – Greenfield Area (PVD-G)





(A) Purpose and Findings

The Planned Village Development - Greenfield (PVD-G) Zone is designed to accommodate:

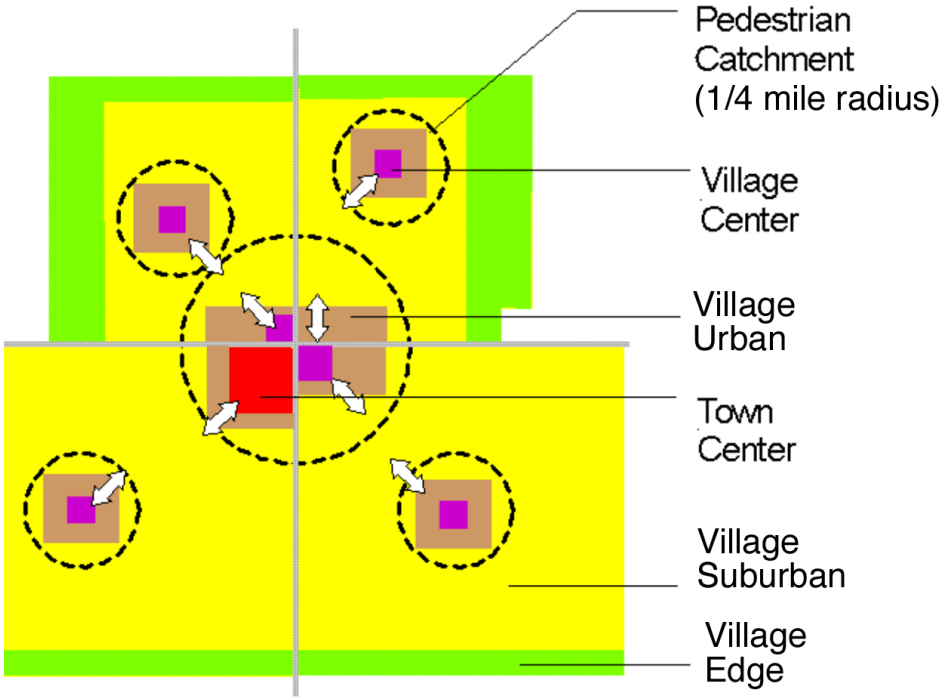
- Complete neighborhoods that include a variety of housing types.
- Central commercial, residential, entertainment, public, office and mixed-use areas that create destination points for purposeful walking and biking trips.
- A central plaza area, with improved parks and civic spaces.
- Mixed density residential with higher densities closer to the central plaza.
- Buildings oriented toward streets and parks.
- Interconnected pedestrian, bicycle and traffic routes.
- Narrow traffic lanes and short blocks that accommodate vehicles while encouraging safe and convenient pedestrian travel.
- Schools, preferably smaller sized, where there is a sufficient present or projected school aged population.

(B) General Requirements

(1) A Planned Village - Greenfield (PVD-G) consists of the following: a PVD - Village Center (PVD-G-VC), PVD - Village Urban area (PVD-G-VU), PVD - Village Suburban area (PVD-G-VS), and PVD - Village Edge area (PVD-G-VE). The regulations in the Conservation Subdivision (CS) zone may be substituted for those of the PVD-G-VE zone and are applied in circumstances described in CS zone § 14-20-3-9 (e.g. mandatory when adjacent to Major Public Open Space and recommended adjacent to Major Open Space Arroyos).

(2) Combinations of Planned Villages – Greenfield developments may be a larger integrated community unit, connected through a Town Center and higher intensity corridors (using the TOD-MAC or TOD-CORCOM zone).

For example:



The following table describes these areas and indicates whether they are optional or mandatory:

Areas and Subareas	Zoning District or Designation	Applicability	Description and General Standards	Location / Size
Town Center	TOD-MAC or TOD-CORCOM Community Activity Center	Optional – As center to multiple villages	This is a mixed use area that consists of civic, retail, service, office, public and multi-family uses. A Town Center would support approximately 3 or 4 Planned Village Developments.	Along the boundaries among Villages.
Planned Village Development Greenfield	PVD-G	Mandatory	A PVD is a mixed use and mixed density neighborhood with subareas that differ in character, housing types, and density. The Villages are characterized by short blocks and high pedestrian/bike connectivity to its interior destinations and to its supporting Town Center if present.	Approximately 160 to 320 acres in gross land area.
Village Center	PVD-G-VC Designated on Site Development Plan	Mandatory	Each Village must include a Village Center including higher density housing, retail/commercial and civic uses including a plaza. It may include convenience retail, an elementary school, community center and public meeting space. Buildings are oriented toward the Public Realm. The PVD transportation network will balance pedestrian, bicycle and vehicular uses.	No specific location is required, although the Village Center location will dictate the location of the PVD - Urban portion of the Village. The Village Center shall be 10-30% of the PVD by acreage.
Village Urban	PVD-G-VU Designated on Site Development Plan	Mandatory	The PVD - Urban portion of a Village includes a variety of higher density housing types and limited non-residential uses and building forms.	PVD - Urban must abut the Village Center. A PVD is 20-60% PVD-U by acreage.
Village Suburban	PVD-G-VS Designated on Site Development Plan	Mandatory	The PVD - Suburban portion of a Village includes a mix of single family housing types, 2, 3 and 4-plexes and accessory living quarters. Home occupations are permitted.	These areas generally are located between the PVD - Urban and PVD - Edge portions of the Village. A PVD is 10-50% PVD-VS by acreage.

Areas and Subareas	Zoning District or Designation	Applicability	Description and General Standards	Location / Size
Village Edge	PVD-G-VE or CS Designated on Site Development Plan	Mandatory	The Edge portion of a Village will differ based on what it borders. When the PVD borders major public open space as defined in CS zone § 14-20-3-9, the CS zone standards applies as a buffer to these areas. If the PVD borders an arterial, special landscaping and set back requirements may be appropriate to define the edge. Although the character of the Edge portion will differ, an Edge to the PVD should always be clearly indicated.	The Edge is located at the periphery of the PVD. The Edge of a PVD shall include 20% dedicated public open space.

(3) A Phasing Plan must be proposed as part of the Site Development Plan for a Planned Village Development. The Phasing Plan may provide for construction of the Village Center at any time; however, the Phasing Plan shall not permit the issuance of certificates of occupancy for the last 25% of the dwelling units in the Village until the Village Center is at least 50% completed.

(4)

(C) Permissive Building Types and Uses

The following uses are permitted in the PVD-G zone:

Permissive Building Types and Uses PVD-G	**PVD - Village Center**	**PVD – Village Urban**	**PVD - Village Suburban**	**PVD – Village Edge**
Detached Single-Family Building		●	●	●
Duplex		●	●	
Sideyard		●	●	
Accessory unit / Carriage house	●	●	●	
Townhouse / Rowhouse	●	●		
Multifamily - Triplex	●	●	●	
Multifamily - Fourplex	●	●	●	
Courtyard apartments	●	●		
Live-work	●	●		
Terrace apartments	●			
Podium apartments	●			
Dormitory				
Hotel / motel	●			
Single room occupancy unit				
Drive-through facility	**B**			
Liner building	●			
Standalone store or shop building				
Flex building	●			
Light industrial building	B			
Warehouse				
Theater	●			
Indoor games facility	●			
Sports Stadium / Arena				
Exhibition, convention or conference structure				
Religious building	●	●	●	●
Atriums / Public enclosure	●			
Other community structures	●			
Passenger assembly	●	●		
Mixed modal terminal				
Bus / train terminal				
Institutional building	●			
Outdoor facility, no major structure	●			
Surface parking (parking lot)	**B**			
Parking structure with no ground floor commercial – residential				
Structured parking with ground floor commercial –	●			

Permissive Building Types and Uses PVD-G	PVD - Village Center	PVD – Village Urban	PVD - Village Suburban	PVD – Village Edge
Residential				
Underground parking structure	●	●		
Rooftop parking facility	●			
Bus stop shelter	●	●	●	●

See § 14-20-3-2, Table 3-2 for rules of interpretation.

(D) Densities, Intensities and Height

The requested densities and intensities must be set forth in the Subdivision Plat and/or Site Development Plan Application. The Subdivision Plat or Site Development Plan for a Planned Village shall comply with the following:

	Village Center	Village Urban	Village Suburban	Village Edge
Minimum Average Residential Density	20 dwelling units per acre	8 dwelling units per acre	2 dwelling units per acre	No minimum
Maximum Average Residential Density	40 dwelling units per acre	20 dwelling units per acre	5 dwelling units per acre	1 dwelling unit per acre
Minimum Average FAR	0.3	0.3		
Maximum Average FAR	2.0	1.0		
Minimum Height	2 stories / 26 feet on at least 70% of block face	2 stories / 26 feet on at least 70% of block face		
Maximum Height	3 stories / 39 feet on at least 10% of all block faces.	3 stories / 39 feet	2 stories / 26 feet	

* The average density is calculated for each site plan for 2 or more parcels, and the average calculated must fall within the range of “Minimum Average” and “Maximum Average” contained in the Residential Density and Floor Area Ratio (FAR) standards in the table above. For an individual parcel (or a lot

without subdivision) the Minimum Average is the Minimum density allowed and the Maximum Average is the Maximum density allowed.

(E) Required Uses in Village Center

	Minimum Percent
Civic Uses	10%
Retail, Entertainment	20%
Residential	20%
Office	No minimum

Note: These may be in mixed use building forms as permited in the FBC.

(F) Building Form and Design

The following building design standards apply to the Village Center portion of a PVD-G:

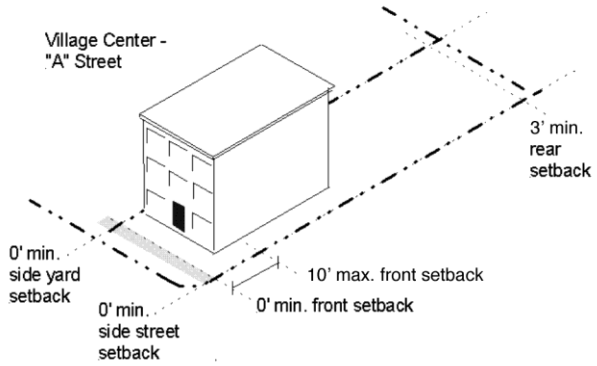
Glazing of ground floor Frontage	40-90%. Commercial uses are required to have 75% ground floor glazing on “A” streets.
Ground story clear height	A ground floor story shall include a minimum 15 foot clear height for commercial uses and 10 foot clear height for residential uses. All other stories shall include a minimum 9 foot clear height. In order to ensure that a useable amount of floor area is included under the clear height, this height must be maintained unobstructed for a minimum depth of 20 feet from the front Facade
Building entryways on "A" streets	30 feet on center minimum or as provided in the Building Form regulations (§ 14-20-2-1)
Articulation on "A" streets	30 feet on center minimum or as provided in the Building Form Regulations (§ 14-20-2-1)

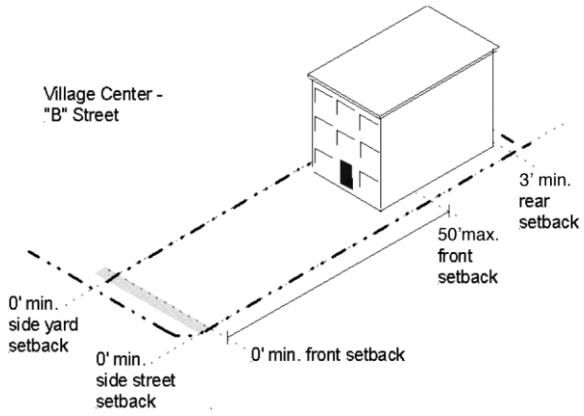
(G) Building Placement

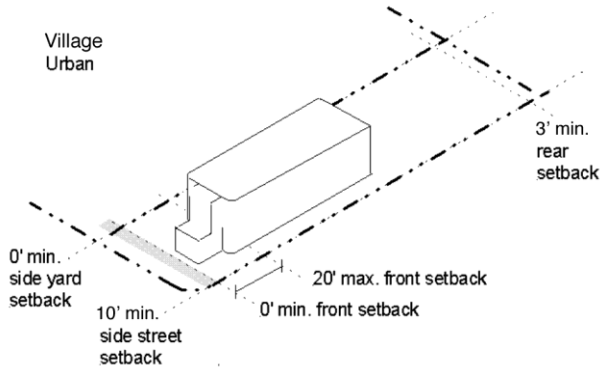
(1) Setbacks

The front, rear, and side setback requirements in the PVD-G are as follows:

PVD-G







Setbacks

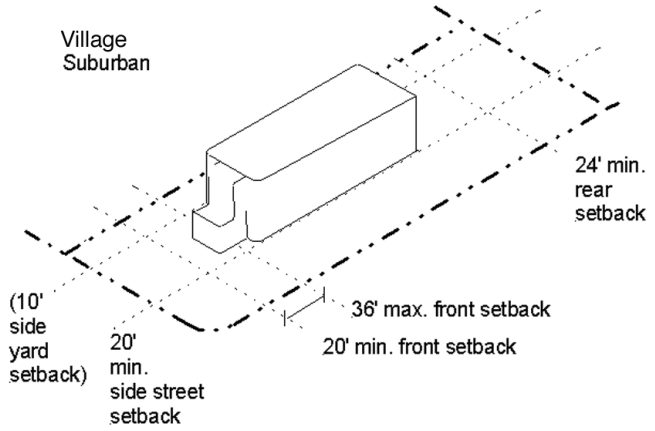
PVD - Village Center (PVD-G-VC)

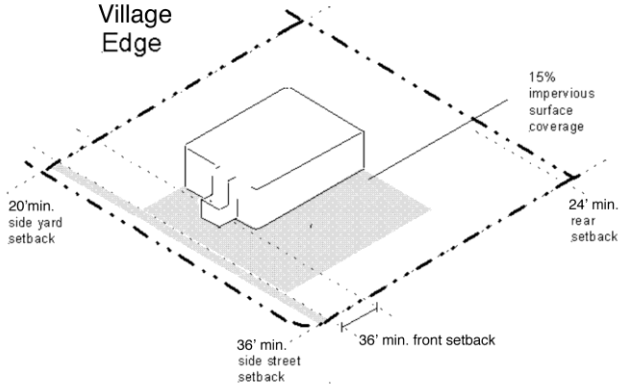
Front setback (minimum):	0 feet
Front setback (maximum)	
"A" Streets:	10 feet
"B" Streets:	50 feet
Side street setback (minimum):	0 feet
Side yard setback (minimum):	0 feet
Rear setback (minimum)	3 feet

PVD – Village Urban (PVD-G-VU)

Front setback (minimum):	0 feet
Front setback (maximum):	20 feet
Side street setback (minimum):	10 feet
Side yard setback (minimum:	0 feet
Side yard setback (maximum):	10 feet
Rear setback (minimum)	3 feet

PVD-G





Setbacks

PVD - Village Suburban (PVD-G-VS)

Front setback (minimum):	20 feet
Front setback (maximum):	36 feet
Side street setback (minimum):	20 feet
Side yard setback (minimum):	10 feet
Rear setback (minimum)	24 feet

PVD – Village Edge (PVD-G-VE)
(if low density housing is appropriate)

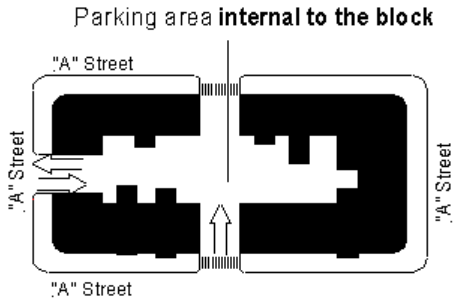
Front setback (minimum):	36 feet
Front setback (maximum):	None
Side street setback (minimum):	36 feet
Side yard setback (minimum):	20 feet
Rear setback (minimum)	24 feet

Impervious surface shall not exceed 15% of the lot (not including building roofs).

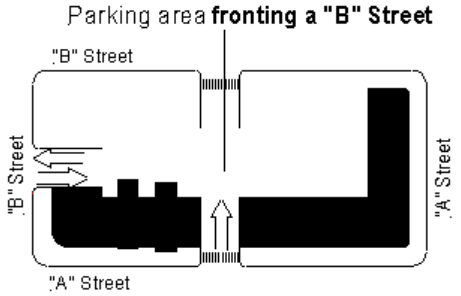
(2) Onsite Parking

The following parking standards apply to the Village Center and the Village Urban portions of the PVD-G Zone:

(a) Parking spaces shall either be internal to a block or shall front a "B" Street. Parking spaces shall not front any "A" Street.



(b) Parking is not allowed to front or be located across the street from any lot that is part of a Suburban or Edge Zone or an existing single-family zoning district. This restriction does not apply if the parking is behind residential units.



(c) Parking areas that share rear or side lot lines with a single-family zoning district must be screened from view at the street and shared lot line with solid landscaping, a streetwall, or other means. Height of screening is required to be a minimum of 5 feet and maximum of 8 feet.

(3) Abutting Uses

Uses and building forms may abut along any lot line. However, with regard to the front and back sides of buildings, they only may abut front to front and back to back.

(H) Building Form and Profile

(1) Standards for Courtyards, Forecourts, Portals, Porches, Shop Fronts, etc. are addressed in Section 14-20-2-2 of the Form Based Code. Maximum encroachment height is 1 story

(2) Encroachments in the public ROW shall follow existing City regulations.

(I) Civic Space

The land area and locational requirements for civic spaces in the PVC-G are as prescribed below:

Type	Location And Minimum Size	Maximum Size
Parks, Squares or Plazas	Location: Village Center Minimum size: 1 acre 	4 acres (Note: this acreage may be divided into more than 1 site within the PVD – Village Center)
Greenways or Greenbelts	Private and public Conservation Easement areas shall be located within natural areas such as steep slopes, floodplains, or wetlands, or in significant viewsheds.	
Public Open Space	Location: Village Edge Minimum size: 20% of the PVD-G-VE zone shall be dedicated public open space.	

(J) Landscaping

(1) A Planned Village is exempt from § 14-16-3-10 (Landscaping Regulations Applicable to Apartment and Nonresidential Development), except for the following:

- § 14-16-3-10(C) Landscaping Plan
- § 14-16-3-10(D) Installation and Maintenance
- § 14-16-3-10(E)(3)(c) rear landscape buffer (six feet)
- § 14-16-3-10(F) Plant Sizes
- § 14-16-3-10(G)(2) Street Trees

(2) In order to provide a continuous pedestrian transition for residential neighborhoods and commercial areas, PVD - Urban and PVD - Suburban Zones may not be separated from the Town Center or Village Center by

berms or buffers. Instead trails and/or sidewalks shall be established that provide direct and multiple connections among the zones and uses.

14-20-3-6 Planned Village Development – Established Area (PVD-E)

(A) Purpose and Findings

(1) The Planned Village Development - Established Area is designed to facilitate comprehensive development / redevelopment in areas where development has already taken place or in areas that are largely developed in order to create complete neighborhoods and mixed-use development consistent with the Planned Village Development – Greenfield zone.

(2) Over time (e.g. 5 to 20 years), a proposed Planned Village Development - Established Area shall constitute a complete and integrated community that contains housing, shops, work places, schools, parks, roadways, civic facilities and other elements essential to the daily life of the residents.

(3) Because the development patterns differ in built up areas, this section provides design flexibility subject to criteria that achieve objectives to encourage compact, walkable, mixed-use neighborhoods. Accordingly, applicants are shall incorporate Form Based Code and Planned Village Development standards within existing built-up areas as part of a PVD-E development application.

(4) Because PDV-E development typically will affect existing neighborhoods, the Sector Plan process (new Sector Plan or updated Sector Plan) is required in order to allow for comprehensive and careful analysis, including, but not limited to, neighborhood social conditions, the built environment and existing zoning, mitigation of possible impacts on the existing neighborhood, and adequate public review.

(B) General Requirements

(1) A PVD-E zone plan shall conform to the requirements of § 14-20-3-5 (PVD-G), except where a modification has been allowed as provided below or as part of the Sector Plan approval process.

(2) The PVD-G zone regulations and associated design standards are encouraged, but not mandated, and shall be fully explored with the neighborhood residents and other involved parties whenever a Section Plan is reviewed and updated.

(3) The PVD-E zone, by employing the framework of the Planned Village Development – Greenfield zone, establishes a comprehensive template for the development and redevelopment of the neighborhood whose boundaries are specified in a Sector Plan.

(4) A PVD-E zone shall be approximately 160 acres to approximately 320 acres in gross land area and within an approximately one-quarter (1/4) to one-half (1/2) mile radius area

(5) A PVD-E zoning district may be established only as part of a Sector Plan pursuant to § 14-16-4-3 ROA 1994.

(6) The application of the PVD-E zone and design standards need not meet the criteria in Section 14-16-2-28(F) ROA 1994, which relate to Overlay Zones.

(C) Applicability

(1) The area either has a mixture of residential and non-residential development or zoning as provided in the PVE-G zone or can reasonably be anticipated to develop such a mixture over time with new land use standards as provided in the PVE-E zone.

(2) The area either is linked by a continuous system of sidewalks and bicycle paths or the streetscape is reasonably conducive to the development of such systems as provided by the PVE-E zone.

(3) Any other substantially developed area that the City determines, as part of the Sector Plan process, can be functionally related to the proposed PVD-E zone area.

(4) The approval of the PVE-E zone, design standards and Form Based Code shall only be made after a formal review of the proposed changes by residents, property owners, lessees, businesses and neighborhood associations within the applicable plan area and in accordance with Section 14-16-4-3 ROA 1994. The formal review, including at least one public meeting, shall be conducted with professional planning staff assistance of the City Planning Department, the School of Architecture and Planning of the University of New Mexico, or private planning professionals, as agreed upon by the neighborhood association board and the City Planning Department, or by the City Planning Department and the City Councilor(s) from the Council District(s) affected if there is no neighborhood association in the area.

(D) Modifications of PVD-G Requirements for the PVD-E

(1) Purpose

Modifications are permitted in order to allow creative solutions to development issues, to implement the Comprehensive Plan and the Planned Growth Strategy, and to establish a flexible development alternative where there is an alternative standard that accomplishes the objectives of § 14-20-3-1. It is intended that the modification criteria be limited to situations or where the specific character of the neighborhood would render compliance with the PVD-G criteria impractical or unnecessary.

(2) Applicability

The following criteria of § 14-20-3-5 specifically may be modified under the conditions provided in this § 14-20-3-6(D):

(a) The PVD-G-VS (Village Suburban) and PVD-G-VE (Village Edge) standards;

(b) Phasing Plan as contained in § 14-20-3-5(B)(3);

(c) Densities, Intensities and Heights in § 14-20-3-5(D), if the waiver does not deviate by more than +/- 20% of the applicable requirements; and

(d) Parking space criteria in § 14-20-3-5(G)(2);

(e) Civic Space criteria in § 14-20-3-5(I);

(f) Landscaping criteria in § 14-20-3-5(J);

(g) Block sizes in §14-20-2-5 in order to address irregularities in building sites and where the site cannot feasibly be subdivided to meet the block size requirements in the Form Based Code.

(E) Specific Requirements for Sector Plans and Sector Plan Updates Pursuant to the PVG-E zone.

(1) All new Sector Plans and Sector Plan Updates must address the following elements and, in identified instances, provide benchmarks related to transitioning from existing Sector Plan area conditions to standards contained in the PVG-G zone or alternatives to those standards that are

proposed to be reached over time (a transition plan). The benchmarks shall include a reasonable estimate of the time period of which these standards may be achieved.

(a) Designation of the following subzones on a map of the Sector Plan area: Village Center, Village Urban, Village Suburban and Village Edge. The applicant may justify why the Village Edge zone is inappropriate to the area.

(b) Percentages of acreage in the Sector Plan area for each of these subzones. A transition plan shall be addressed if these percentages are inconsistent with those contained in Section 14-20-3-5(B).

(c) Permitted Uses and Building Forms by subzones based upon Section 14-20-3-5(C).

(d) Densities, Intensities, and Height based upon Section 14-20-3-5(D), potentially as modified by Section 14-20-3-6(D).

(e) Required uses in the Village Center: percentages found within existing conditions and transition plan if these percentages are inconsistent with those contained in Section 14-20-3-5(E).

(f) Future residential development will result, over time, in a variety of housing types that allows persons of different economic levels and age groups to living within boundaries of the PVD-E area.

(g) Future non-residential development will result, over time, in a variety of commercial, office or other non-residential uses so that a range of job types becomes available for the residents of the PVD-E area and others.

(h) Building Form and Design and Building Placement, as contained in Sections 14-20-3-5(F) and (G) (1).

(i) Modifying block sizes and roadway connectivity to meet the standards contained in Section 14-20-2-5 when feasible.

(j) Designation of “A” and “B” streets as described in Section 14-20-2-4(A), a streetscape program based on standards contained in Section 14-20-2-5 and a transition program for bringing streetscapes in conformity with the adopted standards. Streets, pedestrian paths and bicycle paths shall constitute a system of fully-connected routes to all destinations. The design of these

facilities shall encourage pedestrian and bicycle use by being small in scale, spatially defined by buildings, trees and other landscaping, and by discouraging high speed traffic.

(k) The area should be linked by a continuous system of sidewalks. The objective is that 90% of the street rights-of-way have developed sidewalks. If needed, a transition plan shall address how this objective will be met.

(l) Existing public transportation system within the PVD-E area shall be identified together with a program to enhance accessibility to transit and paratransit service if necessary. An objective is that at least 60% of the dwelling units and 75% of the non-residential floor area should lie within 2,000 feet of a transit stop.

(m) Onsite Parking standards as contained in Section 14-20-3-5(G)(2) and addressing a transition plan to bring these standards into effect over time.

(n) Civic Space as contained in 14-20-3-5(I) with regard to existing conditions and a transition program to bring these conditions into conformity with the adopted standard over time.

(o) Other elements as appropriate.

(F) Utilization of the Planned Village Development – Established Area Zone in the Review of Development Proposals Subsequent to Its Adoption.

(1) All new proposed development projects shall be evaluated in view of the extent to which they further the transitions and benchmarks between existing conditions and desired future states. Proposed developments shall not be approved unless they make material, specific, defined progress in these regards.

14-20-3-7 Campus Zone (CAM)

(A) Purpose and Findings

The Campus Zone (CAM) provides:

- Opportunities for employment, institutional and civic uses (e.g., hospital, educational facility, research park, office park) interspersed with open areas, pedestrian walkways and bikeways.
- Higher density residential building forms integrated with the walking, biking, and open space networks.
- Other campus amenities such as retail, business services and restaurants.
- Building and design standards for mixed-use and employment, institutional centers, and public spaces; enhanced open space requirements; landscaping and xeriscaping; pedestrian and bicycle linkages; transit orientation; parking; lighting; service and loading areas.

(B) General Requirements and Applicability

(1) Defining features.

The site layout and building design for a Campus shall include the following:

(a) A streetside area that includes building orientation to the vehicular rights of way.

(b) A network of interior paths that link buildings through open space with pedestrian walkways, bikeways, plazas and trails.

(c) A plaza and courtyard system that includes building orientation to these features and to open space.

(2) Campus densities and intensities

	Streetside abutting non-residential or mixed use zones	**Streetside abutting single family zones**	**Adjacent to plazas and courtyards**
Maximum Density	60 dwelling units per acre	12 dwelling units per acre	60 dwelling units per acre
Minimum Average FAR	0.3	0.3	0.3
Maximum Average FAR	2.0*	1.0	2.0*

* Average Maximum FAR. The average FAR is calculated for each site plan for 2 or more parcels and the average calculated must be consistent with the "Maximum Average" contained Floor Area Ratio (FAR) standards in the table above. For an individual parcel (or a lot without subdivision) the Maximum Average is the Maximum density allowed.

(C) Permissive Building Types and Uses

(1) The following uses are permitted in the Campus zone:

Permissive Building Types and Uses Campus (CAM) Zone	
Detached Single-Family Building	
Duplex	
Sideyard	
Accessory unit / Carriage house	
Townhouse / Rowhouse	●
Multifamily - Triplex	
Multifamily - Fourplex	
Courtyard apartments	●
Live-work	●
Terrace apartments	●
Podium apartments	●
Dormitory	●
Hotel / motel	●
Single room occupancy unit	●
Drive-through facility	**B**
Liner building	●
Standalone store or shop building	
Flex building	●
Light industrial building	**B**
Warehouse	**B**
Theater	
Indoor games facility	
Sports Stadium / Arena	
Exhibition, convention or conference structure	●
Religious building	●
Atriums / Public enclosure	●
Other community structures	●
Passenger assembly	●
Mixed modal terminal	●
Bus / train terminal	●
Institutional building	●
Outdoor facility, no major structure	
Surface parking (parking lot)	**B**
Parking structure with no ground floor commercial – residential	**B**
Structured parking with ground floor commercial – residential	●

Permissive Building Types and Uses Campus (CAM) Zone	
Underground parking structure	●
Rooftop parking facility	●
Bus stop shelter	●

See § 14-20-3-2, Table 3-2 for rules of interpretation.

(2) Accessory uses include personal services such as cafeteria, restaurant, hair grooming, newsstand, laundry pick up and day care centers; and temporary buildings, trailers and vehicles for uses incidental to construction. These uses are permitted if they are:

(a) Related to the permitted principal uses; and

(b) Intended primarily to serve occupants of the Campus and their visitors.

(D) Required Uses in Campus

	Minimum Percent
Civic uses	
Retail, commercial, entertainment	10%
Residential	15%
Office	No minimum

Note: These may be in mixed use building forms as permitted in the FBC

(E) Building Placement and Height

	Maximum Stories / Height
Within 50 feet from any permimeter of the development site that abuts a single family residential area	2 stories / 26 feet in height
From 50 feet to 100 feet from any permimeter of the development site that abuts a single family residential area and from 0 to 100 feet of other perimeter locations	4 stories / 54 feet in height
Beyond 100 feet from the perimeter	6 stories / 78 feet in height

(F) Open Space

(1) Buildings, parking areas and exterior spaces must be connected by a continuous open space network.

(2) Over the entire site, at least 1 square foot of open space must be provided for:

(a) Every 0.5 square foot of building footprint; and

(b) Every 1 square foot of surface parking.

(3) The open space network includes the following:

(a) Entry drive treatments, including landscaping and wall signage that signifies arrival at a place; and

(b) Outdoor seating; and

(c) Pedestrian walkways.

(4) At least 50% of the open space must be landscaped and contain pedestrian network facilities.

(5) Potential conflicts with motorized vehicles within the open space network are prohibited unless the conflict is unavoidable due to unique topographical conditions, other unique circumstances, would improve pedestrian safety taking into consideration the overall site design.

(6) Courtyards within the open space must be:

(a) Formally landscaped or hardscaped; and

(b) Surrounded on at least 3 sides by buildings; and

(c) Each building elevation facing the Courtyard must include at least 1 entryway and glazing on at least 40% of the Facade, or as provided in the Building Form regulations (§ 14-20-2-1).

(7) Open space shall be maintained in private ownership and shall be subject to a private maintenance agreement with the City.

(G) Off Street Surface Parking

(1) Parking must be distributed in separate modules, as described below.

(2) Modules must be:

(a) Separated by buildings, open space areas or pedestrian paths, surrounded by landscaping; and

(b) Spaced at least 50 feet apart; and

(c) Include no more than 21,000 sf or 50 parking spaces; and

(d) Not abut a developed or undeveloped residential area; and

(e) Landscaped with a minimum of 1 canopy tree and 2 shrubs per 4-8 spaces.

(H) Transportation Facilities

(1) The transportation network interior to a Campus must include:

(a) Continuous pedestrian and biking system(s); and

(b) Sidewalks with minimum width of 6 feet on both sides on all streets.

(2) Streets within a Campus may be public or private.

(I) Landscaping

(1) Yards and buffers shall comply with City's Landscaping Standards (§ 14-16-3-10 ROA) except as provided in the Form Based Code when the standards there shall prevail.

(2) In addition to perimeter yards and buffers, at least 10% of each lot shall be maintained as landscaped area.

(J) Lighting

(1) Maximum height of 20 feet for a light source that has elements which direct light at a cutoff angle of at least 90 degrees.

(2) Maximum height of 16 feet for a light source with a cutoff angle of less than 90 degrees.

(3) Pedestrian lighting shall be used in parking areas, within Alleys, within 100 feet of residential areas, and along bicycle and pedestrian paths. Bollard

lighting shall be used adjacent to open space areas that do not contain pedestrian / biking paths.

(4) Ornamental poles and luminaries shall be used for pedestrian lighting. "Ornamental" means that the pole or luminary is installed mainly for its decorative effect or to accent an object or a feature. The Planning Director shall publish a list of poles and luminaries that are considered "ornamental" for purposes of this Section.

(4) Cobrahead lights are prohibited.

(K) Service and Loading Areas

Service and loading area in a Campus:

(1) May not be located on any side of a structure that is adjacent to residential lots, and

(2) Must be combined, where possible; and

(3) Must be recessed or screened on all sides, or as provided in the Building Form regulations (§ 14-20-2-1); and

(4) May not result in traffic access that conflicts with pedestrian pathways.

14-20-3-8 Commercial - Mixed Use Zone (CMX)

(A) Purpose and Findings

The Commercial - Mixed Use (CMX) zone:

- Provides a mixed-use environment with higher density residential, shopping, service, office and entertainment uses.
- Is intended for locations adjacent to contiguous residential areas within walking and biking distance and which are, or may be, connected to them by pedestrian and biking paths.
- Permits commercial uses in a wider variety of situations than conventional zoning, subject to design standards.
- Includes building and design standards that provide pedestrian scale, well articulated building Facades; rear and interior parking; buildings oriented to Public Realm; interconnected street system; public spaces; and transit, pedestrian and bicycle compatibility.
- Responds to changing market conditions to redevelop existing nodal or strip shopping areas.

(B) Applicability and General Requirements

(1) The CMX Zone may be used to create a Planned Village Development – Established - Village Center (PVD-E-VC) in a designated PVD-E area. (See Section 14-20-3-6)

(2) The establishment of a Commercial - Mixed Use Zone does not constitute a “changed condition” under R-270-1980 to justify a zone change for higher intensity zoning on adjoining properties.

(3) The CMX Zone shall apply to nodal or strip shopping areas whenever the center is being Substantially Rehabilitated or Reconstructed and another Form Based Code zone is not applied to the site.

(4) Existing structures and parcels in a new CMX Zone are grandfathered until such time as the existing structures are being Substantially Rehabilitated or Reconstructed.

(C) Permissive Building Types and Uses

The following uses are permitted in the CMX zone:

Permissive Building Types and Uses Commercial - Mixed Use (CMX) Zone	
Detached Single-Family Building	
Duplex	
Sideyard	
Accessory unit / Carriage house	●
Townhouse / Rowhouse	●
Multifamily - Triplex	
Multifamily - Fourplex	
Courtyard apartments	●
Live-work	●
Terrace apartments	●
Podium apartments	●
Dormitory	●
Hotel / motel	●
Single room occupancy unit	●
Drive-through facility	**B**[1]
Liner building	●
Standalone store or shop building	●
Flex building	●
Light industrial building	
Warehouse	
Theater	●
Indoor games facility	●
Sports Stadium / Arena	
Exhibition, convention or conference structure	
Religious building	●
Atriums / Public enclosure	●
Other community structures	●

Permissive Building Types and Uses Commercial - Mixed Use (CMX) Zone	
Passenger assembly	●
Mixed modal terminal	
Bus / train terminal	
Institutional building	
Outdoor facility, no major structure	
Surface parking (parking lot)	**B**
Parking structure with no ground floor commercial – residential	
Structured parking with ground floor commercial – residential	●
Underground parking structure	●
Rooftop parking facility	●
Bus stop shelter	●

[1] Permitted only on corner lots
See § 14-20-3-2, Table 3-2 for rules of interpretation.

(D) Densities, Intensities and Height

	Commecial - Mixed Use Zone	Within 50 feet of abutting single family residential
Minimum Average Density	10 dwelling units per acre	10 dwelling units per acre
Maximum Average Density	50 dwelling units per acre	20 dwelling units per acre
Minimum Average Floor Area Ratio	0.5 FAR	0.5 FAR
Maximum Average Floor Area Ratio	3.0 FAR	1.5 FAR
Maximum Height	4 stories / 52 feet	2 stories / 26 feet

* The average density is calculated for each site plan for 2 or more parcels and the average calculated must fall within the range of “Minimum Average” and “Maximum Average” contained in the Residential Density and Floor Area Ratio (FAR) standards in the table above. For an individual parcel (or a lot without subdivision) the Minimum Average is the Minimum Average and the Maximum Average is the Maximum density allowed.

(E) Required Uses in Commercial - Mixed Use Zone

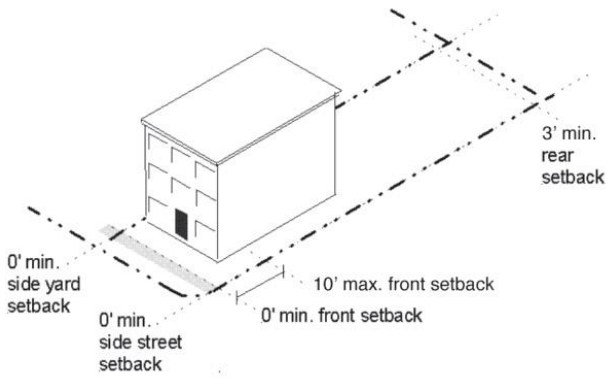
	Minimum Percent
Civic Uses	5%
Retail, Entertainment	30%
Residential	20%
Office	No minimum

Note: These may be in mixed use building forms as permitted in the FBC

(F) Building Form and Design

Glazing of ground floor Frontage	40%-90%. Commercial uses required to have 75% ground floor glazing on "A" streets.
Ground story clear height	A ground floor story shall include a minimum 15 foot clear height for commercial uses and 10 foot clear height for residential uses. All other stories shall include a minimum 9 foot clear height. In order to ensure that a useable amount of floor area is included under the clear height, this height must be maintained unobstructed for minimum depth of 20 feet from the front Facade
Building entryways on streets	40 feet on center minimum or as provided in the Building Form regulations (§ 14-20-2-1)
Articulation on streets	40 feet on center minimum or as provided in the Building Form regulations (§ 14-20-2-1)

(G) Building Placement



Setbacks (feet)

Front setback (minimum):	0 feet
Front setback (maximum):	10 feet
Side street setback (minimum):	0 feet
Side yard setback (minimum):	0 feet
Rear setback (minimum)	3 feet

Or as provided in the Building Form regulations (§ 14-20-2-1)

(H) Building Form and Profile

(1) Standards for Courtyards, Forecourts, Portals, Porches, Shop Fronts, etc. are addressed in Section 14-20-2-2 of the Form Based Code. Maximum encroachment height is 1 story.

(1) Encroachments in the public ROW shall follow existing City regulations.

(3) Building Frontages shall occupy at least 75% of the available public street Frontages and private street Drive ways

(4) Building design of a proposed development shall be consistent with the architectural vernacular of the adjacent area while incorporating the design and site requirements of the Form Based Code.

(I) Block Sizes

Upon Substantial Rehabilitation or Reconstruction, block sizes shall be reconfigured, i.e. larger blocks subdivided into smaller ones, to conform to the requirements in Section 14-20-2-5. The Planning Director may approve a deviation of up to +/- 20% in block size in order to address irregularities in building sites, as determined by the Planning Director.

(J) Bicycle and Pedestrian Connectivity

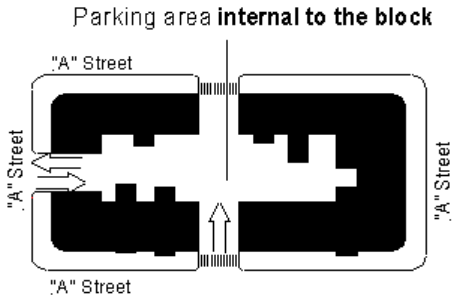
Pedestrian walks and bicycle paths within the CMX Zone shall achieve a connectivity ratio of at least 1.8 as established in § 14-20-2-5. The design of

these facilities shall encourage pedestrian and bicycle use by adjacency to active uses and being spatially defined by buildings, trees, other landscaping and lighting.

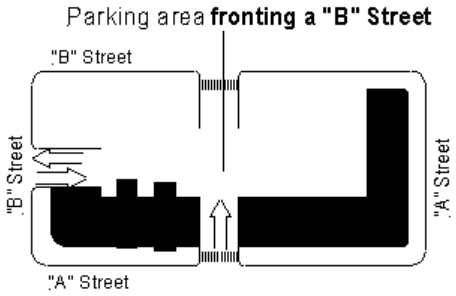
(K) Onsite Parking

The following parking standards apply to CMX Zone:

(1) Parking spaces shall either be internal to a block or shall front a "B" Street. Parking spaces shall not front any "A" Street.



(2) Parking is not allowed to front or be located across the street from any lot that is part of a PVD- E - Suburban or PVD - E - Edge zones or an existing single-family zoning district. This restriction does not apply if the parking is behind residential units.



(3) Parking areas that share rear or side lot lines with a single-family zoning district must be screened from view at the street and shared lot line with solid landscaping, a streetwall, or other means. Height of screening is required to be a minimum of 5 feet and maximum of 8 feet.

(L) Service and Loading Areas

Service and loading area in a CMX zone

(1) May not be located on any side of a structure that is adjacent to residential lots, and

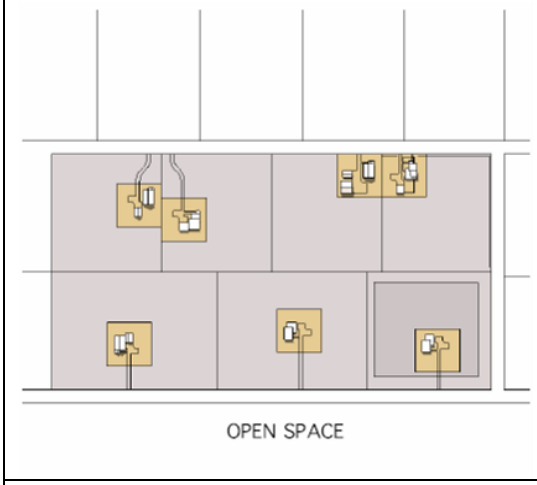
(2) Must be combined, where possible; and

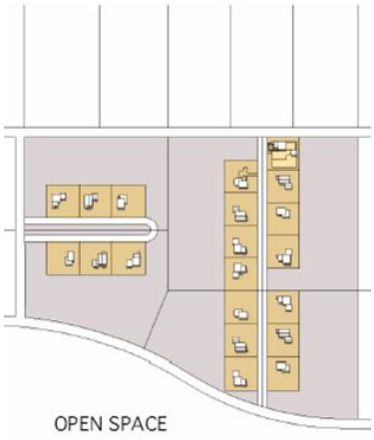
(3) Must be recessed or screened on all sides, or as provided in the Building Form regulations (§ 14-20-2-1); and

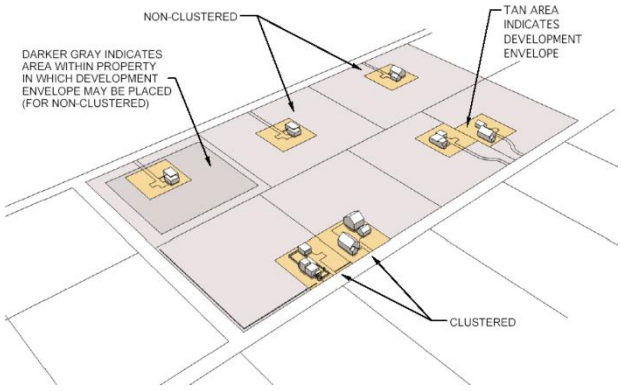
(4) May not result in traffic access that conflicts with pedestrian pathways.

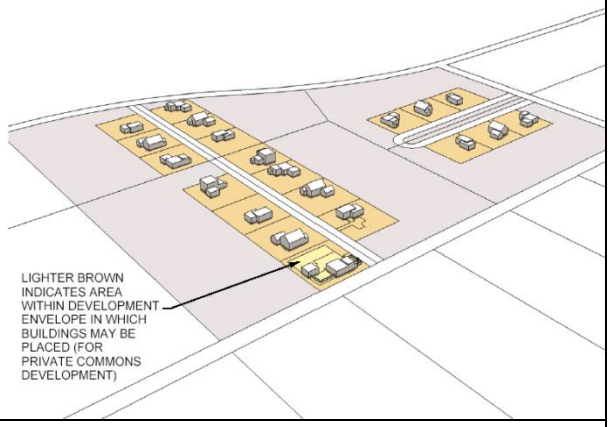
14-20-3-9 Conservation Subdivision (CS)

Regular Pattern ***Private Commons Pattern***









(A) Purpose and Findings

The Conservation Subdivision (CS) zone:

- Preserves open space, the landscape and other features of the natural environment and view corridors especially to the Sandia Mountains, Volcanoes, Rio Grande and to officially proposed and acquired open space areas.
- Buffers public open space and expands private open space.
- Establishes a low density residential environment appropriate for the edges of public open space that forms a transition to higher density development.
- Supports cluster housing to more efficiently provide infrastructure as well as create open space.
- Prohibits certain activities that would harm the natural environment and degrade quality of life.
- Establishes site design and landscaping requirements that reduce energy and water consumption and the use of other natural resources.
- Protects archaeological sites.
- Provides for the preservation of arroyos as natural drainage ways and plant and animal habitats and trails.
- Fosters distinct residential choices and sense of place, responds to site climatic conditions and blends with the environment.

(B) Application and General Requirements

(1) The CS zone shall be used adjacent to acquired City, County, State or Federal Major Public Open Space areas or designated for acquisition in the City / County Comprehensive Plan, Open Space Advisory Board Acquisition List and Sector and Area Plans to a depth of at least 1/4 mile.

(2) May be applied in a Planned Village Development (PVD) as the development standards for Village Edge (PVD-VE).

(3) Is recommended adjacent to Major Open Space Arroyos and Open Space Links as contained in the Facility Plan for Arroyos, and other arroyos to a depth of at least 1/10th mile.

(C) Permissive Building Types and Uses

The following uses are permitted in the CS zone. Uses that are not listed below are prohibited in the CS zone.

Permissive Building Types and Uses Conservation Subdivision (CS) Zone	
Detached Single-Family Building	●
Accessory unit / Carriage house	●
Religious building	●
Bus stop shelter	●

See Section 14-20-3-2, Table 2 for rules of interpretation

(D) CS Zone Development Types and Characteristics

(1) Types and General Characteristics

There are two CS Zone Development Types: Regular Pattern and Private Commons Pattern. These types are characterized by Size, Development Envelopes, Private Conservation Easements, Public Trail or Linear Park, Clustering, Fencing and Building Placement. A Private Commons Development is created through a Site plan utilizing the approval process provided in § 14-16-2-22 ROA 1994 SU-1 Special Use Zone and specifically for Planned Residential Development (PRD).

	Regular Pattern	Private Commons Development
Parcel and Area Size	No maximum parcel size Maximum density: 1 dwelling unit per acre	No maximum area size Minimum 4 acre development area Maximum density: 1 dwelling unit per acre
Development Envelope Size	15,000 sq. ft. for parcels 1-2 acres 20,000 sq. ft. for parcels > 2 acres	Minimum: 14,000 sq. ft. Maximum: 15,000 sq. ft.
Private Conservation Easement	Area Outside of Development Envelope 65% of parcel size minimum	Area Outside of Development Envelopes 65% of area size minimum
Public Trail or Linear Park	5% minimum	5% minimum

Development Envelope Clustering	Encouraged but not required	Required
Peripheral Fencing	Post and Wire	Post and Wire No internal fencing within conservation easement in development area

(2) Building Placement within Development Envelope

(a) Regular Pattern

	Conservation Subdivision (CS) Regular Pattern
Street Facing setback	36 feet minimum
Interior Rear setback (from property line)	30 feet minimum
Interior Side setback (from property line)	20 feet minimum
Interior Side setback (from side street)	36 feet minimum

(b) Private Commons Pattern

	Conservation Subdivision (CS) Private Commons Pattern
Street Facing setback	20 feet minimum
Interior Rear setback (from property line)	10 feet minimum
Interior Side setback (from property line)	10 feet minimum
Interior Side setback (from side street)	15 feet minimum

(E) Height

Maximum Height	1.5 stories (18 feet except within 200 feet of open space or arroyos as identified herein

Maximum Height within 200 feet of Major Acquired or Planned Public Open Space, Open Space Links and Arroyos	1 story (15 feet)

Occasional projections may extend 6 feet beyond these height. Occasional projections include chimneys, flagpoles, screen equipment, and other features that are similar in size and scale.

(E) Building Form and Design

(1) The following building design standards apply to the Conservation Subdivision (CS) zone:

Glazing of ground floor frontage	At least 25% of street-facing elevations shall be comprised of windows and/or entrances.[1]
Ground story clear height	10 feet minimum.
Garages	Accessed via side ribbon drive where the garage is set behind the house within the Development Envelope or is attached to the back of the house within the Development Envelope
Climatic response	Building elements that shelter pedestrians (e.g. Portals and Porches) are required in locations with pedestrian access. Windows and openings shall be deeply recessed from external plane of adjacent wall or accompanied by Portals, Porches, deep eaves or awnings.
Reflectivity	Reflective roofs are prohibited. Glass on any surface shall not be reflective or mirror glass.[2] Exterior walls shall not use reflective surfaces.
Color	Colors used on exterior walls shall be earth tones. Development Envelope perimeter walls shall be integral in color to building walls.

[1] Measured by taking the total area of all windows and entrances and dividing by the total area of the street-facing building elevation.

[2] Having greater than 15% average daylight exterior reflectance.

(2) Energy-Efficient Buildings

Buildings that are energy efficient are required. A minimum of five of the following features shall be included in the building design:

(a) interior day lighting;
(b) fluorescent lighting;
(c) shaded windows;
(d) heat-exchange units;
(e) super-insulated low-emissive windows;
(f) passive solar heating;
(g) passive solar hot water;
(h) natural cross-ventilation;
(i) highly efficient appliances, heating and cooling systems;
(j) production of electricity through wind generation and/or photovoltaics.

(3) Greywater

Greywater is waste water that is not sanitary effluent, e.g. shower, bath, sink water. At least one of these water sources shall be captured and used to irrigate landscaping, gardens and swales.

(F) Conservation Land Use and Landscaping

(1) Development Envelopes

Development Envelopes are required in the Conservation Subdivision (CS) zone. Development Envelopes define an area in which buildings (including accessory structures), landscaping (restricted to the Xeric Plant List), construction activity, walls and fences, and recreational activities are permitted. Construction within the Development Envelopes area shall be mitigated and activity damage to the landscape shall be restored.

(2) Conservation Easements

Private Conservation Easements shall be established on private lots for areas outside the Development Envelopes. Conservation Easements shall conserve ecologically and culturally sensitive areas and slopes over 25%. Ecologically sensitive areas may include arroyos, rock outcroppings and other natural areas with more abundant vegetation and wildlife.

In Conservation Easement areas, permanent deed restrictions shall prohibit pasturing of livestock; gardening; the use of cars, motorcycles, or other motorized equipment; grading and construction (except to provide a driveway, front walk, utility access, perimeter fencing and a trail to public

open space and trails); clearing and planting of vegetation (except for habitat restoration using the Site Specific Plant List); and damage to slopes and rock outcrops. Any disturbance of soils in the Conservation Easement area must be restored. Naturalized storm water control features may be constructed.

(3) Landscaping Requirements

Two plant lists shall guide landscaping within the Conservation Subdivision (CS) zone: the Xeric Plant List and the Site Specific Plant List.

(a) Xeric Plant List

The Xeric Plant List controls landscaping within the Development Envelope. The plant species are identified on the official xeric or low-water use plant list of the City of Albuquerque Water Conservation Office.

(b) Site Specific Plant List

The Site Specific Plant List regulates landscaping within the Conservation Easement and along the Public Trails and in Linear Parks. These are plant species from within the specific biological environment of the Conservation Subdivision area.

(4) Clustering

In order to cluster development, Development Envelopes shall abut a street or abut a neighboring Development Envelope. At least one side of a Development Envelope constituting at least 20% of the perimeter of the Development Envelope must be completely adjacent to another Development Envelope or to a street if an adjacent Development Envelope is not accessible.

(5) View Corridors

View Corridors shall be identified and protected, especially in relation to the Sandia Mountains, Volcanoes, the Rio Grande and other major open space areas.

(6) Walls and Fences

Walls and fences are allowed in the Development Envelope limited to 3 feet in height.

Only Post and Wire fences, with a maximum height of 3 feet, are allowed at the parcel or Private Commons development area perimeter of the Conservation Subdivision zone. They shall allow movement of wildlife across them.

Post and Wire Fence Example

(7) Archeological Sites / Culturally Sensitive Areas

Conservation Easements shall conserve archaeological sites. No portion of an archaeological site shall be located within a Development Envelope. Development, trails, and recreation areas should be set back at least 50 ft. from sites with high archeological value, unless designed under the guidance of a Qualified Archeologist as this term is defined in the Volcano Heights Sector Development Plan.

(8) Grading and Fill

Graded areas shall maintain the character of the natural terrain by varying gradients, undulating contours, and rounding the toe and crest of any slope greater than 5 feet in height. Fill shall not exceed 18 inches within Development Envelopes.

(9) Drainage

Impermeable surfaces shall not cover more than 50% of a Development Envelope area. Stormwater shall not be concentrated, except through the use of naturalized swales.

(G) Civic Space, Public Trails / Linear Parks

Properties in the Conservation Subdivision (CS) zone shall dedicate land to Public Trails / Linear Parks. These trails and parks shall be multi-use, follow the topography of the environment, and be 30 feet minimum width. Trails shall be located along at least 80% of any linear edge between an arroyo and private development. The trails system shall be designed to connect with adjacent Public Open Space, and the Multi-Use and Bicycle Trail systems. Fences shall be Post and Wire and permit the movement of wildlife across them.

(H) Arroyos and Drainage

(1) Conservation of Arroyo Corridors.

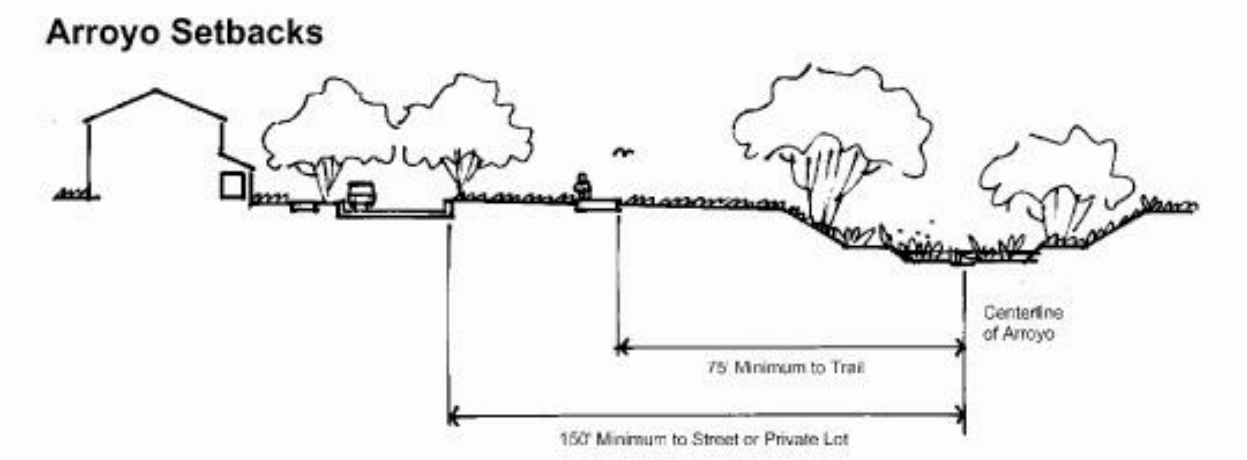
Arroyos may traverse the Conservation Subdivision area and connect it to major geologic features and to acquired or planned public open space. Preserving arroyos as natural drainages with ample buffers will maintain a rich habitat of sensitive plants and animals. The arroyo corridors present important trail and recreational opportunities.

(2) Master Drainage Plan.

The natural drainage function of arroyos shall be maintained. New development shall maintain at least a 300 foot open space arroyo corridor (edge-to-edge).

(3) Setback & Street Frontage.

Development should be set back at least 150 feet from the centerline of arroyos. Only minimal alterations are permitted; for example, if they are essential for storm water management or for the initial construction of a trail or recreational amenity. Streets shall be located outside of the setback.



(4) Trails & Recreation

Trails may be located within the required setback. No trail or recreational space should be placed within 75 feet of an arroyo centerline.

(5) Lighting.

Only bollard lighting may be used within the Arroyo setbacks and along streets that abut the setback.

(6) Migration of Plants and Wildlife.

An oversized culvert should be used for arroyo crossings, which provides for the movement of wildlife.

(I) Streets

Only Road Thoroughfare Types (RD-50-14, RD-50-18, and RD-50-24) may be used in the Conservation Subdivision (CS) zone. (See Section 14-20-2-5(C)) Gravel shoulders may be provided. Curbs shall not be used, except where needed to address site-specific erosion issues.

(J) Overhead Utilities

Construction of new overhead electrical distribution lines shall be avoided when possible.

(K) Conservation Easement Compliance Officer

The City of Albuquerque shall designate an open space officer(s) in the Parks and Recreation Department to manage the Private Conservation Easement requirements in Conservation Subdivision (CS) zone development. This individual shall be assigned to review site plans, dedications of Private Conservation Easements, monitor conditions, enforce open space related ordinance requirements for the CS zone, and other related functions as needed.