

Bernalillo TOD Plan

A Community Vision for Transit Oriented Development

Bernalillo, New Mexico

October 2007

STATE OF NEW MEXICO TOWN OF BERNALILLO

Resolution No. 10-30-07

A Resolution of the Governing Body of the Town of Bernalillo Concerning the Adoption of the Proposed Bernalillo TOD (Transit Oriented Development) Plan as a Supplement to the Town of Bernalillo Comprehensive Land Use Plan, and Terminating the Moratorium Prohibiting Acceptance of Planning & Zoning and/or Building Permit Applications for properties within the TOD areas

WHEREAS, at its regular meeting of September 11, 2006, the Governing Body of the Town of Bernalillo adopted Resolution No. 09-11-06 which established a moratorium for the acceptance or approval of any planning & zoning and/or building permit applications for areas near the Rail Runner commuter rail stations located within the Town of Bernalillo until such reasonable time that the Town could consider appropriate new development policies and/or regulations for such transit oriented areas; *and*

WHEREAS, since that date, the Town has participated in a regional process facilitated by the Mid-Region Council of Governments (MR-COG) in order to consider design and development policies and/or regulations for all transit-oriented areas from Belen to Bernalillo along the Rail Runner line; *and*

WHEREAS, during this process, the Town and its regional partners have held numerous open meetings and hearings in order to solicit professional advice and to encourage public review and comment for said design and development policies and regulations, and that these suggestions and comments have been included in a proposed Bernalillo TOD (Transit Oriented Development) Plan, being a proposed supplement to the existing Comprehensive Land Use Plan for the Town of Bernalillo, which was duly adopted by the Governing Body of the Town at its regular meeting of December 13, 2004; *and*

WHEREAS, the proposed Bernalillo TOD Plan does not have the force of law, and therefore can not change any existing laws, ordinances, or regulations of the Town, including those related to zoning, subdivision, or development; *and*

WHEREAS, the proposed Bernalillo TOD Plan shall be considered a "work-in-progress" and a "living document" which shall be continually reviewed and revised as appropriate with public input and participation; *and*

WHEREAS, the proposed Bernalillo TOD Plan shall be used as a supplement to the existing Comprehensive Land Use Plan in order to guide land use and public improvement decisions only in the defined TOD Station Areas as specifically illustrated in Exhibit B Bernalillo TOD Plan Station Areas Map; which are *located generally in the area bounded by the following major streets:*

Downtown Station Area

- *Camino del Pueblo on the west,*
- *The Bernalillo Acequia on the east,*
- *Calle Presidente and Richardson on the north and*
- *Camino Don Francisco and East Avenida Bernalillo on the south*

Sandoval County/ 550 Station Area

- *US 550 & the Bernalillo Acequia to the north,*
- *Calle del Evangeline to the south,*
- *Interstate 25 to the east, and*
- *Camino del Pueblo to the west.*

;and

WHEREAS, the proposed Bernalillo TOD Plan shall be used to guide decisions pertaining to the transportation and circulation network, including new streets, pedestrian paths, bicycle routes and railroad crossings within a ½ mile radius of the commuter rail stations as illustrated on the Bernalillo TOD Plan Circulation Network Map; *and*

WHEREAS, the proposed Bernalillo TOD Plan shall provide for traditional village center densities in the defined TOD Station Areas as described in attachment A to be incorporated in the Plan Document; *and*

WHEREAS, the implementation of the proposed Bernalillo TOD Plan as a guide for land use and public improvements decisions shall provide for affordable housing in mixed-income, mixed-use neighborhoods ; *and*

WHEREAS, the implementation of the proposed Bernalillo TOD Plan as a guiding document shall not strengthen or weaken the Town of Bernalillo's eminent domain powers authorized by state law which states that private property shall not be taken by any public entity for use by a private commercial enterprise, for economic development or for any private use, except with the consent of the property owner; *and*

WHEREAS, the following exhibits are attachments to this resolution and shall be incorporated into the Plan Document as described in each exhibit:

- A. Changes to Language Referring to Density,
- B. Bernalillo TOD Plan Station Areas Map,
- C. Glossary,
- D. Public Comments from the October 18th 2007 Public Input Meeting,
- E. Existing Density Analysis
- F. Additional Public Outreach Material

WHEREAS, after due consideration, the Governing Body of the Town is convinced that the proposed Bernalillo TOD Plan is beneficial for the Town, its residents, and its regional planning partners, and that the Bernalillo TOD Plan is consistent with the Statutory purpose of supplement to a Comprehensive Plan, to wit: "The plan shall be made with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote health, safety, morals, order, convenience, prosperity or the general welfare as well as efficiency and economy in the process of development.";

THEREFORE, *be it resolved by the Governing Body of the Town of Bernalillo that:*

The Town of Bernalillo Comprehensive Plan be hereby supplemented with the proposed Bernalillo TOD Plan (attached hereto); and that the moratorium prohibiting planning &

zoning and/or building permit applications for areas within the transit-oriented areas, as such areas were defined in the Exhibits to Resolution No. 09-11-06, shall be hereby terminated.

PASSED, APPROVED, and ADOPTED by the Town Council, the governing body of the Town of Bernalillo, at its meeting of **October 30, 2007.**

ATTEST:

_____ _____

Patricia A. Chávez, *Mayor* **Ida Fierro,** *Town Clerk*

GLOSSARY

Density

- Density is a number of units--people, dwellings, trees, square feet of building--in a given land area.
- Density varies greatly depending on the base land area used in the density calculation. The parcel or site density is almost always higher than the neighborhood density, because at a neighborhood scale, much land is included in the base land area calculation that does not have houses.
- Population density depends on both dwelling unit density and household size. Given a certain dwelling unit density, the population density will be lower with small households such as empty nesters than with large families with several children.[1]

Traditional Village Center Density

Traditional Village Center Density refers to the densities found in several neighborhoods associated with the Town of Bernalillo and referenced in *Appendix G TOD Study Areas: Existing Density Analysis.*

TOD - Transit Oriented Development

TOD- Transit Oriented Development is a land-use pattern that creates vibrant, livable, and walkable neighborhoods around transit such as the commuter rail stations. TOD includes a variety of housing types, along with complementary public uses, jobs, retail, and services that are concentrated in mixed-use developments.

Eminent Domain

Eminent domain, recognized in both federal and state constitutions, is the power of government to condemn private property and take title for public use, provided owners receive just compensation.

[1] Measuring Density: Working Definitions for Residential Density and Building Intensity, Ann Forsyth, **Design Center for American Urban Landscape, University of Minnesota**
Design Brief, Number 8/ July 2003

We acknowledge and thank the following individuals for their participation, input and hard work during the community planning process.

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Existing Land Use And Zoning Maps

Downtown Bernalillo Station (*½-Mile Radius*)
- Station Area Summary
- Existing Land Use April 2007
- Existing Zoning Districts April 2007
- Vacant Parcels With C-1 Zoning
- Vacant Parcels >1 Acre

U.S. 550/Sandoval County Station (*½-Mile Radius*)
- Station Area Summary
- Existing Land Use April 2007
- Existing Zoning Districts April 2007
- Vacant Parcels With C-1 Zoning
- Vacant Parcels >1 Acre

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I. Planning Framework

The Town of Bernalillo has long been a transportation crossroads, from its prominence along historic trade routes, the arrival of the railroad in the 1880s, and its lively "Main Street" downtown, once part of Route 66. Bernalillo has also been a crossroads of important landscape elements, nestled between the Sandia Mountains and the Rio Grande, positioned to benefit from and appreciate the value of each. Today, Bernalillo again finds itself at an advantageous crossroads, ready to utilize the key locations of the Rail Runner Express commuter rail stations to enact the Town's vision for its future. With station area plans intended to make many goals and objectives from the Bernalillo Comprehensive Land Use Master Plan a reality, the Town can carry out its documented vision for a Bernalillo that is vibrant, livable, mixed-use, walkable, and supportive of the Town's culture and history.

The purpose of the Bernalillo TOD (Transit-Oriented Development) Plan is to guide future land use and funding decisions by elected officials, outside agencies, and developers, in addition to providing a tool for planning staff to guide and regulate future development applications.

I-1. Planning for Transit-Oriented Development in Bernalillo

What does TOD mean for Bernalillo? As a small, historic community, Bernalillo has an opportunity, through the implementation of this plan, to encourage TOD development that serves to strengthen the existing fabric and character of the community. The Bernalillo Station Area planning process allowed residents, staff, and elected officials to calibrate how TOD will look and function in Bernalillo with regard to density, design, land use mix, and changing market conditions.

Bernalillo TOD Goals:

- Solidify a sense of place around each station that is suited to the history and character of the Town
- Ensure that future station area development supports both TOD principles and the Town vision

- Improve connectivity for pedestrians, transit-riders, bicyclists, and drivers throughout Town
- Reduce the need for driving and decrease auto congestion
- Energize Bernalillo's business community
- Provide a range of housing types
- Build on recent planning processes and community articulation

Many goals of the Town of Bernalillo Comprehensive Land Use Plan and the existing fabric of the Town in the station areas are addressed in this plan and are, in effect, TOD goals.

A. Study Area

The study area used for this plan were based on various pedestrian and bicycle experiences around each station. The mile radius around each station represents the following distances and times:

- 2-mile = 10-minute bike ride
- 1/2-mile = 10-minute walk
- 1/4-mile = 5-minute walk



Figure I.1 Molino Complex



Figure I.2 SC/550 Station Area

Bernalillo TOD Plan
TOD Station Areas Map



TOD Station Areas

B. MRCOG TOD PLANNING

The Rail Runner commuter rail service between Belen and Santa Fe is being developed in two phases. Phase I, between Belen and Bernalillo, primarily serves commuters to Albuquerque. Phase II will extend the service to Santa Fe.

The Rail Runner Express offers a terrific opportunity for communities to create mixed use, pedestrian-friendly communities and neighborhoods in station areas. During the '06 legislative session, the State of New Mexico legislature appropriated funds to the Mid-Region Council of Governments "to plan, design and improve land facilities located near transit stops." The Town of Bernalillo has two RailRunner Stations, Sandoval County / US 550 and Downtown Bernalillo, both of which are located in areas with high potential for community development.

The planning project was a team effort administered by the Mid-Region Council of Goverments, with assistance from the Town of Bernalillo and HDR Engineering, Inc.

The following factors contributed to the decision to initiate the planning project:

- **Commercial and Retail Market pressure due to:**
  - Location – because of the Town's proximity to Albuquerque, Santa Fe, and Rio Rancho, land in the Town is experiencing development pressure
  - Commuting and Congestion – the Albuquerque area, including the Town, is experiencing uncomfortable levels of automobile congestion and increased commuting delays (up 400% since 1982)
  - Increased fuel and automobile travel costs may increase the desirability of living near Rail Runner stations
  - Two ramps provide easy interstate access
- **Authenticity** – the opportunity that transit-oriented development provides through more compact, pedestrian-friendly environments to enhance and maintain the history and traditional culture of the Town of Bernalillo
- **TOD Desirability** – Communities and markets around the country have responded positively to transit-oriented development, increasing economic development opportunities and housing choices

C. Bernalillo Planning Framework

In anticipation of the opportunities the commuter rail stations present to the area, the Town of Bernalillo made the decision to get in front of growth and development by imposing a building permit moratorium for the areas surrounding the stations and adopting a resolution of participation in the TOD planning effort. Through these actions, the Town restricted possible development until a plan could be developed that reflected the community's vision for the area, the goals and objectives of the Comprehensive Land Use Plan, and TOD principles. Additionally, the Town participated as active members of the planning team throughout the process, ensuring desired outcomes.

The Town's objectives for the planning project included:

- Support the Town vision, as articulated in the Comprehensive Land Use Plan
- Solidify a sense of place (history, character)
- Improve access to and from stations
- Provide an alternative to driving and congestion
- Energize Bernalillo's local business community
- Provide opportunity for a range of housing types
- Build on recent planning processes and activities
- Create a plan to be adopted as an amendment to the Comprehensive Land Use Plan that would guide future land use policy and possible amendments to the Zoning Ordinance



Figure I.4 Internal Workshop Photo

D. MRCOG Rail Runner TOD Market Analysis

MRCOG retained Economic & Planning Systems (EPS) to provide demand projections for market supportable development of commercial and residential uses around the station areas. The market analysis used locally based research and provided parameters for new development that are consistent with market demand. The findings of the market study were used to guide the community planning effort and inform the TOD Plan. The station area concept plans and land use recommendations in Section II are consistent with the market study parameters and provide a straightforward approach for accommodating changes in market conditions using the Town's current master planning process and procedures outlined in special use zoning to calibrate and encourage mixed-use compact development.

I-2. Community Planning and Design Process

The Community Planning and Design Process used to produce this document involved an intensive timeline and a team effort. The planning team worked closely with Town of Bernalillo staff through the winter and spring of '07 to understand the goals of the Town, their planning framework, and the opportunities and constraints for each station area. By late spring '07, community involvement was kicked off with the formation of a Station Area Plan Advisory Group. A public open house on May 23 served to introduce the project to the wider Bernalillo community and to publicize the Planning and Design Workshop in early June '07.

A. Community Outreach

The public involvement process for the Station Area Plans built on previous planning efforts in the Town of Bernalillo while also reaching out to a broad cross-section of the Bernalillo community before the Planning and Design Workshop.



Figure I.5 Workshop Flyer

In order to facilitate public participation and involvement in the planning process, a Station Area Plan Advisory Group was convened. This group, formed with recommendations from Town of Bernalillo staff and elected officials, was comprised of community members who had participated in previous planning efforts in the Town, live or own a business near one of the stations, or who represented an issue area the planning process hoped to address. The Advisory Group was instrumental

in assisting with the outreach process leading up the workshop, through disseminating flyers and brochures for the process and making direct calls to fellow community members to encourage their participation.

The planning team used a variety of methods to publicize the community events for the project. These methods included:

- Outreach and distribution of publicity materials via the Station Area Plan Advisory Group
- Materials on the Town of Bernalillo website
- An article in the Town newsletter, distributed via water bills
- Press releases
- Full-page flyer in *The Sandoval Sentinel*
- Press coverage in *The Rio Rancho Journal*
- Ads in the Our Lady of Sorrows church bulletin (the workshop location)
- Flyers and brochures available and posted at community gathering places
- Posters advertising the project and events in the Rail Runner station kiosks
- Outreach during the Downtown Station dedication ceremony
- Hand-flyering of homes in a 1/4-mile radius around each station
- Targeted invitations to focus groups

To kick-off the community planning effort, a Community Open House was held at Town Hall on May 23, 2007. At the Open House, the team introduced the project to community members, sought and received input on key issues and ideas and encouraged participation in the June Planning and Design Workshop.





Figure I.6 Community Open House

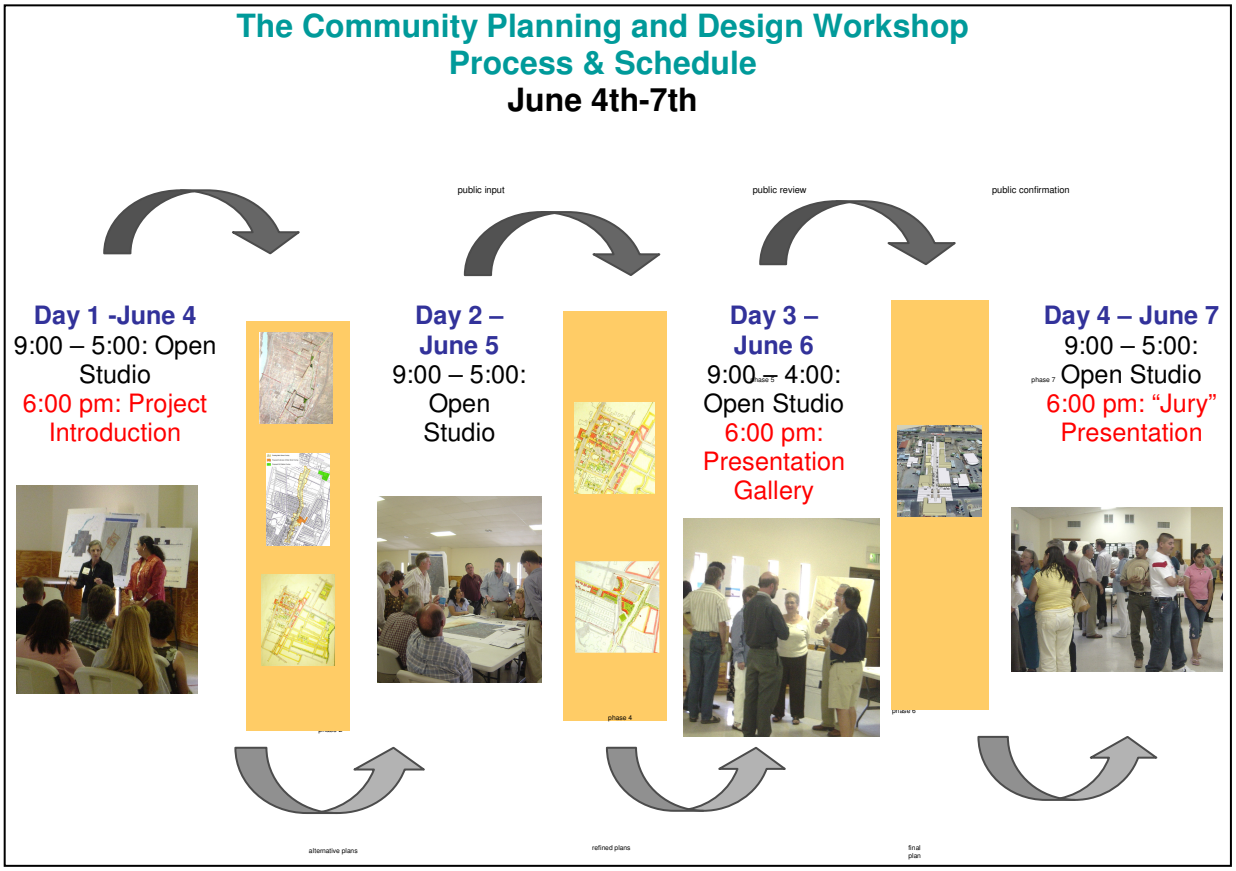


Figure I.7 Workshop Flow Chart

B. Community Planning and Design Workshop Process

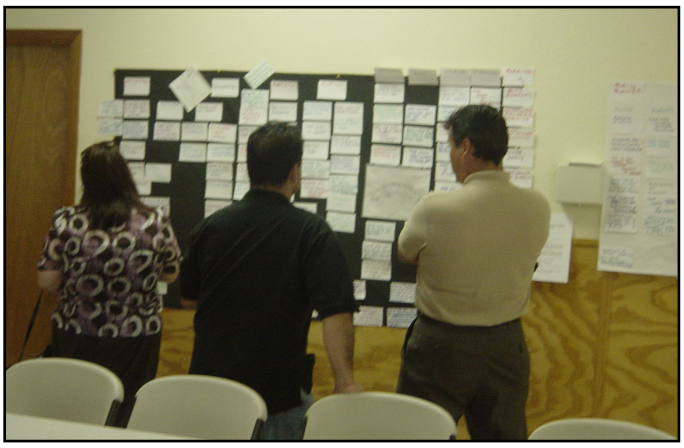
The four-day Community Design and Planning Workshop was comprised of three workshop components: Open Studio, Focus Groups, and Public Presentations and Review. During the Open Studio time, the team explored issues and ideas brought by community members and developed concepts to address those ideas and issues. During Focus Group sessions, input was solicited from local developers, town and county officials, local business leaders, and members of a youth group to gain awareness on features and components of a plan that were important to each group. The Public Presentations and Reviews were conducted on evenings during the week. Plans and drawings were presented to participants in a group presentation, followed by an open house format with stations set up and staffed by members of the studio team to explain each component in greater detail, answer questions, and elicit further input from the community.

C. COMMUNITY PARTICIPATION

Throughout the four-day workshop, a variety of community members stopped by during the day, participated in focus groups, and attended the evening presentations. Seventy-five individual community members signed into the workshop at various points throughout the week, which included open studio time, focus group participation, and evening presentations. Since it was not possible to ensure that every participant signed into the workshop, the actual number of participants is likely higher than 75. A head-count at Thursday night's final presentation, for instance, counted 50 community members in attendance.

Many community members demonstrated their commitment to Bernalillo by attending many different aspects of the workshop. A cross-section of local residents, local business owners, Town of Bernalillo staff and elected officials, and Sandoval County staff were represented in the workshop. In addition, the focus groups held throughout the workshop involved representatives from state and regional agencies, advocacy groups, and more.

Community members were encouraged to raise issues, concerns, or offer comments/input on index cards placed at the "Sticky Board." The Sticky Board provided opportunity for participants to consider different concerns or desires that may not have been previously considered and served as another method of soliciting resident input to be used by the planning team.



The "Sticky Board" was an evolving feature of the Workshop, capturing community comments throughout the week.

Figure I.8 Community Workshop

I-3. Plan Objectives

As articulated by community members throughout the Planning and Design Workshop and as expressed in the Town of Bernalillo Comprehensive Land Use Plan, objectives for this plan include, in no particular order or priority:

Character, Character, Character!

- Maintaining Bernalillo's historic development pattern
- Preserving views
- Respecting the Town's agricultural heritage (paths, acequias)
- Retaining old buildings
- Utilizing Main Street guidelines

"Preservation of historic structures"

-Workshop Quote

"Goal: Preserve and enhance the unique small town character and culture of Bernalillo"

-Town of Bernalillo Comprehensive Land Use Plan

Safety

- Adequate lighting around the Rail Runner stations
- Police patrols
- Safe pedestrian railroad crossings
- Multiple access points to developments

"Remember Safe Routes to School Program during trail and road planning"

-Workshop Quote

"Objective: ...Work with NM Department of Transportation to make Main Street safer and more pedestrian friendly"

-Town of Bernalillo Comprehensive Land Use Plan

Walking and Connections

- Good sidewalks and amenities
- Trails
- Railroad crossings

"Formalize a trail network now for future generations"

-Workshop Quote

"Goal: Promote a variety of tranportation systems in the community, including mass transit, bicycles, pedestrians , equestrians and vehicles"

-Town of Bernalillo Comprehensive Land Use Plan

Downtown Destination

- Feeling of "arrival" for Rail Runner passengers
- "Welcome to Bernalillo!" signage, maps, and information

"Patio atmosphere adds life to the streets and would draw people to Bernalillo"

-Workshop Quote

"Objective: Encourage tourist oriented businesses to locate along Camino del Pueblo"

-Town of Bernalillo Comprehensive Land Use Plan

Housing

- Need for BALANCE
- High quality
- Affordable for Town residents
- Walkable

"Provide affordable housing without overcrowding and in-line with the Town's character"

-Workshop Quote

"Objective: Provide opportunities for multi-family housing units to be located in areas where higher density is acceptable and designed in a manner that would not be disruptive to surrounding neighborhoods"

-Town of Bernalillo Comprehensive Land Use Plan

II. Plan Recommendations

The recommendations of this plan come out of the community planning process described in Section I, and reinforce the goals and objectives of the Town of Bernalillo Comprehensive Land Use Plan. The Plan Recommendations are divided into four sections: Proposed Circulation and Connections, Downtown Station Area, U.S. 550/Sandoval County Station Area, and Housing Typologies.

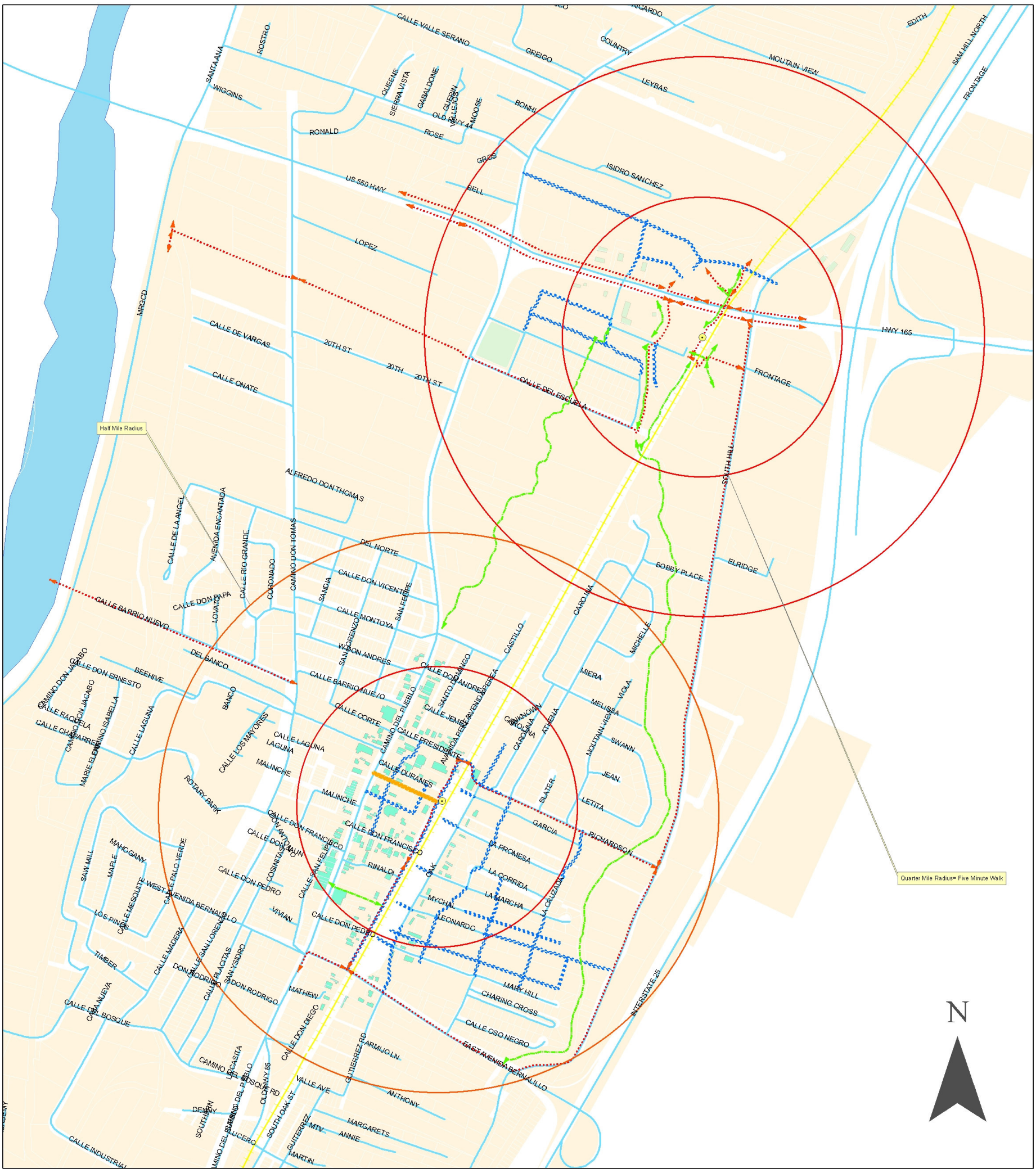
The Plan Recommendations illustrate and describe, among other things, preferred building placement, street locations, parking, public spaces and parks, enhanced pedestrian/bike connections, housing typologies and land uses. The exact location of both public and private improvements may differ from what is shown. However, the plans are consistent with plan objectives and recommendations and should be used to guide the master planning efforts of the Town, future approvals and regulations, public projects and programs, and development decisions.

II-1. Proposed Circulation and Connections

During the Community Planning and Design Workshop, community members voiced a need for improved connectivity around town and a safer, more enjoyable experience for pedestrians. Recommendations in this section identify and illustrate new Neighborhood Streets and Connections; Bike Routes, Pedestrian Paths, and Railroad Crossings needed to reduce congestion; and provisions for a high level of connectivity as new development builds out. It also includes recommendations for Wayfinding and Interpretive Signs.

The following Circulation Network Maps show the existing street network and the proposed new streets, railroad crossings, pedestrian paths and bike routes. The exact location of circulation improvements may differ from what is shown. However, the network is consistent with plan objectives and recommendations and should be used to guide future approvals and development decisions.

Bernalillo TOD Plan
Circulation Network Map



TOD New Streets
TOD Bike Routes
Primary Paths
Alameda

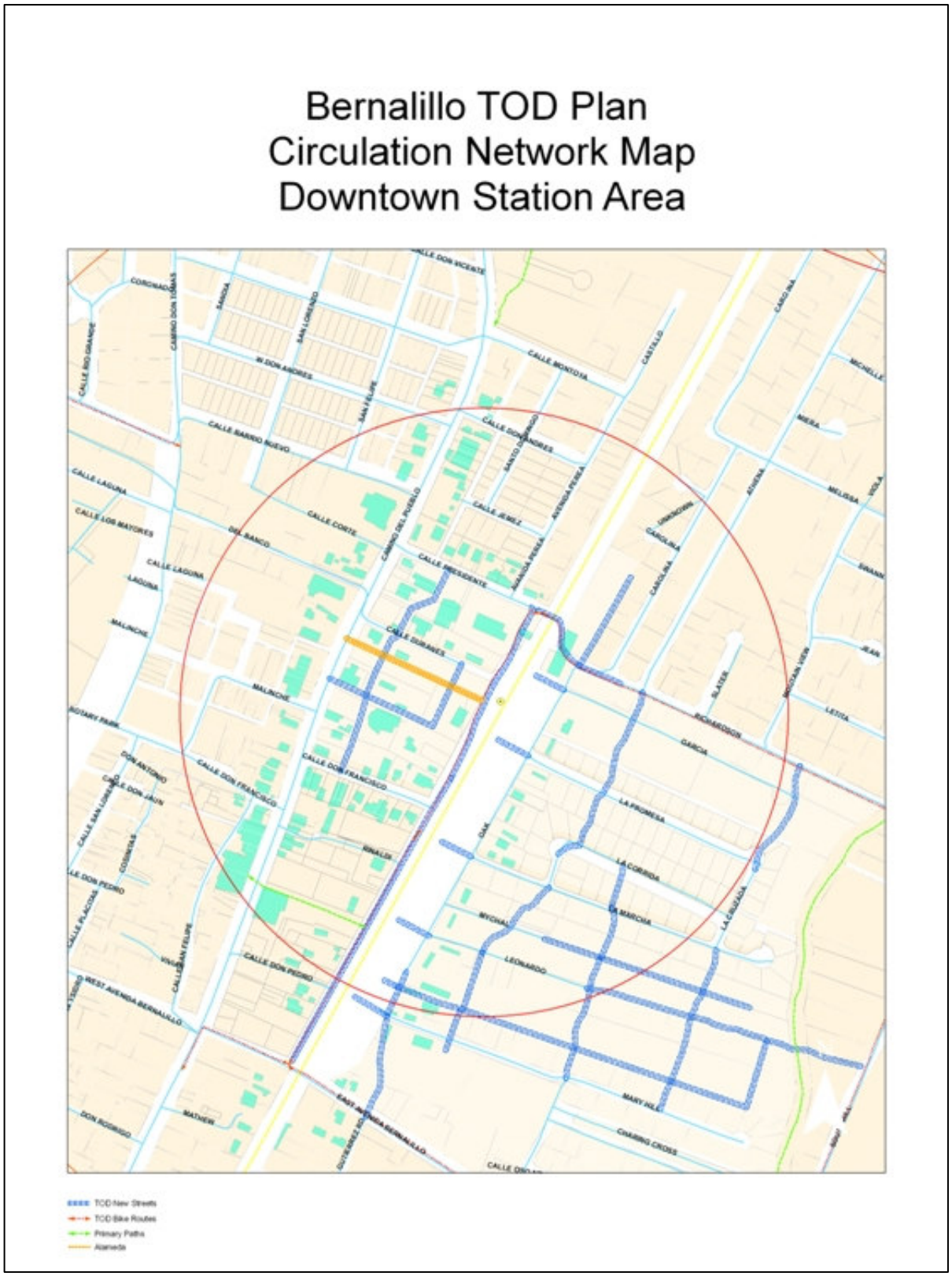


Figure II.2 Circulation Network DT

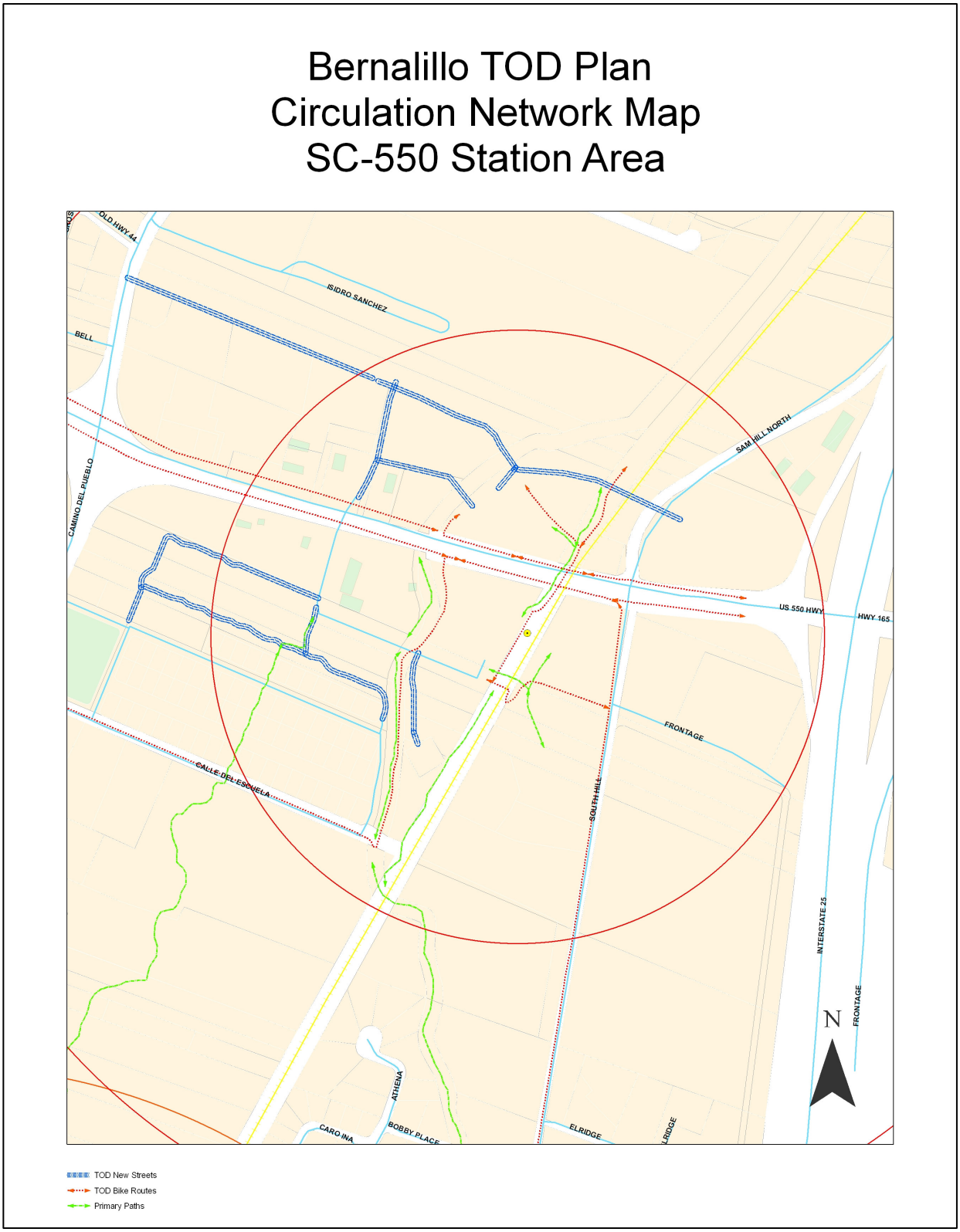


Figure II.3 Circulation Network - 550/ SC

A. NEW STREETS

The following new streets are intended to aid local circulation and enhance both the pedestrian and driver experience in Bernalillo. In most cases, streets should be limited to two - 10' drive lanes in each direction and adequate space for stabilized pedestrian paths or sidewalks. The alignment should protect existing trees, even when that means a straight alignment is not possible.

The new streets in the proposed circulation network are:

- **"Downtown Railroad Street"** – This street provides access to the downtown station and includes parking for the station and downtown businesses. The "Downtown Railroad Street" is described and shown in more detail in Section II-2.A.iii. This alignment just west of the railroad runs north/south and is two lanes from Calle Presidente south to Avenida Bernalillo. When Quiet Zone improvements are completed to Avenida Bernalillo, consideration must be given to access to and from Downtown Railroad Street.
- **Alameda cross-street** – This street aids circulation in the immediate vicinity of the downtown Alameda and offers additional access to Alameda businesses, the Molino Complex and the Rail Runner Station. It can be seen in more detail in Section II-2.A.i.
- **Alameda** – This street provides a direct pedestrian and vehicular connection from the station to Camino del Pueblo. The design of the street should accommodate vehicles in a primarily pedestrian streetscape and for potential future closure to motor vehicles.
- **New Downtown Street A** – This street runs east/west from Camino Del Pueblo to Railroad Street, providing access to south Alameda Parking and connection to the Molino Complex and Rail Runner Station.
- **New Downtown Street B** – This street runs north/south one block east of Camino Del Pueblo, providing access to parking and business delivery docks.
- **"Slow Streets A & B"** – These streets run east/west and provide access to anticipated residential development. Connections from these streets to 550 are made via the recently developed Rail Runner Road, where there is a signal. Connections to Camino Del Pueblo are made via Calle Evangeline north of the planned Flying Star development. Each is shown as a "slow street" to promote sensitive speeds and discourage rapid cut-through to U.S. 550.

- **NM 313 to Hill Road** – This portion of desirable frontage road configurations north of US 550 between NM 313 and Hill Road would address local traffic and relieve congestion on US 550.
- **High School to Hill Road** - This portion of desirable frontage road configurations north of US 550 between NM 313 and Hill Road would address local traffic and relieve congestion on US 550.

B. Enhancements to Existing Streets

Enhancements to existing streets will be necessary over time. The following key existing streets should be redeveloped to provide a safer and more comfortable pedestrian experience as described in Station Area Plans:

- Calle Don Fransisco
- Calle Presidente
- Richardson
- Calle Escuela

C. Bike Routes

The Circulation Map on Page 15 shows bike routes connecting the two station areas as well as to existing and future regional routes. In most cases, they follow existing streets and will require additional R.O.W. and re-striping as streets, railroad crossings, and ramps are developed and improved.

D. Pedestrian Paths

The plan recommends two new pedestrian paths that run north/south connecting neighborhoods to proposed parks, the 550/Sandoval County Station area, and the Downtown Station Area.

E. Wayfinding and Interpretive Signs

Wayfinding and interpretive signs are an element that add texture and communicate the history and culture of a community. Signs in Bernalillo should be in both Spanish and English and be highly graphical. A primary purpose of wayfinding systems is to connect people to things in a community they cannot necessarily see for themselves. In the case of Bernalillo, signs could convey the history of the railroad, the history of Bernalillo, and current events in

town. Wayfinding can also be made apparent via alternative materials and paving, such as variations of color or texture in the pavement, etc.

F. Railroad Crossings

Additional or improved railroad crossings are being called for in this plan in order to improve auto and pedestrian connection in an east/west direction, and to add safety measures for crossings.

i. Calle Presidente and Richardson

This railroad crossing is critical to improving east-west connections in Bernalillo, particularly as residential development increases on the east side of the tracks in the downtown area, to facilitate circulation from the existing population east of the tracks to Main Street.

ii. 550 Station Area

In the 550 Station Area, the plan proposes an at-grade controlled pedestrian/bike crossing to accommodate the proposed stair/ramp connection from the current Park & Ride to the east with the Commuter Rail Station and Sandoval Transit Center. This crossing will also provide a safe crossing for pedestrian and bicycle traffic accessing Calle de Escuela, the Zocolo Complex, commercial development along U.S. 550 and Camino Del Pueblo, as well as schools, pedestrian paths, and bike routes.

iii. South of 550 Station Area

This railroad crossing will be a major pedestrian crossing just south of "The Old Cemetery," connecting the proposed pedestrian path along the acequia to the downtown area. Although this at-grade crossing is intended for pedestrian and bikes, it will also need to accommodate Conservancy District trucks.

iv. Quiet Zones

This plan proposes two "Quiet Zones": one at the proposed connection of Richardson and Calle Presidente and one at the existing intersection of the railroad tracks and Avenida Bernalillo. The purpose of the Quiet Zones is to reduce the amount of warning (whistle blowing) the train must give at intersections with traffic crossing at grade. The use of medians (100 foot minimum as per FRA standards) and controlled pedestrian gates should be considered.

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II-2. Downtown Station Area



Figure II.4 Downtown Base Plan

In the Planning and Design Workshop, community members articulated the need for a sense of a downtown destination, one that draws passengers off the train to see Bernalillo and helps existing local residents celebrate the unique heritage and culture of their town. Small businesses, local architectural character, adequate parking, diverse housing options and walkability were voiced as key components for the downtown station area. The Downtown Station Area Plan proposes the following:

- A showcase public space that connects the downtown station with Bernalillo's "Main Street"
- A pedestrian friendly environment that encourages walking and connections to local businesses
- Shared parking network for visitors and commuters
- Improved vehicular connections to reduce congestion and provide access for deliveries and emergency vehicles
- New mixed-use development that includes neighborhood scale commercial and compact residential development
- Residential redevelopment over time, with open space on the east side of the railroad tracks

The Downtown Station Area Plan illustrates a conceptual plan and provides a series of recommendations to fully communicate the community vision. The conceptual plan and supporting images show preferred building placement, street locations, parking, public spaces and parks, enhanced pedestrian/bike connections and land uses. The exact location of both public and private improvements may differ from what is shown. However, the conceptual plan is consistent with plan objectives and recommendations and should be used to guide future approvals and development decisions.

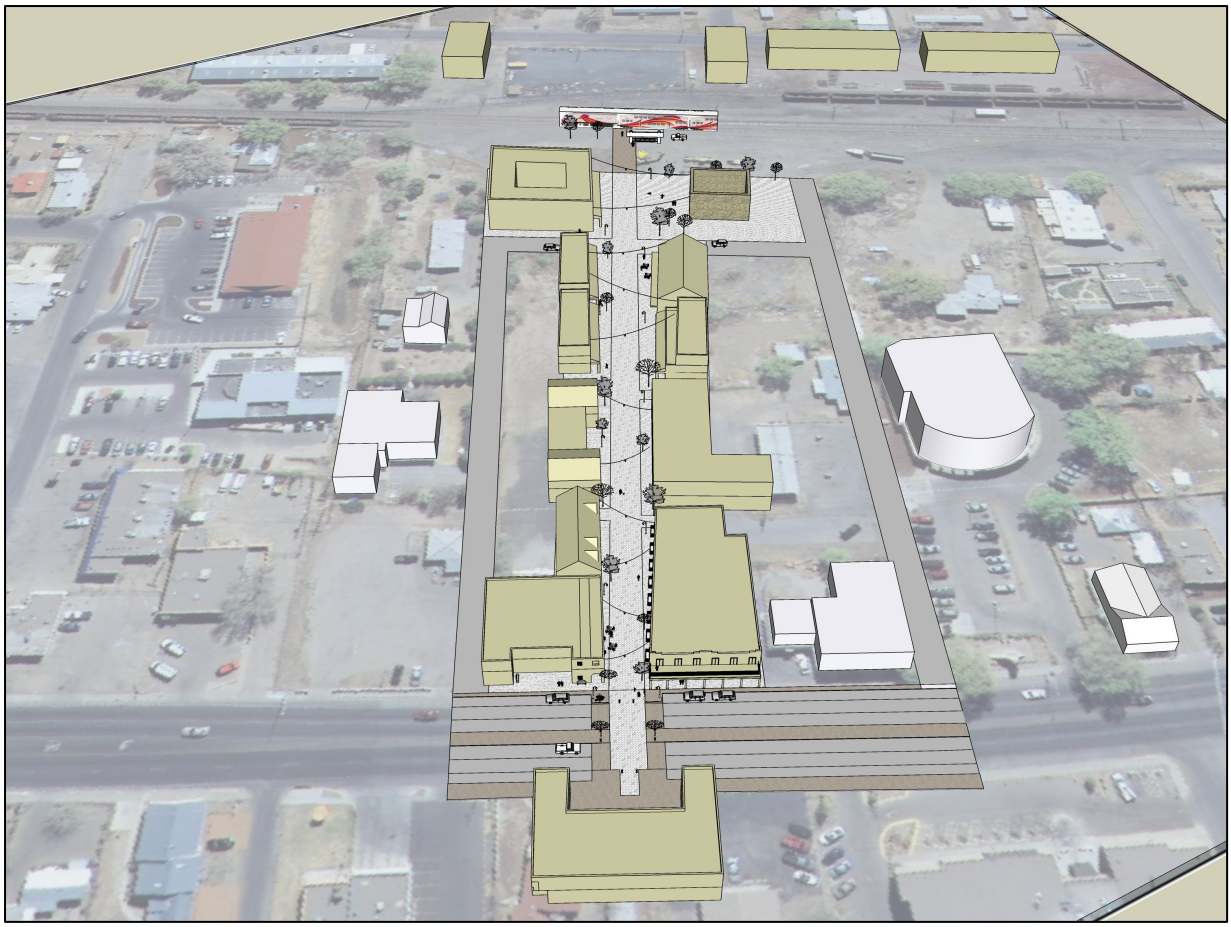


Figure II.5 View of The Alameda Looking East

A. Public Spaces and Parks

Shared public spaces represent cooperative governance in physical form and are key elements of transit-oriented development. Quality parks, lively plazas and pedestrian-friendly streetscapes can play a vital role in the development of a community. They should be designed to accommodate a range of uses, from informal gatherings to community events and activities of various scales. Shade trees, water elements, public art, lighting, and comfortable seating can all be used to make spaces attractive and comfortable. Public spaces in the downtown station area should be considered truly public with access for all residents, not just those fronting the space. The plan illustrates new public spaces that link destinations, provide space for special events and activities, and contribute to the area's rich history as a traditional agricultural community and important crossroads, as indicated by the railroad and Camino Del Pueblo. The Public Spaces recommended below will, if implemented, provide a framework for future development.

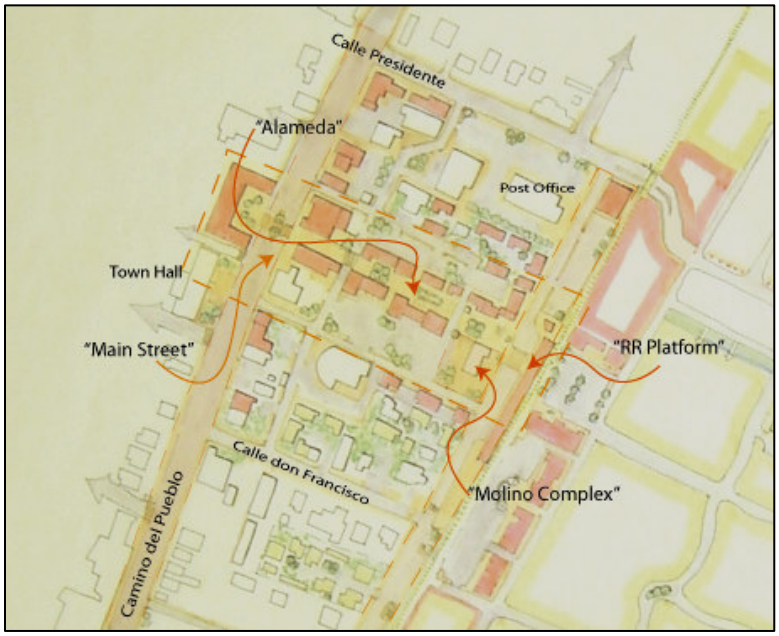


Figure II.6 DT Key Elements

i. The Alameda

The Alameda is the central feature of the Downtown Station Area Plan. This linear public primarily pedestrian plaza connects the downtown train station to Camino Del Pueblo, Bernalillo's "Main Street." The Alameda should be lined with shops, restaurants, galleries and small scale retail. The open space of Alameda is located on a publicly-owned strip of land, while the envisioned buildings that line the Alameda are located on private land that is currently under-utilized and prime for redevelopment.

The width of the Alameda should increase east towards the station platform a minimum of 12'. This will create a flare-out of the building fronting the Alameda, enhancing the view of the Sandias from Camino Del Pueblo and providing visual access to the Molino complex.

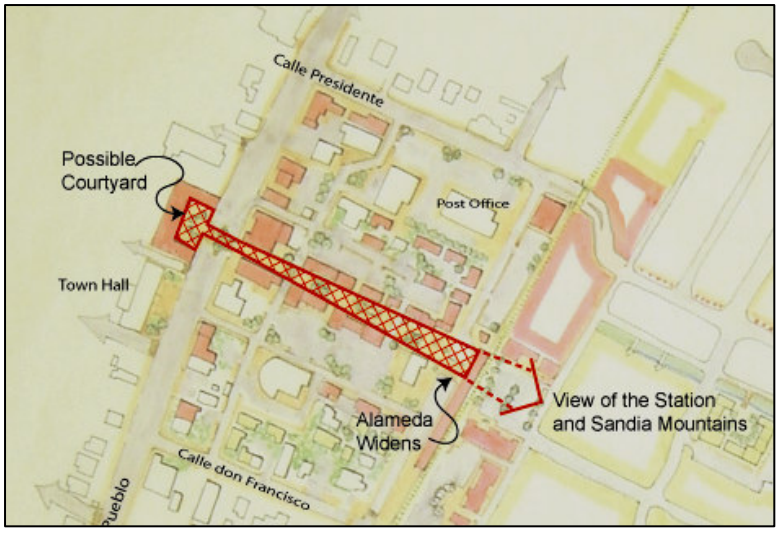


Figure II.7 DT Key Elements- Alameda Views

Parking for the Alameda and associated uses should be well-connected, with shared parking placed behind the buildings that front the Alameda.

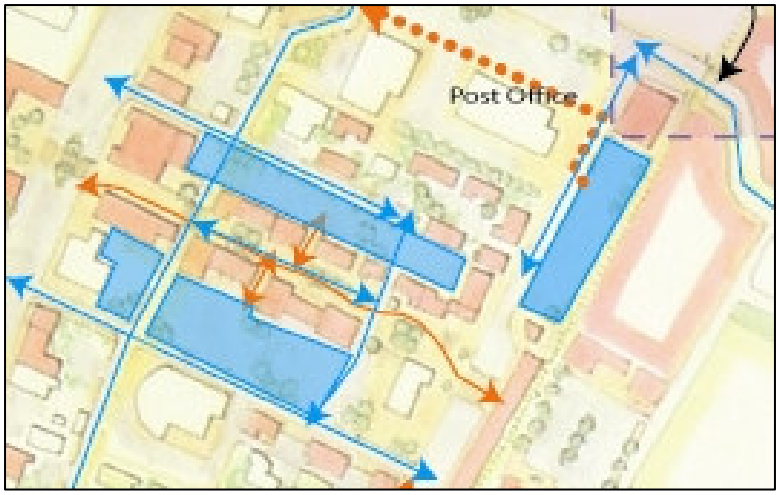


Figure II.8 DT Key Elements- Alameda Parking & Circulation

Principles Rules for the Alameda include:

- While vehicles should be accommodated the Alameda should be designed and function as a primary pedestrian environment.
- The Alameda itself should provide small, outdoor performance areas, places for outdoor vendor carts, and seating.
- Game boards, such as chess or hopscotch, should be created by the pavement.
- Soft curbs are encouraged.
- The Alameda pavement should extend across Camino Del Pueblo to create a pedestrian crosswalk on a speed table.
- Pavement must be structured to allow an emergency vehicle driving lane.
- A variety of three or more tree species should be distributed along the Alameda to create subspaces. The majority of plant material should be drought resistant.
- Plaza furniture, including pedestrian lighting and seating, is recommended.
- Pavement should be pervious.
- The placement of trees and tree wells should facilitate drainage.

Building frontages strongly influence pedestrian activity and play a vital role in public spaces. Buildings fronting the Alameda should establish and contribute to the character as well as the function of the Alameda. Buildings shall conform to the Design Guidelines of the Main Street Overlay District except as outlined in this section.

Principle Rules for buildings fronting the Alameda:

- Buildings along the Alameda shall be no longer than 150'. There shall be either an alley or pedestrian paseo with a minimum width of 8' between buildings.
- A build-to line must be placed at the edge of the Alameda.
- A minimum of 70% of the facades above 2' and below 8' above grade along the Alameda shall be clear glazing; exceptions may be made for existing buildings.
- Public entrances to ground floor spaces must be along the Alameda.
- Balconies are encouraged for upper floor spaces. They may protrude up to 4' into the Alameda
- Multiple entries should match the Alameda grade.

- Signs and banners should be pedestrian-scaled.
- Awnings and portals should be used for shading.
- Patios should be encouraged for outdoor dining and displays.
- Balconies should be used to add life to the Alameda.
- Zaguans should be used to lead to interior courtyards, patios, and parking in the back.
- The passage between parking and the Alameda should be treated with portals, zaguans, and patios.
- Blank walls and service/loading areas fronting the Alameda should be prohibited.



Figure II.9 DT Key Elements View of Alameda looking East

ii. The Molino Complex

The Molino Complex is a historic site in Bernalillo that used to house a mill. When passengers arrive in Bernalillo and get off the train, the Molino could serve as a unique community identifier. Its significance is illustrated in this plan by its integration into the Alameda. During the Planning and Design Workshop, the community articulated its desire to initially stabilize and eventually rehabilitate the Molino into an active community place. Suggested uses included a museum, a theater, and/or a cultural center. It could include commercial uses such as a restaurant or gallery.

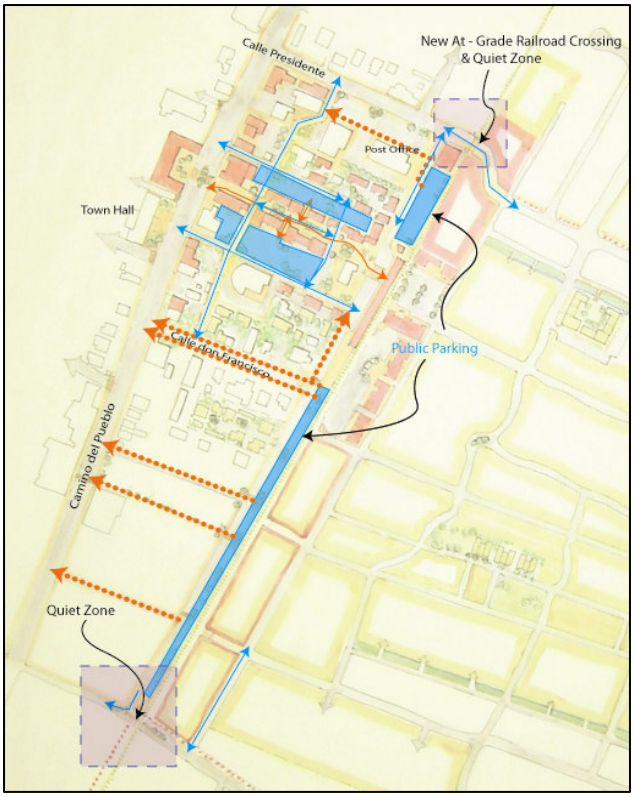


Figure II.10 Pedestrain Circualtion & Public Parking

iii. "Downtown Railroad Street and Public Parking"

Downtown circulation will be aided by the addition of a north/south road that feeds into a signalized intersection on Camino Del Pueblo. The plan proposes a new street running parallel to the railroad tracks from Calle Presidente to Avenida Bernalillo that provides access to the downtown station, the proposed Alameda, the active post office area, and parcels that currently front an informal easement along the tracks. As illustrated, it also includes room for approximately 90 public parking spaces that can be used by passengers parking at the station or by customers frequenting downtown businesses and an "art wall" that provides an attractive edge to the area. It also safely directs pedestrians to the station and the proposed controlled access across the tracks at Calle Presidente and Avenida Bernalillo. The "Downtown Railroad Street" intersects with Calle Presidente just east of the Post Office and runs south as a two-lane local road to Avenida Bernalillo.

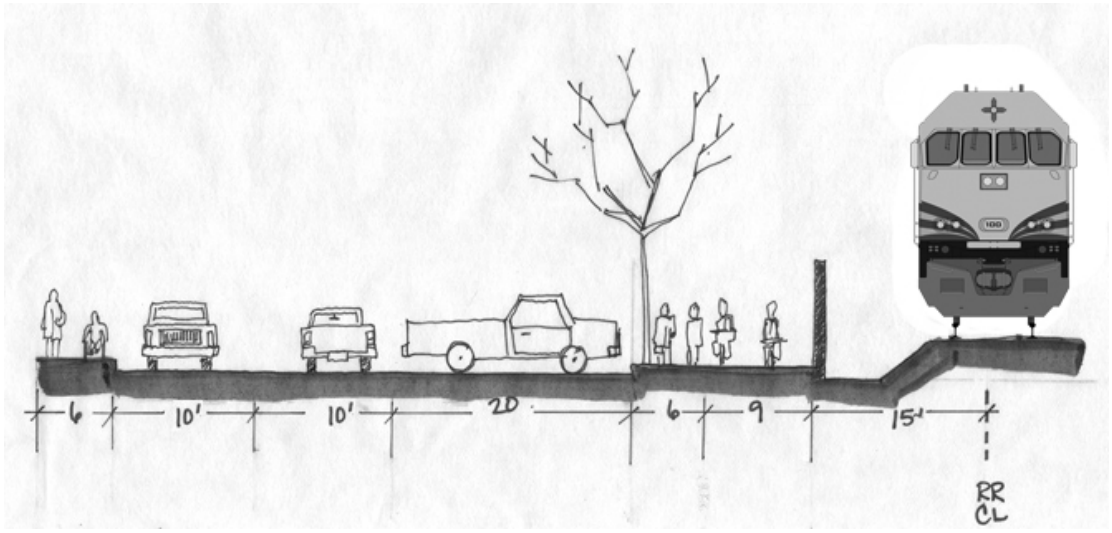


Figure II.11 DT Rail Road Street with Parking

iv. "Acequia Park"

In anticipation of new residential development east of Downtown, the plan proposes, to the extent possible, a large neighborhood park adjacent to the Acequia that can serve the recreational needs of new neighborhoods. The park's position near the Acequia allows access to the pedestrian paths that leads to the 550 station and a physical connection to the community's agricultural roots.



Figure II.12 DT Parks and Acequia Gardens

v. "Acequia Community Gardens"

The plan proposes, to the extent possible, long linear open spaces, running west from the Acequia to one block east of the tracks in order to provide space for the continuation of local gardening traditions and as way to preserve the associated use of the acequia system as land use shifts from agricultural to residential, over time.

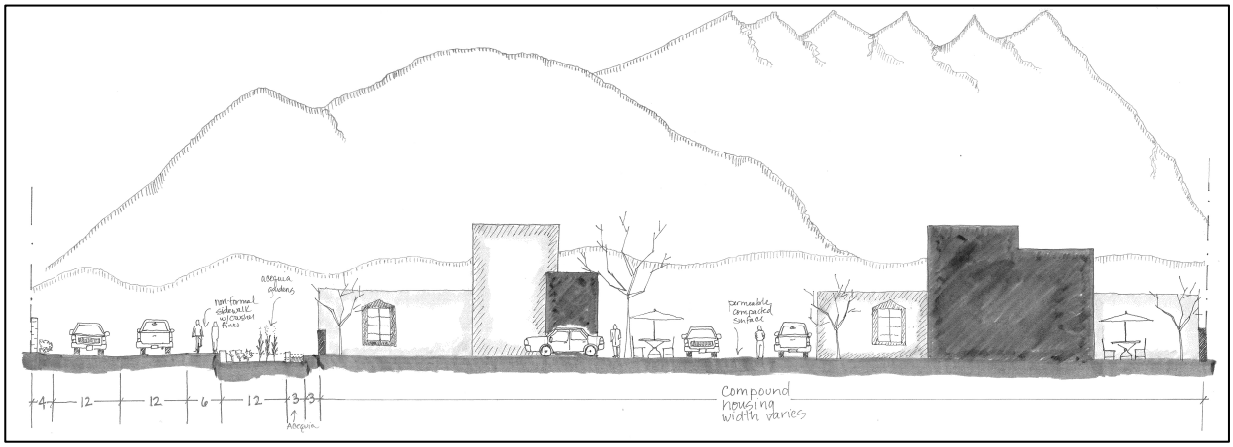


Figure II.13 Acequia Garden Street Section

B. DOWNTOWN STREETSCAPES

Key components of pedestrian-friendly streetscapes consist of narrow streets; wide, level sidewalks and paths; building frontage with frequent entries and large ground floor windows; lively ground floor business; shade; and safe, well-marked crossings. In addition to the improvements described in Section II-1, Proposed Circulation and Connections, the plan recommends quality streetscapes in the commercial core. Improvements to existing and proposed streets should include the following components:

- 8' minimum pedestrian clear zones,
- Space for outdoor seating and tables,
- Planting strip with space for street trees and adequate drainage,
- Pedestrian scaled lighting, and
- Benches, trash receptacles and bike parking.

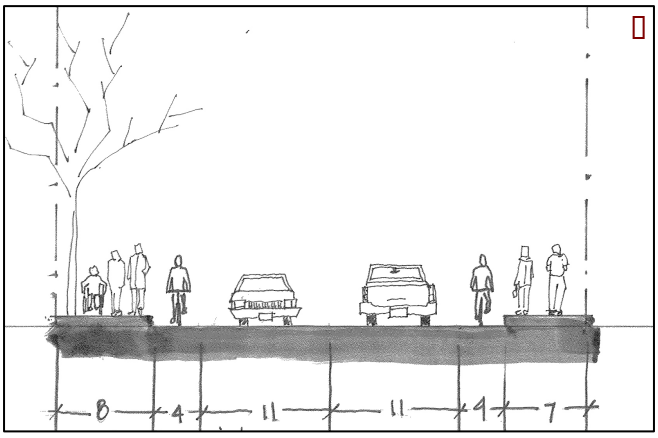


Figure II.14 Calle Presidente

Improvements, including building frontage, should be regulated by the Design Guidelines in the Town of Bernalillo Main Street Overlay District.

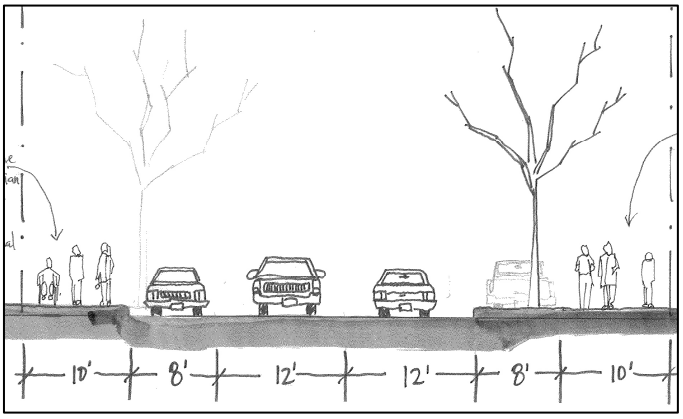


Figure II. 15 Calle Don Fransisco

C. LAND USES

Land uses for the downtown station area are split into three distinct areas: Commercial Core, Downtown Primary TOD Housing, and Downtown Secondary TOD Housing. These areas were defined based on current use; forecasts for commercial square footage and number of housing units; vacant and underutilized land; and location in relation to the Downtown Rail Runner Station. In order to regulate and guide future development in this area, the plan recommends a Downtown Station Overlay District based on the boundaries shown on *figure II-2.C DT TOD General Land Use*, and that the land use recommendations presented below be created and adopted as a part of the Comprehensive Zoning Ordinance and implemented through a master planning process similar to procedures provided in Section 14. Special Use Zone of the Comprehensive Zoning Ordinance.



Figure II.16 DT TOD General Land Use

i. Commercial Core

The proposed Alameda described above, if developed, will become the spine of the commercial core. The DT Commercial Core as shown in *figure II-2.C DT TOD General Land Use*, provides 17.92 acres accommodating approximately 100,000 to 150,000 sq. feet of new mixed-use compact, two story development.

For this area, the plan recommends commercial mixed-use development that is compliant with permitted uses in the current C-R Commercial Residential Zone. Offices and residential units should be allowed and encouraged on upper floors above the ground story commercial uses. Shared commercial parking located behind buildings shall be required, and parking requirements may be reduced on a case by case basis. Buildings should conform to the Design Guidelines of the Main Street Overlay District, except as outlined in this section.

The gravel yard located on the east side of the tracks should be relocated and light industrial zoning of the BNSF property should be re-zoned to C-R.

a. Building Heights

The plan recommends low-rise buildings of 2-3 stories in the commercial core for areas east of the power easement with a height limit of 40 feet: 16' for the ground floor and 12' for upper floors.

b. Building Frontage

Building frontage should strongly influence pedestrian activity. There should be no set-back minimums and encroachments such as awnings and portals should be allowed.

c. Commercial Frontage:

- Frequent at-grade sidewalk entries,
- Large display windows under portals, canopies and awnings,
- The use of regional architectural features such as zaguans leading to interior courtyards and patios,
- Pedestrian-scaled banners and signs, and
- Blank walls, curb-cuts to access parking and service/loading areas discouraged.

d. Residential Frontage:
Ground floor elevations 18"-24" above sidewalk grade to provide privacy through vertical separation (residential windows above eye level).

ii. Downtown Primary TOD Housing

In order to achieve objectives related to diverse housing opportunities, the preservation of open space, and walkability, the plan recommends village center density housing for a limited area east of the Commercial Core. All new residential development in this area should include housing options that meet the needs and affordability requirements of the local workforce. This area is within a ten-minute walk of the Commuter Rail Station and currently contains large parcels of underutilized and vacant land. The Downtown Primary TOD Housing as shown in *figure II.C DT TOD General Land Use* provides 26.10 acres accommodating approximately 260-300 compact residential units.

In addition to uses compliant with those permitted in the R-2 Multi-Family Residential Zone, the plan recommends that neighborhood commercial and office uses be permitted. The following basic requirements should also be considered:

- All units should have ground-related entrances
- *Encourage traditional village center density*

The following housing types with corresponding rules recommended in Section II.4 should be encouraged:

- Bernalillo Townhouses
- Mixed-Use Lofts
- Courtyard Housing

iii. Downtown Secondary TOD Housing

The plan identifies a second TOD housing area that should be considered for ***traditional village center density*** housing due to its location within easy walking distance of the downtown station and the large tracts of vacant and underutilized land. The Downtown Secondary TOD Housing as shown in *figure II.C DT TOD General Land Use* provides 33.21 acres accommodating approximately 240-330 compact single-family units.

All new residential development in this area should include housing options that meet the needs and affordability requirements of the local workforce. The plan recommends uses compliant with those permitted in the R-1 single family zone and ***encourage traditional village center density.*** The following housing types with corresponding rules recommended in Section II. 4 should be encouraged:

- Bernalillo Townhouses
- Compound Housing
- Courtyard Housing
- Plaza Housing

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II-3. U.S. 550/Sandoval County Station Area



figure II.17 US 550/ Sandoval County Station Area Plan

During the Planning and Design Workshop, community members voiced how different the character of the area surrounding the 550/Sandoval County Station is from the area surrounding the Downtown Station farther south. The area is comprised of larger, mostly undeveloped parcels that offer different opportunities than the compact, traditional development patterns downtown. In addition, the station is viewed as much more of a "Park and Ride" facility than the Downtown Station. The location provides convenient connections to regional transit systems, such as the Sandoval County Transit System, which serves communities throughout the County. In addition, the area is strongly impacted by the traffic and development along the U.S. 550 Corridor and traffic on I-25.

The U.S. 550/Sandoval County Station Area Plan proposes the following:

- Mixed-use development and new residential development on vacant parcels adjacent to and within walking distance of the parking lot and station
- Landmark architectural elements to identify the station location and provide visual connection to the area from major traffic corridors and direct views of the Sandias from the Station area
- The use of key public elements, elevation changes in the terrain, and building frontages to frame the station and parking lot and to create a substantial sense of arrival and unified sense of place
- Strong pedestrian connections linking the station area to the Zocolo complex and business along the Camino del Pueblo and U.S. 550 corridor
- A passive public park for surrounding neighborhoods and the continued preservation and enhancement of the Acequia

The U.S. 550/Sandoval County Station Area Plan illustrates a conceptual design and provides a series of recommendations to fully communicate the community vision and articulate the potential of the area. The conceptual plan and supporting images show preferred building placement, street locations, parking, public spaces and parks, enhanced pedestrian/bike connections and land uses. The exact location of both public and private improvements may differ from what is shown. However, the conceptual plan is consistent with plan objectives and recommendations and should be used to guide future approvals and development decisions.

A. Public Spaces and Parks

Public spaces in this area should be designed to contribute to a sense of place for the area immediately surrounding the station and to provide comfortable spaces for daily commuters, employees from surrounding developments, and visitors. The plan recommends the following elements as key public spaces that, if implemented, will transform the area from what is now a vast parking lot surrounded by vacant land into true place of arrival and activity.

i. Parking Orchard

The plan recommends that the existing parking lot serving the rail and transit station be redesigned to accommodate numerous trees, preferably fruit trees, as a way to soften its negative visual impact and provide shade and sustenance (when fruit ripens) to commuters and visitors. Trees should be located at end islands, row dividers, and every three stalls. To help facilitate drainage and reduce runoff, pavement should be made up of crusher fines except at ring road, bus lanes, and the handicap stalls.

ii. Vineyard

To frame the station and parking lot on the north and east, the plan recommends terracing the steeply sloped terrain and planting grapes to create a community vineyard that will create a visual amenity and functioning link to the history of the area.

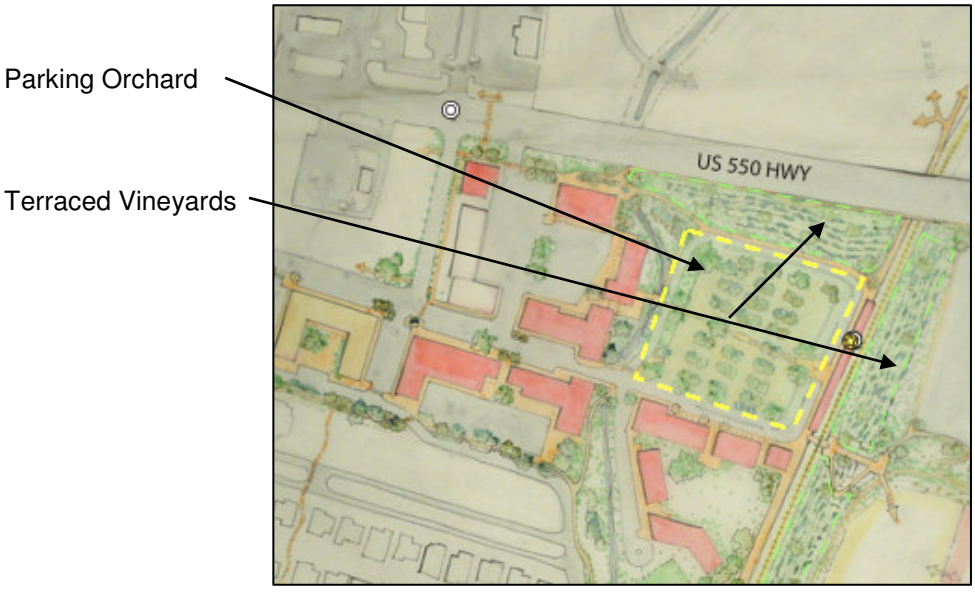


Figure II.18 Vineyard & Parking Orchard

iii. Platform

To unify the station area and create a distinct edge with the railroad tracks, the plan recommends extending the station platform south to beyond the proposed "Founders Park" and west to the proposed Sandoval County Transit Center. This extended platform should provide space for large commuter and visitor arrivals as well as organized vendors and community events. Paving should be stabilized, distinctive and incorporate way-finding information and community markers. A wall or fence with vines should be included on the east side of the platform in order to safely guide pedestrians away from the tracks. Sidewalks for all new development fronting the station parking lot should match platform materials.

iv. Key Connections

The plan proposes two key pedestrian and bike connections for this area. The first is a series of steps and a ramp that connects the Park and Ride Lot east of the station through the proposed terraced vineyard to the station platform. This connection should be designed first to provide a safe, comfortable connection and second as an integrated landscape feature that contributes to the terraced vineyard and character of the area. It requires a controlled at-grade railroad crossing just south of the existing platform. The second key connection is a pedestrian and bike underpass connecting the area north of U.S. 550 to the station platform south of U.S. 550. This connection is envisioned as a wide path cut into the existing apron a few feet above the level of the railroad track and on the west side.

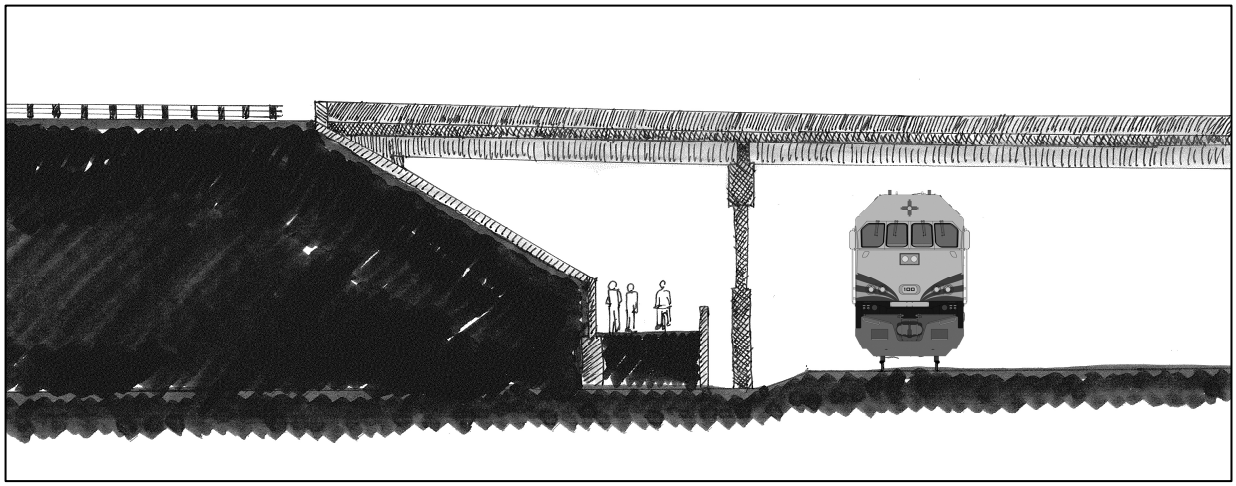


Figure II.19 550 Pedestrian and Bike Underpass

iv. Building Frontage and Landmark Architecture

To frame the orchard parking lot and station area on the south and west side, the plan recommends commercial mixed-use buildings with active frontages, including pedestrian paseos, portals, and upper level balconies. Additionally, key corner buildings should be emphasized with distinctive architectural features.



FigureII.20 550/SC TOD Key Elements: Stair/Ramp; Building Frontage and Extended Platform



FigureII.21 550/SC View Looking East

v. "Old Cemetery" Park and the Acequia

During the research phase of the planning effort, the team discovered the small fenced but neglected "Perea" cemetery on vacant land south of the station and east of the Acequia. During the workshop, several community members felt it was important to preserve the cemetery. To accommodate this desire, the plan shows a passive public park surrounding the cemetery. It should provide valuable open space for both new and existing neighborhood development. The acequia should be preserved and integrated into the proposed commercial mixed-use development on the west side of the parking lot.



Figure II.22 The "Old Cemetery Park" and Acequia

vi. Pedestrian Paths and Bike Routes

The Plan shows the continuation of both the proposed pedestrian path following the Acequia and the existing pedestrian path that runs through the new Cottonwood subdivision. These extensions create a link to the station, the Zocolo Complex, Camino Del Pueblo, as well as a safe crossing at the signalized intersection of U.S. 550 and Rail Runner Ave. The plan also shows Bike Routes along South Hill Rd connecting to the proposed bike lanes along U.S. 550 and bike connections through the station area to Camino Del Pueblo via Calle de Escuela.

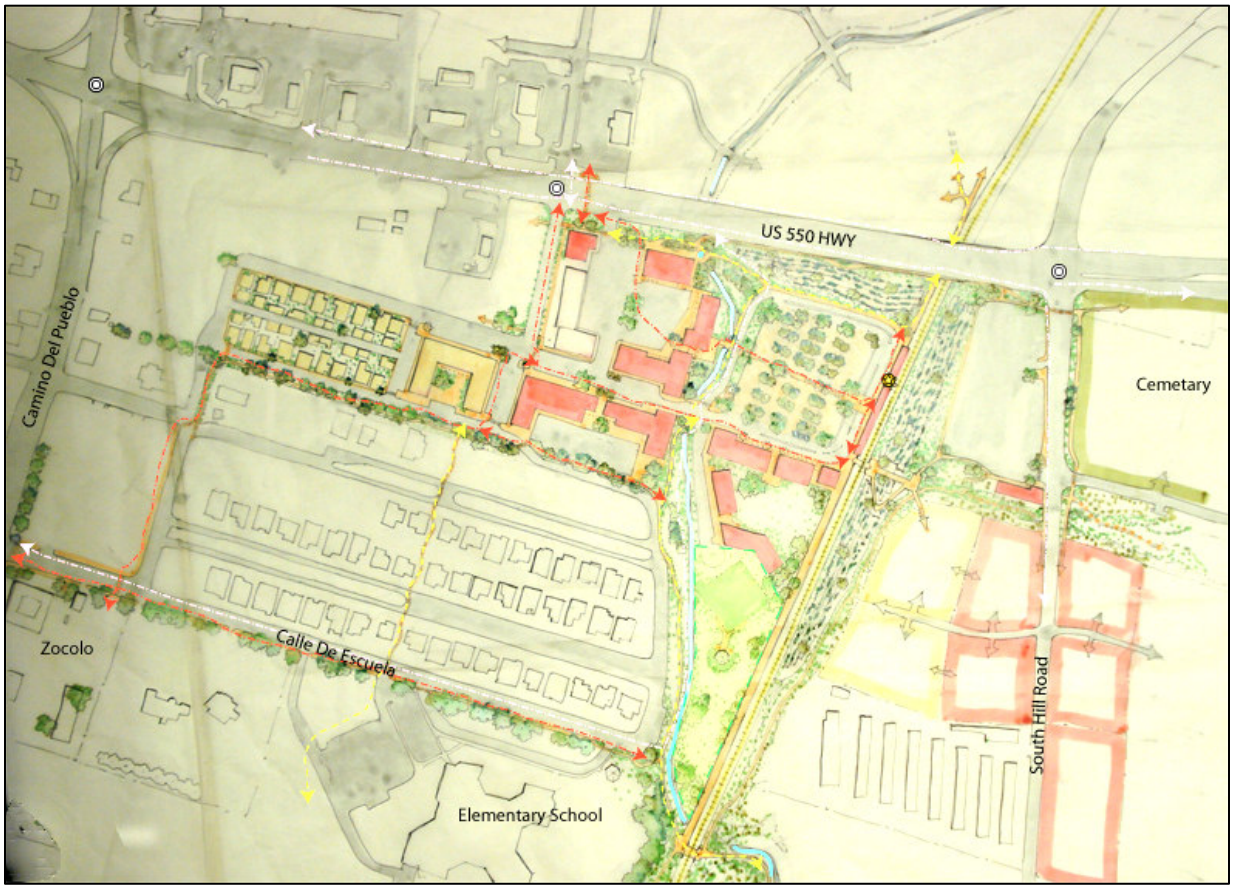


Figure II.23 550/SC Pedestrian Paths & Bike Routes

B. U.S. 550 Station Area Circulation & Streetscapes

Key components of pedestrian-friendly streetscapes consist of narrow streets; wide, level sidewalks and paths; building frontage with frequent entries and large ground floor windows; lively ground floor business; shade; and safe, well marked crossings. In addition to the improvements described in Section II-1, Proposed Circulation and Connections, the plan recommends quality streetscapes in the commercial core and "slow streets" in new residential areas to promote sensitive speeds and discourage rapid cut-through to U.S. 550.

Improvements to existing and proposed streets should include the following components:

- 8' minimum pedestrian clear zones with sidewalks in the commercial core and stabilized pavement in new residential areas,
- Space for outdoor seating and tables,
- Planting strip with space for street trees and adequate drainage,
- Pedestrian scaled lighting, and
- Benches, trash receptacles and bike parking.

C. Parking

In addition to the existing parking lot described above, the plan recognizes the possibility that additional parking may be needed for large community events and programmed Rail Runner events. The plan recommends an overflow parking lot be established on a portion of the vacant land north of U.S. 550 and west of the railroad tracks. However, this should only be considered if a pedestrian/bike U.S. 550 underpass connection is completed and should be viewed as a temporary situation until the area is ready for more intensive development.

In general, parking for new development should be placed behind buildings in well-connected, shared parking lots and parking requirements should be reduced on a case-by-case basis.

D. Land Uses

Land uses for the 550 station area are split into four distinct areas: TOD Commercial Core, TOD Secondary Commercial Mixed-Use, Primary TOD Housing, and TOD Residential Mixed-Use. These areas were defined based on current use; forecasts for commercial square footage and number of housing units; vacant and underutilized land; and location in relation to the U.S. 550 Commuter Rail Station and the proposed Sandoval County Transit Center. In order to regulate and guide future development in this area, the plan recommends a U.S. 550/Sandoval County Station Overlay District based on the boundaries shown on *figure II-3 D General SC/550 TOD General Land Use* and the land use recommendation presented below be created and adopted as a part of the Comprehensive Zoning Ordinance and implemented through a master planning process similar to procedures provided in Section 14. Special Use Zone of the Comprehensive Zoning Ordinance.



Figure II.24 550/SC General TOD Land Use

i. TOD Commercial Core

The proposed "Extended Platform Orchard Parking Lot" and the Acequia described above should be the organizing elements for the TOD Commercial Core. It is anticipated that new development in this area will come in through the master planning process. The 550/SC Commercial Core area as shown in *figure II-3 D General SC/550 TOD General Land Use* provides 7.5 acres accommodating approximately 140,000 to 160,000 sq. feet of new mixed-use compact, two-story development. All new master plans should show compliance with the Station Area Conceptual Plan and contribute to its evolution. The plan recommends commercial mixed-use development that is compliant with permitted uses in the current C-1 Commercial Zone. Offices and residential units should be allowed and encouraged on upper floors above ground-story commercial uses. Shared parking located behind buildings should be encouraged and parking requirements should be reduced on a case-by-case basis. Buildings shall conform to the Design Guidelines of the Main Street Overlay District except as outlined in this section.

a. Building Heights

The plan recommends low-rise buildings of 2-3 stories in the commercial core for all areas with a height limit of 40 feet- 16' for the ground floor and 12' for upper floors.

b. Building Frontage

Building frontage should strongly influence pedestrian activity. There should be no set-back minimums. Encroachments such as awnings and portals should be allowed.

c. Commercial Frontage:

- Frequent at-grade sidewalk entries,
- Large display windows under portals, canopies, and awnings,
- The use of regional architectural features such as zaguans leading to interior courtyards and patios, and
- Pedestrian-scaled banners and signs.
- Blank walls, curb-cuts to access parking and service/loading areas are discouraged.

d. Parking:

- Shared Parking required for all commercial development.

e. Residential Frontage:
Ground floor elevations 18"-24" above sidewalk grade to provide privacy through vertical separation (residential windows above eye level).

ii. US 550/SC Station Area Secondary TOD Commercial Mixed-Use

The vacant land shown above and southeast of the commercial core fronting South Hill Rd is within easy walking distance of the Park & Ride, Rail Runner Station, and the Sandoval County Transit Center. The plan shows a new interior street bisecting the area going east/west of South Hill Road. Development should front South Hill Road and the proposed interior street with shared, well-connected parking located behind buildings. Connections to the proposed residential development should be made at mid-block. Pedestrian and bike paths should be developed to connect the area with the proposed station steps/ramp as well as the proposed pedestrian path that follows the Acequia.

The plan recommends commercial mixed-use development compliant with uses permitted in the C-1 zone. The Secondary TOD Commercial Mixed-Use area as shown in *figure II-3 D General SC/550 TOD General Land Use* provides 7.5 acres of new mixed-use compact, two-story development. Offices and residential units should be allowed on upper floors above commercial development. Shared parking located behind buildings should be encouraged and parking requirements should be reduced on a case-by-case basis.

a. Building Heights
The plan recommends low-rise buildings of 2-3 stories in the commercial core for areas east of the power easement with a height limit of 40 feet- 16' for the ground floor and 12' for upper floors.

b. Building Frontage along South Hill Rd. and new interior east/west road
There should be no set-back minimums except as needed for an 8' pedestrian clear zone and minimum 4' landscape strip along South Hill Rd.

Discourage:
Blank walls and service/loading areas.

iii. US 550/SC Station Primary TOD Housing

In order to achieve objectives related to diverse housing opportunities, the preservation of open space and walkability, the plan recommends ***traditional village center density*** housing for two distinct areas: area "A" on vacant land southwest of the US 550/SC TOD

Commercial Core and area "B" on vacant land above the commercial core, south of the current Park and Ride Lot. As shown on *figure II-3 D General SC/550 TOD General Land Use*, the two areas provide 8.13 acres and are envisioned to accommodate between 64 and 100 compact residential units.

All new residential development in these areas should include housing options that meet the needs and affordability requirements of the local workforce.

Area "A" is adjacent to a new single-family residential subdivision and vacant C-1 property fronting U.S. 550 and is shown served by two new "slow streets" with connections to U.S. 550 via Rail Runner Ave. and to Camino del Pueblo via Calle Evangeline.

Area "B" sits above the railroad and is adjacent to a major drainage area to the north and the proposed vineyards to the west. It represents the back 50% of a large parcel that fronts South Hill Rd.

For both areas, the plan recommends uses compliant with those permitted in R-1 single family zone and ***encourages traditional village center density.*** The following housing types with corresponding rules recommended in Section II. 4 should be encouraged:

- Bernalillo Townhouses
- Compound Housing
- Courtyard Housing
- Plaza Housing
- Single-family housing with Accessory dwelling units

iv. U.S. 550/SC Station Residential Mixed-Use Housing

Land north of U.S. 550, approximately 4.76 acres, should be considered as appropriate for transit-oriented development if a pedestrian/ bike underpass connection is made that creates an easy ten-minute walk to the station. At this time, the plan does not make detailed recommendations. However, the following general recommendations should be considered:

a. Master plan developments with ***traditional village center densities***, high-quality outdoor commons spaces to serve the needs of residents and a mix of uses such as day care facilities and offices that offer services and employment opportunities should be encouraged.

b. The Acequia should be preserved and pedestrian and bike routes should be developed to connect with the station area via the underpass, Bernalillo High School, and existing commercial development along U.S. 550.

II-4. Housing Types

During the Planning and Design Workshop, housing was consistently mentioned as a strong community value. Community members articulated the need for new residential development that strikes a balance between quality, cost, and size while accommodating a variety of lifestyles and price points. With this in mind, six new workforce housing types were developed and proposed during the Planning and Design Workshop:

- Bernalillo Townhouses
- Downtown Infill Compound housing
- Acequia Courtyard Housing
- Single family with Accessory Dwelling units
- Mixed-Use Lofts
- Plaza Housing

The following pages illustrate and describe the intent of each housing type and list rules and standards that should be used to regulate residential development. The plan recommends that the housing typologies be tested and, with refinements, adopted as new zoning classes for appropriate areas in identified in the Bernalillo TOD Plan.

The plan recommends that regardless of housing type, all new housing in both station areas include the following key features:

- Compact development with shared open space
- Variety of floor plans with 1, 2, and 3 bedrooms
- Ground-related entries
- Appropriate architectural responses to climate and history

Plaza Housing

New houses that share a neighborhood public space.

Houses

- Single and Duplexes (20% maximum)
- Ground-related
- Porches required
- Accessory units allowed
- 2-story maximum
- Provide a mix of 1, 2, and 3 bedrooms
- Encourage traditional village center density

Character/Miscellaneous

- Setbacks: No front setback required, Side 5' minimum, Back 3' minimum
- Shared plaza or green required, with a minimum width of 24' and minimum 20% of site

Parking

- Side yard courtyard or alley
- No minimum requirement



Figure II.25 Plaza Housing

Bernalillo Townhouses

These townhouses will be sited in areas outside of the traditional core of the Town, but within walking distance of train stations. Amenities such as gardens watered by acequias, access to walking trails, and views will be encouraged.

Houses

- 1 and 2-story with a maximum of 20% 2.5-story
- Provide a mix of 1, 2, and 3 bedroom houses
- Ground-related
- No trailers
- Maximum of 20% triplexes
- Accessory units allowed
- Front door facing street
- Encourage traditional village center density

Character/Miscellaneous

- Setbacks: No required front setback, No required side yard setback
- Where possible, provide private garden spaces with access to ditch laterals
- Encourage public gathering areas/community buildings

Parking

- Driveways: Alley access for parking

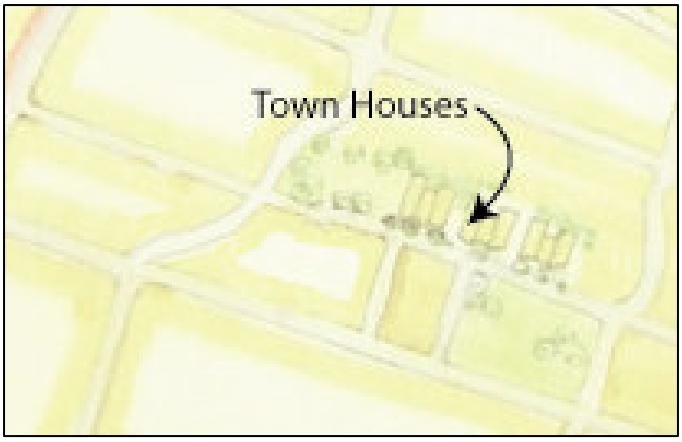


Figure II.26 Bernalillo Townhouses

Mixed-Use Lofts

In limited, specified areas near the stations, mixed-use lofts can provide both commercial and residential uses. Commercial can be part of a residential space or separately accessed and leased space. Mixed-use lofts can also be assisted living, hotels, or safe houses.

Residential

- Located on 1st and 2nd floors – entrances should be ground-related
- Provide private balconies/terraces (minimum 6'x8') when private backyards or side yards are not provided
- Mix of studios, 1, 2, and 3 bedrooms
- Encourage traditional village center density

Commercial/Retail/Offices

- Ground-related
- Oriented to street/pedestrian paths
- Retail-type windows/large glazing encouraged with commercial uses
- Portals, arcades along commercial/retail facades required on a minimum of 60% of frontage

Character/Miscellaneous

- Entrances may be shared or separate
- Modern interpretation of traditional live/work units
- Residents may or may not own businesses below
- Close proximity to rail station/Camino del Pueblo
- 40' maximum width
- No minimum setbacks

Parking

- Residential: On-street, Alley-accessed parking at rear
- Commercial: On-street "teaser" parking may be provided (no parking minimums)
- Maximum 2 spaces per unit

Compound Housing

Traditional pattern allowing multiple households of different sizes to share a parking courtyard.

Houses

- Mostly separate houses with a maximum of 50% duplexes
- Provide a mix of house sizes: 1, 2, and 3 bedrooms
- 1- and 2-story houses – no more than 20% 2.5-story
- Ground-related houses
    - Front door on shared courtyard or street
    - Private yard – 12'x15' minimum
    - No vertical overlap of houses
    - Front porch or portal (8'x10' minimum) or courtyard
- No trailers or manufactured homes
- Encourage traditional village center density
- On commercial streets, commercial is allowed in units facing street

Character/Miscellaneous

- Setbacks: No minimum setbacks required
- Group mailboxes should be housed in a shelter that also provides space for notices, seating, and is an entryway
- Use of Zaguans, portals, patios, shared and private courtyards, recessed windows, and thick walls is encouraged

Parking

- Shared parking courtyard and access-ways designed for multiple uses, such as play areas and sports uses
- Plantings and trees as part of courtyard design
- Provide shared carports as independent buildings (potential for enclosure as desired)
- Maximum car parking of two per unit
- Provide enclosed and lockable bike parking, minimum one per unit, preferably in a bike garage



Figure II.27 Downtown Compound Housing

Accessory Units

New units constructed on existing single-family housing sites are the most affordable way to increase density and keep families together.

Houses

- Maximum size 900 sq ft
- No trailers or manufactured units
- Front door must face street, alley, or driveway
- A private outdoor space of at least 15'x12' must be provided
- May be 2nd floor unit over carport/garage

Character/Miscellaneous

- Setbacks: as per existing zoning
- Compatible with existing homes
- Example reference: Accessory Dwelling Manual, Santa Cruz, CA

Parking

- Minimum of 1 sheltered, securable bike garage space



Figure II.28 Single Family with Accessory Units

Courtyard Housing

U-shaped arrangement of houses around a shared, non-vehicular garden courtyard.

Houses

- Ground-related
- Light on two sides of every room (not including baths, closets, utility rooms, etc.)
- Private yards (front, back, or side) – front porches and yards on courtyard
- Encourage traditional village center density
- Zero lot line making a continuous edge of courtyard

Character/Miscellaneous

- Setbacks: No minimum setbacks (0' lot line)
- Zaguans encouraged
- Well-defined separation of private and semi-public spaces with portals, mixed-height walls, planting areas, etc.
- Minimum courtyard 16' wide from porch to porch
- Courtyard open to public street

Parking

- On-street
- Off-street with shared carports
- Alley-accessed



Figure II.29 Acequia Garden Courtyard Housing

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III. Next Steps

Section I and II of this plan consist of planning and design objectives, a circulation and connections map, illustrated station area plans and diagrams of guiding principles, as well as specific recommendations. A series of recommendations is included for public space improvements, future land uses, new zoning overlay districts, building placement and form, and key elements that contribute to successful transit-oriented development. Section III, Next Steps, is a partial list of key projects and implementation recommendations that should be considered by all stakeholders. In most cases, projects will require continued cooperation between government agencies and joint public/ private ventures will need to be formed in order to implement the complete vision for both station areas.

TOD Plan Area

- Create and adopt street classification system, to ensure that future streets in the station areas are designed to be sensitive to alternative transportation modes – walking, cycling, and transit. Develop and implement a street classification system that considers multiple modes, competing travel needs, functional requirements, and surrounding land uses.
- Adopt Transit-Oriented Overlay Zones and develop and codify land use regulations. Adopt the station study areas and proposed station land use maps as Transit-Oriented District Overlay Zones. Develop land use regulations that codify the policy directives of the Transit-Oriented Development Plan.

Downtown Station Area

- Develop parking and new streetscape, including the art wall, along the west side of the downtown tracks from Avenida Bernalillo to Calle Don Francisco. This will require gaining control over the BNSF property east of the tracks.
- Relocate the light industrial use (gravel yard) currently adjacent to the downtown tracks on the east side and begin discussions about acquiring the current BNSF land for redevelopment purposes.
- As property changes hands, institute property acquisition for the extension of Calle Presidente to Richardson.

- Work with the NMDOT to acquire their maintenance yard east of the tracks for a possible land trust with the intent of providing affordable and mixed-income housing. Consider supporting a Community Development Corporation to initiate and manage the project.
- Since the Molino is already on the ICIP plan for FY'08, a fence or art wall could help protect it until a strategic revitalization plan is prepared.
- Initiate a Downtown landscape plan that integrates way-finding/Bernalillo signage, tree plantings along pedestrian paths and streets, and art components to help institute a "destination" feel.

The Alameda

- Reconsider the current street design in light of the pedestrian Alameda proposed in this plan
- Begin formal discussions with potential developers (both local and regional) and property owners in the immediate vicinity of the Alameda, including the Baptist Church.

Quiet Zones

- Begin discussions with MRCOG, NMDOT, and affected parcel owners to initiate medians at Avenida Bernalillo and the railroad tracks.
- Funding requests for gates to the state legislature should proceed if the Town determines that full quiet zone gates are preferable to medians

Acequia Gardens

- Town should consider acquiring water rights or permits via a change in development process to help initiate the Acequia Garden concept. Developers should be required to establish a ROW for the linear gardens and encouraged to meet open space and landscaping requirements by contributing to the development of the Acequia Community garden.

"Acequia Neighborhood Park" and "Old Cemetery Park"

- As property changes hands, begin acquisition of property in the area of the proposed "Acequia Neighborhood Park" and "The "Old Cemetery Park." Consider implementing park impact fee/credit requirement for all future development.

Pedestrian Paths and Bike Routes

- Request that all Proposed Pedestrian Paths and Bike Routes are identified in the MRCOG long-range plan and are well connected to planned regional trails.

U.S. 550/SC Station Area

- The Pedestrian and Bike Underpass at U.S.550 and Railroad Track project, as envisioned, will require the joint efforts of NMDOT, MRCOG, Town of Bernalillo, and Sandoval County officials.
- The Platform Extension will require both public and private cooperation in order to complete. The Town should requiring matching pavement and compliance with the 550/SC Station Area concept for private development.
- A study to determine the feasibility of the Stairs and Ramp/Vineyard has been initiated by MRCOG. A landscape plan should be initiated to integrate the stair and ramp facility with the proposed vineyard terrace.
- Improvements are needed for the parking lot redesign to comply with the Orchard Parking Lot concept, including a new drainage plan that focuses on water harvesting. Establish long term goals and needs for commuter parking and consider structured parking with wrap-around mixed-use commercial for this location.

IV. Appendices

A. Sign-In Sheets, Planning And Design Workshop App-3
B. Public Comments, Open House, Workshop, Public Meetings App-10
C. Community Outreach Materials App-16
- Station Area Plan Community Events Flyer
- Planning And Design Workshop Flyer
- Station Area Plan Info Brochure
- Town Of Bernalillo Newsletter
- Public Meeting Announcements

D. Planning Process Poster App-33
E. Existing Land Use, Zoning, And Context Maps App-37

Existing Land Use And Zoning Maps

Downtown Bernalillo Station (½-Mile Radius)
- Station Area Summary
- Existing Land Use April 2007
- Existing Zoning Districts April 2007
- Vacant Parcels With C-1 Zoning
- Vacant Parcels >1 Acre

U.S. 550/Sandoval County Station (½-Mile Radius)
- Station Area Summary
- Existing Land Use April 2007
- Existing Zoning Districts April 2007
- Vacant Parcels With C-1 Zoning
- Vacant Parcels >1 Acre

Context Maps
- 2-Mile Radius
- ½- And ¼-Mile Radius
- Downtown Station ¼-Mile Radius
- 550 Station ¼-Mile Radius

Existing Density Analysis

F. Market Study Extract App-55
G. Study Areas App-67
- Downtown TOD Study Area
- SC/ US 550 TOD Study Area
- Railrunner TOD Community Planning And Design Workshop Downtown Station Land Use Map
- Railrunner TOD Community Planning And Design Workshop SC/ US550 Station Land Use Map

H. Powerpoint Presentation: Wednesday, June 6, 2007 ..... App-72
I. Powerpoint Presentation: Thursday, June 7, 2007 ..... App-79
J. Powerpoint Presentation: Monday July 9, 2007 ..... App-85

Appendix A. Sign-in Sheets, Planning and Design Workshop

BERNALILLO STATION AREA PLANS

Planning and Design Workshop, June 4, 2007

Name	Affiliation	Phone	E-mail
Stephen Terge	Town of Bernalillo	771-7127	
William Skypien	Developer	867-2804 C: 934-8782	
FAWN DOLAN	Business owner	280.4603	
John Blakney	Builder	440.3193	
RUSS RUHL	PLACITAS Res.	217-9324	HOMERUHL@COMCAST.NET
HELEN ABOULEMAN	BUSINESS OWNER	350-6941	
Lou Abouleman	" "	259-7760	hrABOULEMAN@MSN.COM
MARCOS J MADRID	LAND OWNER	818-7523	marcosj1@mac.com
Debbie Kilfoy	ZONING	867-3278	
Sylvia Sisneros	Bernalillo Res.	867-2850	Seal_874@yahoo.com
MARGIE AMIOT	" "	867-3707	SAMIOT@MSN.COM
STEVE AMIOT	"	"	"
Jack Tower	Rest + business owner	867-5452	
Lou Abouleman	Business owner	867-2645	hrABOULEMAN@MSN.COM
Tandy Smith	Historic Precinct	898-0012	csmith3864@q.com

TRS 6/5

BERNALILLO STATION AREA PLANS

Planning and Design Workshop, June 4, 2007

Name	Affiliation	Phone	E-mail
Adrian	Resident of Bernalillo	867-3109	RAILRUNNER@adrian.yahoo
Ronnie A. Sisneros	Town Council	867-2850	RONSISNEROS@Sandoval County.com
Carlos Madrid	Town resident & Land Owner	867-5086	
Marian Jaramillo	Town Council	220-7539	
Evangelina Madrid	Land owner -	867-5086	

BERNALILLO STATION AREA PLANS

Planning and Design Workshop, June 6, 2007

Name	Affiliation	Phone	E-mail
Charlotte Silva	Silva's Saloon	867-9976	
Denise Silva	Silva's Saloon	867-5050	
Scott Goff	Resident	771-1971	scottgoff1@gmail.com
Jennifer Thumma	Resident	974-1838	jthumma@yahoo.com

BERNALILLO STATION AREA PLANS

Planning and Design Workshop, June 6, 2007

Name	Affiliation	Phone	E-mail
C			
Marian Jaramillo			
Clara [illegible]			
Rosie Estrada			
Kenneth Estrada			
Margaret Valdez	TOB- Ptz		
Adelle Gurule	TOB Ptz		
Sharon Ward	TOB		
Myra Chavez	TOB		
Ty Belknap	Support		
Tonnie A. Sisneros	TOB	867-3311	
Lori A Kurtz	Village of Los Lunas - CS	839-3859	
Cynthia Leyba	Town of Bernalillo	867-3311	
Steve & Margie Arnold	"	867 3207	
Carlos & Vangie Madrid	Landowner - Resident	867-5085	
Joseph Quintana	MRCOG		

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BERNALILLO STATION AREA PLANS

Planning and Design Workshop, June 7, 2007

Name	Affiliation	Phone	E-mail
Mary Kwapich			
Hazel M. Herrera		505 867-2016	N/A
Eliseandro E Herrera		505 867-2016	N/A
Birdy Montoya		867-6482	N/A
Stephen Jara	Town of Bernalillo	771-7127	—
Charlotte Silva	Silva's Saloon	867-9976	
Denise Silva	Silva's Saloon	867-9976	
M. Siebert	SCHS	867-2755	
Adrien Herrera	Resident of Bernalillo	867-3109	NativRunnerRacksAR@yahoo.com
Jennifer Thumma	RESIDENT	474-1838	jlathumma@yahoo.com
Ronnie M. Sisneros	Town of Bernalillo	867-3311	
Sylvia Sisneros	Resident	867-2850	
STEVE AMIOT			
MAGGIE AMIOT			
Helen Martinez	Resident		
JAMES FOUST	Baptist Church		
SCOTT GOFF	Resident	771-1971	scottgoff1@gmail.com
MATT DIGREGORY	RANGE CAFE	934.0051	MATT@RANGECAFE.COM
ROSALIE DOME	Resident	867.2841	
HELEN ABOUSLEMAN	RAGMO TRUE VALUE	867-3321	
Lou Abousleman		259-7160	
Eliseandro E "Cox" Herrera	Resident	867.2016	N/A
Gino Rinaldi	Resident	771 0974	

BERNALILLO STATION AREA PLANS

Planning and Design Workshop, June 7, 2007

Name	Affiliation	Phone	E-mail
Carlos & Vangie Medrick	Resident + landowner -		
MARCOS J MADRID	LANDOWNER		marcosj1@mac.com
William Dopian	—		Fax 867-1251
Greg Abousleman	Resident Business owner	867-3321	
Cordy Chavez	Resident	867-2527	Coreychavez@Hotmail.com
Joe Chavez	"	867-2527	
Francisco Luna	Resident -	867-3642	fluna@cstones.org
Tom Hagan	Business owner		
Lesette Harrington	Resident	867-4150	VOLKLSNOW@earthlink.net

Appendix B. Public Comments, Open House, Workshop, Public Meetings

Planning and Design Workshop
Public Comments on Index Cards ("Policy Wall")

General

- Remember views from passengers on train – backyards, etc.
- Public/private partnership for a showcase development downtown (→ jumpstart private development)
- Vistas – views of the Sandias
- Land assembly challenge
- Land trust
- Destinations needed → what will people take the train to visit?
- Need to feel you've "arrived" somewhere when you get off the train downtown
- Rural mentality here more about character than about actual ag use → how to preserve it?
- Expand Main Street district to include Alameda
- Renovation/Preservation of historic structures → Inventory and prioritize
- Conservation water rights
- New Urbanism is looking to the strength of the past → Bernalillo has this, needs code to preserve it
- Traffic lights on 313 need to make sense
- Make area pull from station
- Activities for teens: skate park, bmx park, movie theater, outdoor ampitheater, all-ages hangouts
- Downtown stations needs good 'Welcome to Bern' signage, map, and info w/ history
- Preserve historic landmarks
- Maintain traditions – cultural events, fiestas, religion
- Lots of trees and landscaping
- Social events for kids and families
- Bernalillo needs a movie theater for people to gather and hang out
- Use artwork – schools can be a good source for beautification
- Bus shuttles needed
- Area at 550 station that TOB is considering purchasing for a holding pond could be a multi-use facility (i.e. the drainage pond/soccer field in the South Valley) that backs up to a trail network
- Bike rental shop!
- Benches
- I would not like the town to change. Keep our town as is. Keep our town's history.

Residential

- Reinvest
- Mobile home community – opportunity for reinvestment
- Character of Bernalillo
- Lots of trees and landscaping
- Reinterpret historic pattern
- Active agriculture in neighborhoods
- Compound typology – shared open space, balanced and utilitarian
- Varied lots sizes to achieve diverse housing

- Elevated stoops
- Driveways in back alleys
- Ensure that affordable housing is high-quality
- Creative affordability programs and policies
- Variety of housing types and prices
- Allow accessory units
- Free design assistance (historic character, facades, etc.)
- Opportunity for good affordability policies
- Provide affordable housing without overcrowding and in line with town's character
- Affordable housing for the elderly needed

Commercial

- *Nice* commercial development
- Pedestrian amenities on private land (existing development easement)
- Incentives for local businesses (tax breaks, faster approvals, locally-owned/local hires)
- Business deal with RailRunner – incentives to buy more for free RR pass, etc.
- Sidewalk dining and vendors
- Patio atmosphere adds life to the street → draw people to Bernalillo
- Encourage truly local development with local bonds
- Commercial balance → serving locals and tourists
- Arts/Cultural district downtown for state funding?
- Commuters getting off train and meeting their spouse, then walking to dinner and bumping into neighbors...
- Potential commercial developers need to know town is supportive and good development won't be a fight
- Use lot size and parking to help maintain local business district

Public

- Put the Molino on the ICIP Revitalization Plan
- Small gym, rec center
- Parks for kids/families
- Public space for concerts/events
- Green space, fountain, park, stage
- Major need for another large park in town like Rotary Park
- Street closings downtown now and again to promote local business/arts/etc.
- Enclose the rail yard in Bernalillo with fencing
- Redesign the Molino fence – public art project, RFP for local designer?
- More public transit needed in Bernalillo with stops at several different locations around town
- Storm drainage for all 313/Bernalillo
- Build low adobe walls at downtown station tracks for "destination" feel and to help with flood control at the tracks
- Flood control east of railroad tracks needed
- The holding pond along Railroad Track Road and Avenida Bernalillo needs to be rebuilt and maintained
- "Music courtyard"/plaza to listen to bands of all types

Streets and Trails

- Connect with Bernalillo High
- Pedestrian crossings needed downtown
- Connect to acequias
- Retain ditch character, view as an amenity
- More lighting on Calle Duranes/downtown station
- Better road access to downtown is critical – can't see the station from Main St
- Coordinate signals on Main St
- Make the temporary Wine Festival path permanent
- Have shuttles circulate from RR stops to schools
- Pedestrian and shopping/dining area from depot to Main St
- For safety and walkability, consider trees, shrubs, safe sidewalks, wayfinding signs, lighting
- Consider pedestrian-only access from downtown station to Main St
- Consider phased-needs approach to utilize Calle Don Francisco and Durances, with future phase to connect via Calle Presidente
- Shade
- Pedestrian crossing at Escuela
- Wayfinding
- Quite zone all crossings
- Bus stop at Bargain Basket
- Crossing under 550
- Commuters are increasingly using 313/Don Tomas to bypass 550 → stop this
- Formalize a trail network now for future generations
- Remember Safe Routes to School program during trails/road planning
- Help get folks to wine festival in creative ways (old trolleys, etc.)
- Ditch path on ditch east of track
- Map for walking
- "Quiet Zone" for trains: no horn blowing at crossings/throughout the town
- Consider signal for southbound approach to 473 on street planned for west of tracks
- Integrate Sandoval county transit center into rr station and station area plans
- Need a crossing at Calle Presidente – this is already used informally to get to Garcia
- Have a trail from 550 station to homes
- Have RR connect with future Wal-Mart on 528
- Paths: safety, lighting, away from traffic
- Continue road north of McDonald's to access schools
- Coordinate signals on Main St
- Stop use of big trucks through downtown Bernalillo Hwy 313
- Good sidewalks for the elderly

Parking

- bike garages
- deregulate residential parking
- maximize on-street parking
- shared parking
- more access to rail stations
- parking along rr tracks downtown

- develop ped edge on parking lots

Rail Runner

- Event trails (San Lorenzo, wine festival, "Bernalillo Week")
- More summer event trains
- Produce colorful Bernalillo brochures and put on train
- Town police should patrol stations every 30 minutes
- Incorporate the Sandoval County transit infrastructure
- Rickshaws at events
- Bernalillo ads on trains
- Week and weekend pass to encourage weekend use
- More of every kind of public transit
- More lighting at stations (unsafe to get off train, looks very ominous driving by)
- Fix maintenance on rail crossings
- Have a trail from 550 station to homes
- Remove siding
- Enclose end of street at Calle Presidente at rr tracks
- Have more nmrx crew speak about safety at track snad rail yards at schools
- Gate rings ½ hour at south crossing
- Watch vandalism, property damage around stations
- Try to get Sandoval easy express stations in Bernalillo
- Add lighting at stations
- More vendors at rr station – mini stores, coffee carts, food stands
- Small historical plates with brief history of stations and rotary park
- Herzog crews to fix railroad crossing glitches
- Whistles, clanging of cars on siding, noise
- Vendors at stations
- Trains every hour i.e. the Saturday schedule
- "Quiet zone" for trains: no horn blowing at crossings/throughout the town
- More shade at RR stations
- Gate rings ½ hr @ south crossing
- Fix maintenance on Rail crossings
- Have Rail Runner internships for future workers
- Extend RR operation hours on weekdays, 5:00 a.m. to 9:30 p.m.
- Landscaping at stations – shade trees
- Keep stations clean
- The RR *from* Bernalillo is of minimal use to commuters who do not work in downtown ABQ. All RR stops could benefit from strengthening local transport.

Final Plan Comments – Thursday night

- n/s new "road" DT End @ Don Francisco – cuts through building on final plan
- Have the Westside use the train before they start taking South Corridor Home to develop roads
- Thanks for getting Bernalillo off on the right foot
- Great job working to incorporate the character of Bernalillo. Thanks for being conscious of resident desires for a walkable community.

- Incorporate a park at the at 550 RR Station – excellent for kids at school and adults to wait for train.
- Implementation Strategy:
    - A. Suggest – Report detail on how to execute the plan
    - B. Phase I – North Station: Green space with few direct housing impacts (demo, new roads, etc.). Phase II – South Station: More political issues with respect to density, "change" in character etc.
    - C. With North Station – Develop/list easy, affordable projects, zoning issues that make sense. Easy to buy into.
        - Develop near-term, mid-term, and long-term projects/issues that will make the plan viable/executable.
        - Zoning issues beyond this scope of work should be ID'd to ensure follow-up study of what's expected in the next 1-2 years to complete the planning process for the North Station
        - Funding streams (local, state, fed) need to be explored with increasing budget/year
        - If North Station success is evident, will create desire to further the South Station proposals
- Avenida Bernalillo/Railroad Crossing: Medians included in plans need to consider homes on North and South side of street – left turns into property won't exist
-

Exhibit D. Public Comments from the October 18th, 2007 Public Input Meeting

To be inserted in the Bernalillo TOD Plan Appendix B.

Town of Bernalillo
Bernalillo TOD Plan Public Information Meeting
October 18, 2007

Public Comment Record from Public Input Session

Verbal Comments

1. Margie Amiot: Ms. Amiot stated that she is opposed to the plan on two levels: 1) People were not involved in identifying the issues identified in the plan. She participated in the workshop but the plan does not represent the views of the participants; 2) The plan has broad goals and objectives and the plan is not the proper place for it. She hopes the Council will reconsider what is good and bad in the plan. She also stated that she is hearing about policy and how the plan would be shown to developers – it is not clear to her what the plan will do for Bernalillo and its future.

2. Gina Torres: Ms. Torres stated that she just became involved with the process this evening. She asked if nothing would change if the plan is approved, what is the point in doing the plan. She is confused about the plan and sad that the community is the last to know what is going on.

3. Steve Amiot: Mr. Amiot asked how the Town could regulate or recommend development in 2% of the town and leave the rest of the town unaddressed. He asked about why the land near Don Tomas was not included in the plan and if the land included in the plan area was the only part of town that is relevant. He stated that if the plan were to be a part of the Comprehensive Plan, it should include all of Bernalillo. Mr. Amiot that there are good things about the plan that should be incorporated in the future, but it is not the plan for now. He stated that he was on the Mayor's advisory group that never met and most people did not show up. He said that public input on the plan was non-existent. He also commented that the plan was originally portrayed as a train depot development when it really is a land use development plan and that distinction should be made.

4. Jack Torres: Mr. Torres stated that the idea of a plan is good and there is a need for a plan, but the execution leaves a lot to be desired. He believes that a plan should improve the quality of life in Bernalillo and he does not believe this Plan

does that. He commented that the issue of densities affects what people can do with their own property. He feels that the community involvement procedures were not sufficient. He stated that people need to know what kind of major impact the Plan would have on them. Mr. Torres stated that it does not make sense to add the Plan to the Comprehensive Plan because they do not go together. He is in favor of a plan but it should fit with the community vision. This Plan would force someone else's vision onto the community. He also stated that the Plan should have a disclaimer on the front – his name is on the Acknowledgements page because he was at the workshop but the Plan does not reflect his input.

5. Patricia Chavez: Mayor Chavez stated that the public's input is critical as the Council looks at ways to manage growth that will happen with or without approval of the Plan. She spoke on behalf of the governing body and assured that the Council is listening to the community. She stated that it is important for residents to express themselves. She explained that the Plan came about because they knew that the two stations would affect the area. The study was to see what was right for Bernalillo. The purpose of the moratorium was to protect Bernalillo because it was open to any type of development. It is up to the property owners to make decisions as to whether they want to sell their land. It is only after a property owner has made a decision to sell to a developer that the municipality has the opportunity to encourage something different. The Plan is not for developers, it is for the residents.

6. Rosalie Gutierrez: Ms. Gutierrez believes that the Plan is not right for Bernalillo and would affect the town in the wrong way.

7. Jude Valdez: Mr. Valdez wants more information available on the Plan.

8. Nick Romero: Mr. Romero thinks that citizens that will be directly affected by the Plan should have more input. He does not agree with the Plan because he has not seen it and does not understand the point of it.

9. Betty Pritchard: Ms. Pritchard wants the town to maintain its historical character because it is a treasure. She lives in a historical house and values the character of the Town, including the mom & pop stores and the fact that she can ride her bicycle to the store. She wants protection from developers. She does not like what is happening in areas like the field across from the school. She wants more parks and areas to walk dogs. She used to walk her dog down the street and along the ditch but she cannot do that anymore.

10. Alice Bailey: Ms. Bailey is happy with the town the way it is.

11. John Bailey: Mr. Bailey stated that people are worried about eminent domain and believes the council should state in the beginning of the plan that land cannot be taken away from landowners. He also spoke on behalf of First Baptist Church, stating that they are in favor or cooperating and letting the Church property be

used but they want assurance that they will receive compensation to buy other land to relocate the Church.

12. Stephanie Romero: Ms. Romero stated that she likes the small community and knowing her neighbors. She likes being able to tell a neighbor that she is going out of town and doesn't want strangers in the area that she would not want knowing if she was out of town. Her property was given to her by her parents and she wants to give it to her son. She feels the Town should be working on flooding issues instead and fears that the flooding issues will only be addressed once a bunch of strangers have moved into town.

13. Helen Sandoval: Ms. Sandoval stated that she does not know much about the plan other than what was in the pamphlets and what was discussed at the meeting the previous evening. She received the brochure at the meeting the previous night. She said that density scares her. She inherited property as five lots and immediately had it surveyed. She now has one lot because she did not want a bunch of people around her. The idea of having a minimum density of six or up to sixteen units on a lot scares her because it's like living in Los Angeles. She stated that eminent domain in only for major roads, not little roads. She said she would like to see trees at the library for people to gather near, since there are no places in town to gather and gossip except for the post office. The idea of taxation also bothers her because taxes for school, county and others add up. She is concerned that if the plan eventually results in boutiques and restaurants, the residents will have to pay for it. She, along with other residents, are not willing to pay for bond issues like these. She liked the 2004 plan and thinks the Town should stick with that. She also thinks that the Town should take care of drainage first. She was not aware of the Plan and needs to study it. She opposes the plan.

14. James Pike: Mr. Pike said that he understands that the committee can stop people from building or allow it to happen. He has been to meetings and has seen development be approved even when people do not like it. He wants to know who is on the committee to approve the plan and what do they know about the plan. He is not opposed to new development but he is opposed to the Plan as it is outlined.

15. David Serba: Mr. Serba stated that he has lived in Bernalillo for 52 years and has seen it go through its ups and downs. He said that improvements and development should have been made with money used to develop this Plan.

16. MaryAnn Jaramillo: Councilor Jaramillo stated that she is committed to making Bernalillo a wonderful place to live collaboratively. She said that the moratorium had been instituted to protect the town from developments. She stated that she and other Council Members have not been comfortable with the density in the plan and that the public's comments have been heard loud and clear. She assured the audience that Council Members are committed to the residents and value the town.

17. Orlando Lucero: Mr. Lucero is concerned about the lack of open land left in town. He stated that he is concerned about density because the town is growing too fast and has lost its rural atmosphere.

18. Bill Sapien: Mr. Sapien asked that the governing body and Mayor shelve the Plan at this time. He stated that 75 people have signed a petition showing disapproval of the plan. He said that the Town has come a long way and have put a lot of work into getting the plan together, but that essential services should be addressed first. Water, sewer, streets, sidewalks, fire department, police, flood control, improvement of ridership of the transit station, including getting people from outlying areas to the rail stations should be addressed. He stated that he is on the flood control board and there should be a plan in place by 2008 to address placement of dams and control runoff water. He also thinks there should be a clear definition of eminent domain. He said that as a landowner, he could say that density is good but he wants to be socially responsible.

19. Robert Garcia: Mr. Garcia believes the Council should shelve the Plan but that if the Plan is approved, all landowners should be grandfathered in to allow less than the 6 unit minimum. The plan should give flexibility to allow people to build only one house on an acre. He stated that it is extremely important to do what is good for people 25 years down the road. He does not believe the plan is good for the Town of Bernalillo and does not believe the Plan was well thought out. It appears to him to be a plan for the developers to profit and the residents to pay. He sees problems with the density, as there are already problems with the population explosion - there are increases in crime and high traffic. He asked that these issues be addressed on Monday.

20. Alex Herrera: Mr. Herrera has a question about the difference these meetings and the meeting on Monday night. Mr. Jerge stated that he would answer the question after the public input session, since the question was not about the plan.

21. Santiago Montoya: Councilor Montoya reassured the group that they were there to hear their concerns and opinions. He emphasized that it was important to go to the Councilors to have their voices heard.

22. Scott Goff: Mr. Goff stated that while the Plan is not perfect, there are many positive aspects to it. He said that the plan does add to the quality of life by recommending trails and places to meet. He stated that he lives on property that was sold and developed and that when land does turn over, there should be a plan in place that adds to the quality of life, keeps architectural styles and maintains the rural character of the area.

23. Nora Velarde: Ms. Velarde said that she was not sure about the plan and needs to read it in order to submit comments.

Written Comments

Betty Pritchard: I wish that Bernalillo would continue to maintain the historical and small town character. We wish to have protection from developers and continue to improve the infrastructure for example, flash flood protection, etc.

Alice Bailey: Traffic on 550 is terrible most of the time. Please protect us from flash floods. Also, when we annexed, they promised us lights around our little park but we are still waiting. It is so dark there.

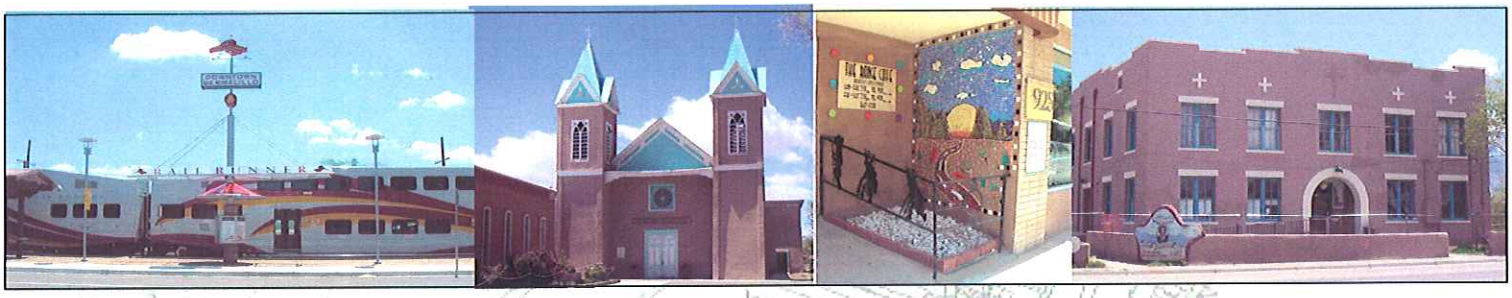
John Bailey: My wife and I desire to keep anyone from cheating us or the First Baptists Church or anyone. Please make great unbreakable laws to protect all landowners. Also, we need lights on Charing Cross Loop. Protect us from flash flooding. Provide a way to get traffic through to Rio Rancho with no red lights. Pollution would be reduced. Please make it illegal to take First Baptist land at a price too low for us to relocate and build a new building.

Teresa Young: I would like to see a more "lay person" version of the plan available so that it is easier to understand. I have been looking over the present plan for two weeks and still am confused. I have spoken to others that experienced the same. Overall, I am very pleased that the governing body is looking toward our future and thank you for doing so.

William Sapien: Plan should be shelved. Essential services should be addressed, sidewalks, streets, street lighting, police department, fire department, library, ridership to train depot, density, water, sewers, eminent domain, land use, housing, flood control.

Appendix C. Community Outreach Materials

- Station Area Plan Community Events Flier
- Planning and Design Workshop Flier
- Station Area Plan Info Brochure
- Town of Bernalillo Newsletter
- Public Meeting Announcements



Town of Bernalillo

Station Area Plan

Community Events

How can Bernalillo's future be strengthened by the Town's two commuter rail stations? A new planning process will focus on future land use, public space, design, and density around each station. Please take part and add your voice to the Town's vision for its future!

Community Open House

Wednesday, May 23, 6:30pm
Town of Bernalillo Town Hall
Come discuss this project and share your thoughts and ideas for the stations.

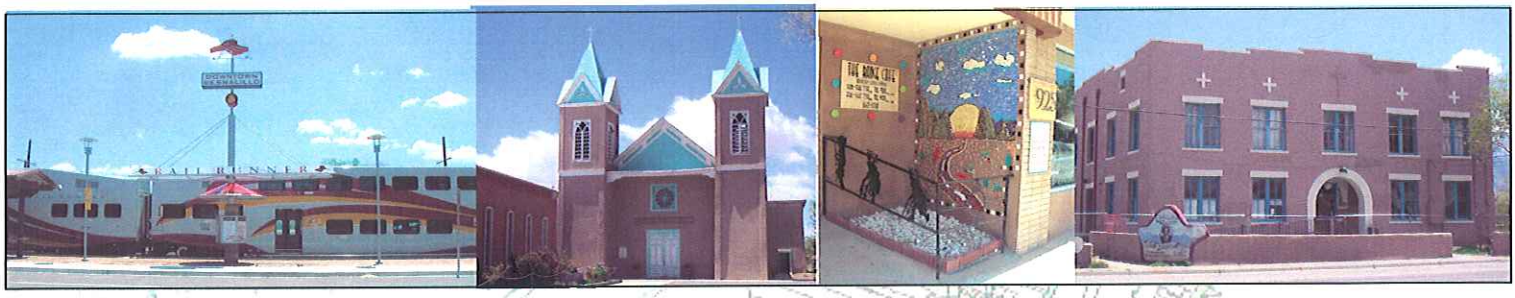
Community Planning & Design Workshop

Monday, June 4 - Thursday, June 7
Our Lady of Sorrows Church Social Center
This multi-day workshop will feature open studio time during the day and presentations in the evening for maximum community input. See the Town Website for the full schedule.



For questions, contact the Town at 867-3311 or MR-COG at 724-3635.
For more information, visit:
www.townofbernalillo.org





Town of Bernalillo

Station Area Plan

Community Planning & Design Workshop

How can Bernalillo's future be strengthened by the Town's two commuter rail stations? An ongoing planning process will focus on housing, future land use, public space, design, and density around each station. Your location within the planning area means your participation is important. Please take part and add your voice to the Town's vision for its future!

Monday, June 4 - Thursday, June 7
Our Lady of Sorrows Church Social Center

Drop in during the daytime Open Studio hours, 9:00 a.m. - 5:00 p.m., *OR*

Join us in the evenings for structured presentations and activities:

Monday, June 4, 6:00 p.m.: Project Introduction
Get introduced to the project and review a range of proposals

Wednesday, June 6, 6:00 p.m.: Initial Plan Review
Judge a variety of plans and add your input on each

Thursday, June 7, 6:00 p.m.: Final Plan Review
Review plans that reflect your input from the week



For questions, contact the Town at 867-3311 or MR-COG at 724-3635.
For more information, visit:
www.townofbernalillo.org





Our Lady of Sorrows Church

Social Center

Workshop Schedule

Day 1 – Monday, June 4
9:00 – 5:00: Open Studio
6:00 pm: Project Introduction

Day 2 – Tuesday, June 5
9:00 – 5:00: Open Studio

Day 3 – Wednesday, June 6
9:00 – 4:00: Open Studio
6:00 pm: Initial Plan Review

Day 4 – Thursday, June 7
9:00 – 5:00: Open Studio
6:00 pm: Final Plan Review



Rail Runner in Bernalillo

The Rail Runner Express is bringing new opportunities for regional transportation to residents throughout the region.

In the Town of Bernalillo, home to two commuter rail stations, the Rail Runner presents **an opportunity to integrate new mixed-use, pedestrian-friendly development**, two hallmarks of transit-oriented development (TOD) that can enhance the Town's rich history, culture, and sense of place.

The Sandoval County / US 550 Station serves residents of Rio Rancho and southeastern Sandoval County. The station sits on land that was once a large vineyard. Grape-growing first cropped up in the 1620s, and is still flourishing today. The New Mexico Wine Festival is an annual celebration of this tradition.

The Downtown Bernalillo Rail Runner Station is located in the center of historic Bernalillo. Camino del Pueblo, the Town's "Main Street", was once part of the famous Route 66, and is now home to a variety of specialty restaurants, shops, and historic attractions.

Town of Bernalillo Station Area Plan Community Events

Community Open House

Wednesday, May 23
6:30 p.m.
Bernalillo Town Hall

Community Planning & Design Workshop

June 4 – 7
Our Lady of Sorrows Church
Social Center



For questions, contact the Town at 867-3311 or MR-COG at 724-3635. For more information, visit: www.townofbernalillo.org

Enhancing the Character of Bernalillo

How can Bernalillo's future be strengthened by the Town's two commuter rail stations? An ongoing planning process will help determine how the stations can help enhance Bernalillo by building upon principles of Transit-Oriented Development (TOD).

TOD is a land-use pattern that creates vibrant, livable, and walkable neighborhoods around transit. TOD includes a variety of housing types, along with complementary public uses, jobs, retail, and services that are concentrated in mixed-use developments. Articulating what TOD means for Bernalillo and how it will look here is the purpose of an upcoming Community Planning and Design Workshop. Your input is needed!

Components of TOD

Station Planning
- Functional
- Adjacent Parking
- Pedestrian Safety

Land Use Planning
- Walkable Streets
- Plazas and Parks
- Bike Trails and Pedestrian Paths
- Enhanced Connections to Existing Development

Town Design
- Compact, Mixed-Use Development
- Architecture Reflecting History and Culture
- Distinctive and Attractive Identity

Diverse Housing
- Workforce
- Families
- Seniors
- Bernalillo Residents



Community Planning & Design Workshop (June 4-7)



Workshop Purpose
The workshop will provide a forum for residents, planners, designers, municipal officials, and others to collaborate on a vision for both Rail Runner stations in Bernalillo.

Workshops bring together residents from all walks of life, professionals from many different fields, and planners/designers to collaborate and create drawings and plans that stem directly from participant ideas.

This process allows for more collaboration, immediate feedback, and citizen ownership than other participation models and will be organized to encourage maximum participation from all stakeholders.



Workshop Process
The workshop team consists of planners, architects and designers who will set up an on-site studio to act as their working space for the length of the workshop. Formal and informal meetings will be held throughout the event, providing you with the opportunity to drop in during daytime work sessions or attend public sessions scheduled for their convenience, after workday hours.



Workshop Results
The objective of the workshop is to produce a Conceptual Master Plan for the Station Areas, including illustrations of key locations. The plan will include:
- Land use
- Building Typologies
- Circulation & Streets: Pedestrian and Bike Facilities/ Trails
- Public Open Space: Parks and Plazas

What about Land Use?

It's Your Community . . .

During the planning process, community members and elected officials envisioned making the areas near the Rail Runner stations great places, with improved transportation options, access to parks and recreation, and a variety of housing options, maintaining Camino del Pueblo as a lively and viable main street. The amount of residential or commercial building permitted on a given parcel of land – generally referred to as density - is key to making this vision a reality.



The center of Bernalillo has historically been relatively densely built. The plan maintains the existing density found near the downtown station and encourages the town to expand its center to appropriate areas within walking distance of the stations. The benefits of well-designed density include:



- More efficient use of land - leaving more for open space and agriculture
- Greater housing choices including "workforce" priced housing
- Makes transit service such as buses and shuttles possible
- Support for retail, main street, and small local businesses
- Reduced traffic congestion
- Decreased public infrastructure costs
- Easier and more enjoyable walking and bicycling experiences

To ensure that future land use in the area benefits the Town, the plan recommends appropriate design standards and guidelines and a master plan approval process. This provides elected officials and the public an opportunity to review specific projectproposals and ensure they contribute to the community vision.

FAQ's

How was the plan developed?

The plan was developed largely through a public Community Design Workshop attended by community members, town and county officials, local business leaders, local developers, area youth, and professional planners.



What will the plan do?

The plan will serve as a guide for local decision-makers on how to respond to opportunities and challenges arising in areas directly surrounding the two Rail Runner stations.

Elected officials and town residents will ultimately have the final say in what specific projects will actually get built.



How will the plan help us keep the Bernalillo we know and love?

The plan focuses on maintaining those parts of the Town residents identified as important, while recognizing the real pressures of growth and change that the town – and the region - is experiencing. Looking at the bigger picture allows the plan to recommend ways to turn these pressures into opportunities.

To address residential growth, the plan recommends offering more housing options with a wider variety of prices, types, and styles so the town can continue to be home, now and in the future, to all Bernalillo residents. This includes families who have deep roots in the community and newcomers who are attracted and charmed by small town living and the traditional culture of the region.

Additionally, the plan promotes existing community businesses by recommending increasing public parking, establishing attractive pedestrian connections, and a few key new roads connecting Main Street, existing neighborhoods, schools, and the Rail Runner stations.

The Draft Bernalillo TOD Plan contains much more information on these visions and the steps to achieve them. For more information, or to review the plan, please contact the Town of Bernalillo's planning office at (505) 867-3311.

Town of Bernalillo/ Sandoval County

Rail Runner Stations

Station Area Planning



Town of Bernalillo
www.townofbernalillo.org
Phone: 505-867-3311

Mid-Region Council
of Governments
www.mrcog-nm.gov
Phone: 505-247-1750

Looking Back while Moving Forward



Long ago, early Spanish settlers traveled north on foot and horseback along the famed El Camino Real... a few hundred years later, people motored by in cars on historic Route 66... nowadays, many arrive in the Town of Bernalillo by the newest form of transportation – the New Mexico Rail Runner Express. With the station area planning effort, the Town is looking at its future to ensure that the Rail Runner best serves the Town and its residents while preserving the community's history and character.

Creating a Community Vision

For almost a year, elected officials, town staff, and the general public have worked to develop a land use and transportation plan for the areas near the commuter rail stations. The draft Bernalillo TOD Plan (Transit Oriented Development) is the result of this effort. The plan focuses on small but important portions of the Town within walking distance (roughly ¼ to ½ mile) of the Downtown Bernalillo and Sandoval County / US 550 stations.

The plan is designed to help support local businesses, encourage housing options, provide open space and trails, and preserve the town's historical architectural styles. Included in the plan are several viable and useful recommendations on how to achieve the visions for each station area. Serving as a guide, the plan will help steer the decisions of elected officials and town staff as they make their day-to-day decisions on activities near the stations.

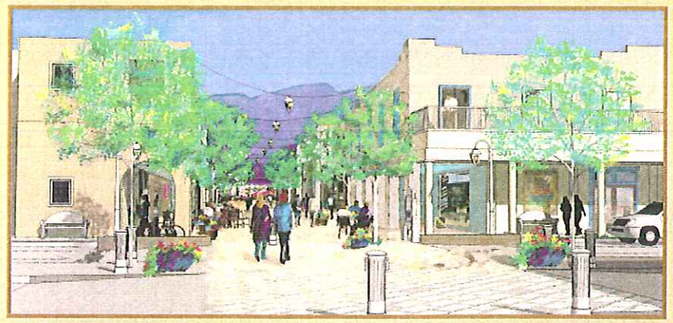


What We Heard From You - Quotes from Design Workshop Participants

Town Character	"We must preserve the area's historic structures"
Walkability/ Connections	"Formalize a trail network now for future generations"
Downtown Destination	"Patio atmosphere adds life to the streets and would draw people to Bernalillo"

Downtown Bernalillo Rail Runner Station:

Moving Ahead and Recalling the Past



Imagine extending the vibrancy of Bernalillo's Downtown Main Street through a lively shopping street to the Downtown Bernalillo Rail Runner Station. As you stroll to the station, perhaps you pick up flowers, drop off your mail, buy a book or simply enjoy a cup of coffee before getting on the train. Even if you are not going to the train, maybe you choose to visit the area to stroll the shaded sidewalks, to browse the shop windows, or to meet with your neighbors.

Travelers and friends arriving on the Rail Runner are greeted by a safe and inviting station and can comfortably walk to the area's regionally known restaurants, thriving retail stores, art galleries, public parks and historic landmarks. Visitors will immediately recognize Bernalillo's rich history and character.

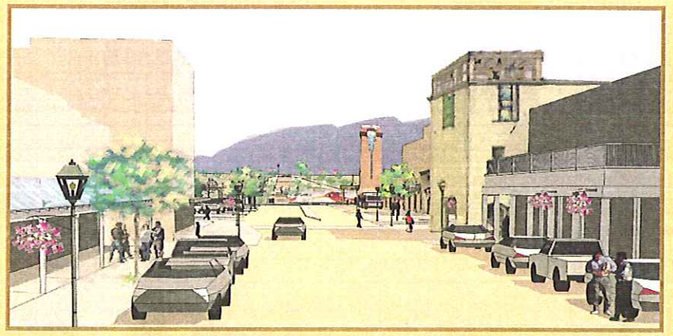


This vision is not far from what Bernalillo is today. But, in order to achieve this in the time of big box stores and sprawling residential development, some important improvements have been identified for the area:

- A lively shopping street will connect the station to Camino del Pueblo, providing public space for outdoor dining, performance areas, farmer's market, retail storefronts and places to simply relax.
- Safe, lighted, and shaded sidewalks connecting the Rail Runner station to homes, local businesses, and Camino del Pueblo.
- Much-needed additional parking to serve local businesses and other destinations near the station.
- New roads and pathways to ease circulation and provide safe and convenient routes for pedestrians and bicyclists.
- New commercial and residential development that will be "neighborhood sized" and will look and feel like those found along Camino del Pueblo.
- Revitalized acequias and historic trails to provide vital links to residential areas and community open spaces.
- New housing that offers maximum choice in size, type, and price and is designed to reflect Bernalillo's architectural styles and sustainable building practices -- all within a convenient walk to the station.

Sandoval County/US 550 Rail Runner Station:

A Snapshot of the Future



Some say New Mexico's first taste of the wine industry started right here – at the northern edge of Bernalillo. Perhaps that is why it is only appropriate that the vision for this station blends Bernalillo's historic characteristics with the more modern, active setting of the US 550/I-25 corridor. In fact, modifications to the existing parking lot area include the addition of more trees and vineyard-themed landscaping - all aimed at creating a visual amenity reflecting Bernalillo's history. For residents, it adds up to a feeling of real community - instead of simply a parking lot and a place to catch the train. These features combined with the stores and offices – lined with active sidewalks and pedestrian paseos - inspire a vibrant "sense of arrival" for visitors to the area. Pedestrian paths, some along the acequia, will make for a comfortable and relaxing walk between the station and nearby houses, businesses, schools and of course, the annual Bernalillo Wine Festival.

To achieve this vision, improvements identified for the station area include:



- Mixed-use development and new residential development on vacant parcels within walking distance of the station.
- Bike routes that will connect the station area to a network of existing and future bike lanes.
- A pedestrian and bike connection under US 550 that will safely and comfortably bring people to the high school and north.
- Creation of "sense of arrival" through landmark architectural elements, direct views of the Sandia Mountains and the addition of trees and vineyard-themed parking lot.
- New parks, public open spaces and enhancements to the historical trails and acequias to reflect the vineyard and rich agricultural history of the area.

Sandoval County/US 550 Rail Runner Station will have an increasingly important transportation role by providing connections between the Rail Runner and numerous bus and shuttle linkages. Additionally, this vital stop will soon serve as the gateway station for future Rail Runner service north to Santa Fe.

NOTICE
OF A
WORKSHOP
FOR THE
GOVERNING BODY
OF THE
TOWN OF BERNALILLO

The Town of Bernalillo Governing Body will meet in a workshop on Friday, October 26, 2007. The workshop will begin at 5:30p.m. at

Town Council Meeting Room
829 Camino Del Pueblo
Bernalillo, NM 87004

The Agenda for this workshop is:

a) **Transit-Oriented Development Plan**

Posted this 23rd day of October 2007



Town of Bernalillo
TOD Plan UPDATE

Station Area Plans Public Comment Postings and Response Sheets With copies of TOD Plan – *At Town Hall & Library for Approx One Month Public Review*

Station Area Planning Brochures - *250 for hand delivery*

Tour of Similar Developments – *Last Friday: Infill Solutions and Sean Gilligan Properties*

- The current version of the plan states densities of "up to 12 units per acre". The reason for the tour is to show some examples to understand why density sometime works, sometimes doesn't. The hope is to help visualize how densities can play out differently based on design and layout. Ideally, we'd like the councilors to not immediately dismiss development opportunities based on density alone.
- There are some unique "neighborhoods" in the station areas – west of the downtown station, east of the downtown station, and the area by the US 550 station. Think about these examples in each of these different context.
- We are only talking about options for a small part of Bernalillo – less than the areas within ½ mile from both of the station.
- Try to see beyond façade issues such as colors, modern style, etc. Your design guidelines would apply and address these concerns. This may be difficult but the idea is to see how these designs can effect a "crowded" or "uncrowded" feeling.
- Note what you feel is appropriate for the station areas and what is not.

Density Analysis - *Local neighborhoods*



Town of Bernalillo

Station Area Plan
Public Comments

The Town of Bernalillo is asking for your comments on a draft land use and transportation plan that covers the areas near the Downtown and Sandoval County / US 550 Rail Runner stations.

The draft plan is available for review at the Front Desk at Town Hall and at the Town Library.

Additional Public comment meetings may be scheduled.

Public comments will be accepted through October 15th

For questions or to submit comments, contact the stop by the Town Hall reception desk, or contact the Town at 867-3311 (kmmoe@townofbernalillo.org) or MR-COG at 724-3635.
For more information, visit:
www.townofbernalillo.org

Town of Bernalillo

"The City of Coronado"

PATRICIA A. CHÁVEZ

Volume 5, Issue 5

May 21, 2007

Special Points of Interest:

- 550 Corridor Study
- Address Postings
- Bernalillo Service Numbers
- Coronado Campground
- Downtown Rail Runner
- ESCAFCA Formation
- Employment Opportunities
- Fireworks Showcase
- Public Input—Rail Stations
- Saturday Mornings with the Mayor
- Calendar of Events

Downtown Rail Runner

Mayor Patricia A. Chávez is pleased to announce the official opening of the Downtown Rail Runner Station located on 820 Rail Road Track Rd. between Calle Don Francisco and Calle Duranes in Bernalillo. A dedication ceremony of the station will take place on Thursday, May 24, 2007 from 1:30-4:00 p.m. All residents, businesses, neighboring pueblos and communities are invited to the celebration.

The festivities planned for the dedication include light refreshments, music, and dance. Bernalillo's best - student performances of "Coro Infanté de Roosevelt Elementary", Carroll Elementary Ballet Folklórico, and the Bernalillo High School "Marachi Ensemble" will be featured in the community celebration. Additionally, a special promotion to encourage residents and visitors to explore Bernalillo businesses will enjoy a special kickoff. Bernalillo businesses have been asked to participate in offering a limited number of free Rail Runner passes to customers to stimulate additional business and to encourage local use of the train service. The tickets are provided free of charge by the Town of Bernalillo.

"We want to ensure that business and train service events become a mainstay in our community. Combined, they contribute to a powerful, vibrant economy in our community", says Mayor Patricia A. Chávez. "Train service also provides alternative transportation to and from Bernalillo, literally providing our residents access to diverse employment, medical, educational and cultural pursuits while placing economic relief on their pocketbooks." The Rail Runner Express, in a ceremonial ride, will bring visitors to the event from the Alvarado Center Station.

For more information, call the Community Development office at 771-1733. Join Bernalillo in celebration and see the beautiful addition to our downtown area.

Coronado Campground—Free Use To Residents

Mayor Patricia A. Chávez, in conjunction with the Coronado Campground, is pleased to offer Bernalillo residents, free use of the recreation shelter located on the north side of the campground In June, the fee is waived for residents with proof of a Bernalillo utility bill, and the shelter can be scheduled for your next family barbeque or party any time throughout the month.

The shelter is equipped with one small charcoal grill and will accommodate up to 32 people comfortably. There are four tables that can seat eight (8) individuals. The fee for the use of the shelter is normally $52/day with a $20 damage deposit that is refundable upon the conclusion of the event.

Call Robert Stephens at 980-8256 to book your reservation.

550 Corridor Study

On behalf of the Town of Bernalillo, Mayor Patricia A. Chávez thanks all who attended the 550 Corridor Study Open House hosted by the Mid-Region Council of Government and the Department of Transportation (DOT) on May 16th at Our Lady of Sorrows Social Center. Much of the information provided by the DOT on May 16 included long range plans that showed potential locations for an additional bridge. No final decisions have been made nor dollars allocated.

Our official public policy does not support an additional Rio Grande crossings within the jurisdiction of the Town of Bernalillo. Another crossing in Bernalillo is not an option as it would represent condemnation of much private property (and prime real estate), and essentially contribute to the demise of Bernalillo. We already have one river crossing in our community!

Cont. pg. 2

Fireworks Showcase

In celebration of the 4th of July holiday, the Town of Bernalillo Fireworks Showcase is scheduled for Friday, June 29 beginning at dusk at Bernalillo High School football field. Plan to attend.

If you have any questions, comments, or concerns, please call 867-3311, fax 867-0481, or mail: Patricia A. Chávez
Mayor
Town of Bernalillo
P.O. Box 638
Bernalillo, NM 87004

PATRICIA A. CHÁVEZ
Mayor

Town of Bernalillo

550 Corridor Study (cont. from pg. 1)

Further, this administration continues to support U.S. Hwy. 550 improvements that can be done within existing right-of-way and without going to a dual level structure. We will continue to protect private land ownership to the fullest degree possible and intervene emphatically on any proposal that has an adverse economic impact on our businesses.

As a region, all jurisdictions must necessarily revisit land use development and authorizing building permits/plans to ensure that they incorporate getting homeowners safely and efficiently from point of origination to work/play/shop destinations BEFORE those developments are approved and then worrying about transportation access/congestion as an afterthought.

I encourage your continued input on the U.S. Hwy. 550 Operational Improvement Study. Please provide written comments on this alternative to DOT. Our staff will make every effort to keep you informed. Visit www.townofbernalillo.org for updates.

Calendar of Events

May 23—Community Open House, Council Chambers, 6:30 p.m.

May 24—Downtown Station Dedication, 1:30 —4:00 p.m.

June 2— Saturday with Mayor Patricia A. Chávez, 10:00 a.m.– 12:00 p.m.

June 11—Town Council Meeting, Council Chambers, 6:30 p.m.

June 12—Planning & Zoning Meeting, Council Chambers , 6:30 p.m.

June 25—Town Council Meeting, Council Chambers, 6:30 p.m.

June 29—Firework Showcase, Bernalillo High School—Football Field @ Dusk

Bernalillo Service Numbers

EMERGENCIES ONLY—911

- Non-emergency Dispatch—891-7226
- Police Chief—771-5877
- Police Records—771-5872
- Concerned Citizens Hotline—771-5888
- Animal Control—891.7226

Public Input—Rail Stations

Starting this month, the Town of Bernalillo and the Mid-Region Council of Governments are hosting several community events to gather public input on recommended land use for both Rail Runner station areas. Residents are invited to participate in a planning process that will examine the commuter potential of each station area. By July 2007, the Town hopes to adopt Station Area Plans that will include policy regarding land use, walk-ability, public space and trail networks, street and parking standards, density, design and more.

Public participation is crucial and residents are urged to take part in these upcoming community events to help determine how mixed-use, pedestrian-friendly development around each station can help enhance the existing character of historic Bernalillo.

Community Open House, Wednesday, May 23, 2007 at 6:30 p.m.—Bernalillo Town Hall - Get introduced to the project and discuss the future of Bernalillo commuter rail stations.

Community Planning and Design Workshops, Monday, June 4— Thursday, June 7, 2007: 9:00 a.m. - 5:00 p.m. workshops; 6:00—8:00 p.m. Public Input each day; Our Lady of Sorrows Social Center

Residents, elected officials, planners, architects, landscape designers, and others will come together over several days to create plans that reflect a true community vision for the Rail Runner station areas. For information, call Maria Rinaldi at 771-7133.

Address Postings

The Town of Bernalillo has address numbers for residents to post on their homes. If you do not have your street number clearly posted on front of your home or fence, please stop at Town Hall, 829 Camino del Pueblo to obtain the address numbers to display at your residence.

Displaying your address is required in order for Emergency Service personnel to easily find your residence and provide assistance when needed. Take action now, minutes in finding your address during an emergency can mean—life or death. For more information regarding the addressing program, call Margaret Valdez at 771-7118.

ESCAFCA Formation

On March 20, 2007, Governor Bill Richardson signed the legislation approving the creation of the Eastern Sandoval County Arroyo and Flood Control Authority (ESCAFCA). Governor Richardson has appointed the following members from the covered jurisdictions: Town of Bernalillo—Bill Sapien and Debbie Kilfoy; Placitas—Wayne Sandoval and Dan Dennison; and, Algodones—Sal Reyes.

ESCAFCA held its first organizational meeting on Thursday, May 17, 2007 in the administrative offices of the Southern Sandoval County Arroyo and Flood Control Authority (SCAFCA).

Several public meeting will be conducted to gather input from the citizens of the Town of Bernalillo, Placitas, and Algodones pertaining to the various flood and erosion management issues in the area. The Board will meet on the third Thursday of the month. The specific meeting place will be posted in the very near future and notice will be provided via the newsletter.

Employment Opportunities

The Town of Bernalillo is accepting resumes and applications for the following position:

- Executive Secretary
- Lifeguards
- Recreation Aides
- Utility Worker
- Water Operators

Certain positions will remain open until filled. To apply, or obtain more information on qualifications, contact Yolanda Mora, Director of Human Resources, 771-7112.

Saturday With The Mayor

The next Saturday morning with the Mayor will be held on Saturday, June 2, 2007 from 10:00 a.m.—12:00 noon in the Council Chambers. Community members are encouraged to come discussed issues and concerns with the Mayor.
To sign up for your 10 minutes with Mayor Chávez or for further information, call Ida Fierro at 771-7128.

Appendix D. Planning Process Poster

The Community Planning and Design Workshop
Process & Schedule
June 4th-7th

public input

public review

public confirmation

Day 1 – Monday, June 4
9:00 – 5:00: Open Studio
6:00 pm: Project Introduction









phase 2

alternative plans

phase 3

Day 2 – Tuesday, June 5
9:00 – 5:00: Open Studio







phase 4

refined plans

phase 5

Day 3 – Wednesday, June 6
9:00 – 4:00: Open Studio
6:00 pm: Presentation Gallery





phase 6

final plan

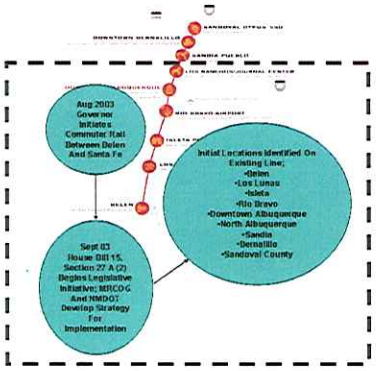
phase 7

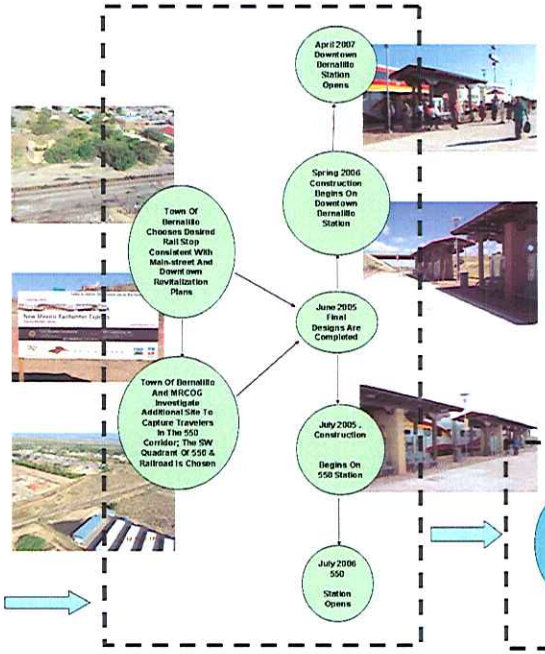
Day 4 – Thursday, June 7
9:00 – 5:00: Open Studio
6:00 pm: "Jury" Presentation



Aug 2003

Commuter Rail Planning Initiated



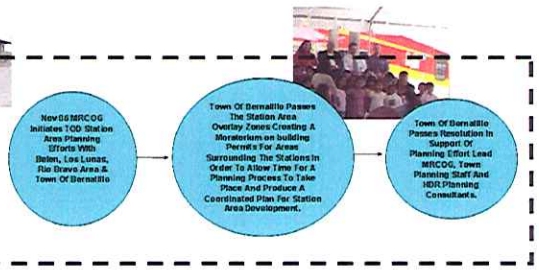


2003-2007

Town of Bernalillo & MRCOG Plan & Implement 550 & Downtown Rail Runner Stations

Jan 2007

Station Area Planning Project begins with local resolutions of support.





May 07-July 07

Current Community Planning Process

Appendix E. Existing Land Use, Zoning, and Context Maps

Existing Land Use and Zoning Maps

Downtown Bernalillo Station *(1/2 mile radius)*

- Station Area Summary
- Existing Land Use April 2007
- Existing Zoning Districts April 2007
- Vacant Parcels with C-1 Zoning
- Vacant Parcel > 1 Acre

U.S. 550 / Sandoval County Station *(1/2 mile radius)*

- Station Area Summary
- Existing Land Use April 2007
- Existing Zoning Districts April 2007
- Vacant Parcels with C-1 Zoning
- Vacant Parcel > 1 Acre

Context Maps

- 2-mile Radius
- ½ and ¼ mile Radius
- Downtown Station ¼ mile Radius
- 550 Station ¼ mile Radius

Existing Density Analysis

Town of Bernalillo Station Area Summary

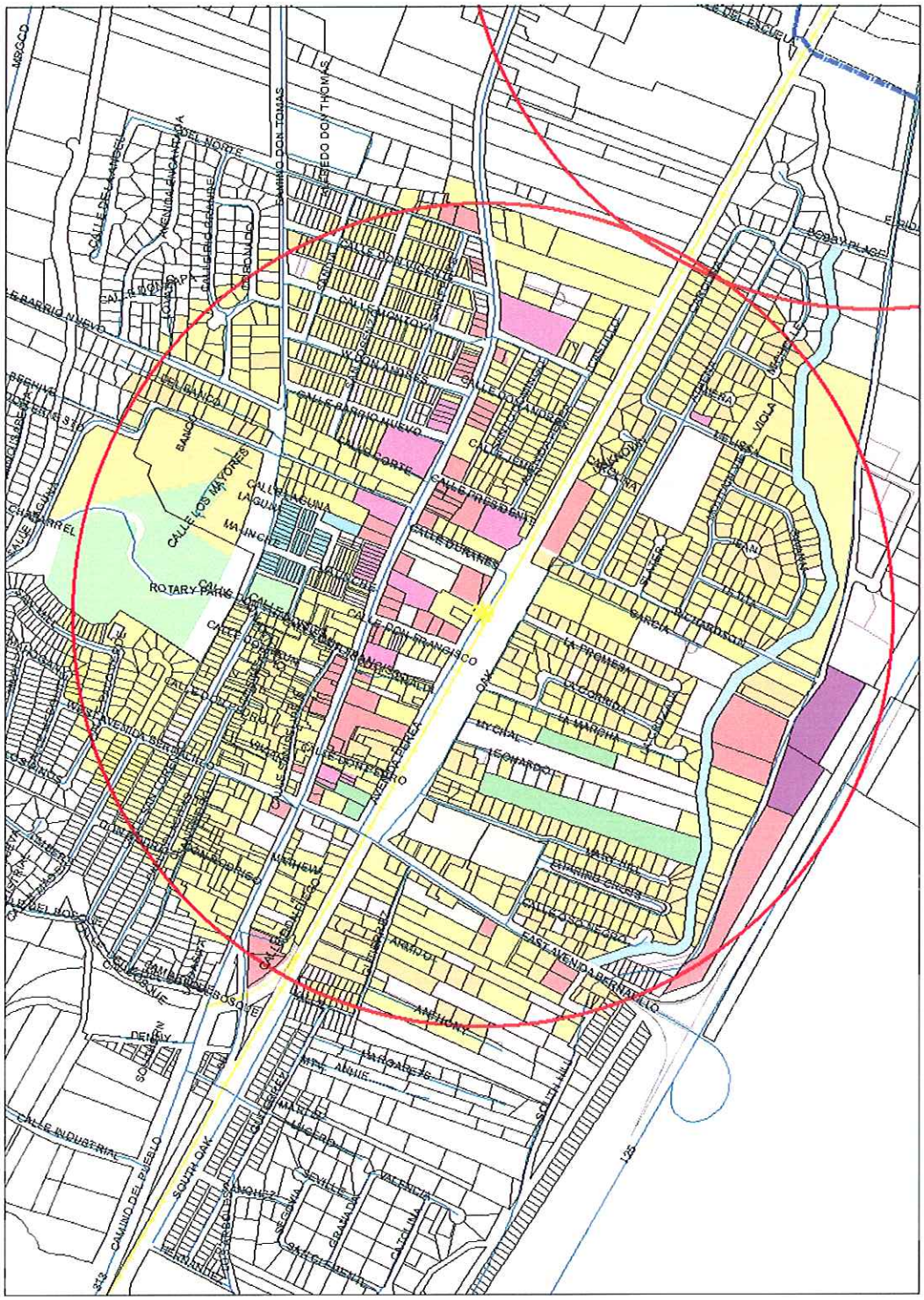
Town of Bernalillo (0.5 mile) Land Use					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
?	0	8	555513	12.75	0.05
Single family detached	10	754	5732137	131.59	0.07
Single family attached	11	25	94200	2.16	0.03
mobile home	15	307	2510727	57.64	0.03
manufactured housing	16	203	1947783	44.71	0.08
commercial/retail/office	30	79	1130635	25.96	0.08
office	40	28	467808	10.74	0.06
industrial wholesale	50	2	242852	5.58	0.06
School universities	70	35	134550	3.09	0.11
agriculture-irrigated	100	4	328034	7.53	0.08
major public open space	120	8	814000	18.69	0.01
drainage	130	2	406924	9.34	0.03
vacant	140	163	2862125	65.71	0.33
other non-residential	160	13	437797	10.05	0.02
residential multi-family	170	40	1767995	40.59	0.04
total			19433080	446.12	1.00

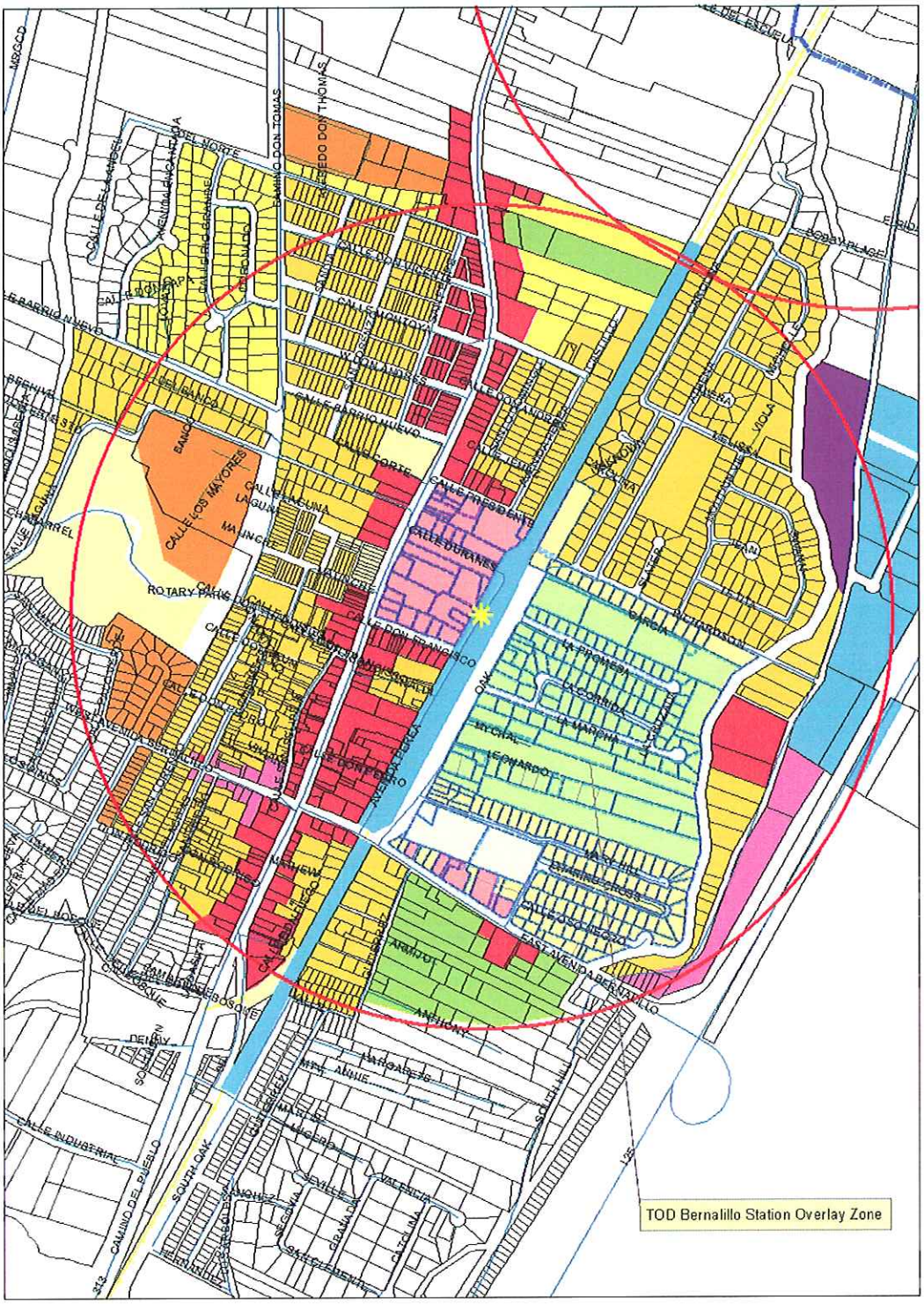
Town of Bernalillo TOD Station Area Overlay					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
?	0	8	0.00	0.00	0.00
Single family detached	10	49	452631.82	10.39	0.12
mobile home	15	107	851943.23	19.56	0.23
manufactured housing	16	66	717139.14	16.46	0.19
commercial/retail/office	30	21	270757.16	6.22	0.07
ofice	40	2	104112.16	2.39	0.03
agriculture-irrigated	100	2	244416.73	5.61	0.07
vacant	140	22	730823.78	16.78	0.20
other non-residential	160	5	348388.88	8.00	0.09
total			3720212.90	85.40	1.00

Town of Bernalillo (0.5 mile) Vacant Parcels					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
vacant	140	180	2923865.39	67.12	0.00

Town of Bernalillo (0.5 mile) Vacant with C-1 Zoning					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
vacant	140	35	203789.70	4.68	0.00

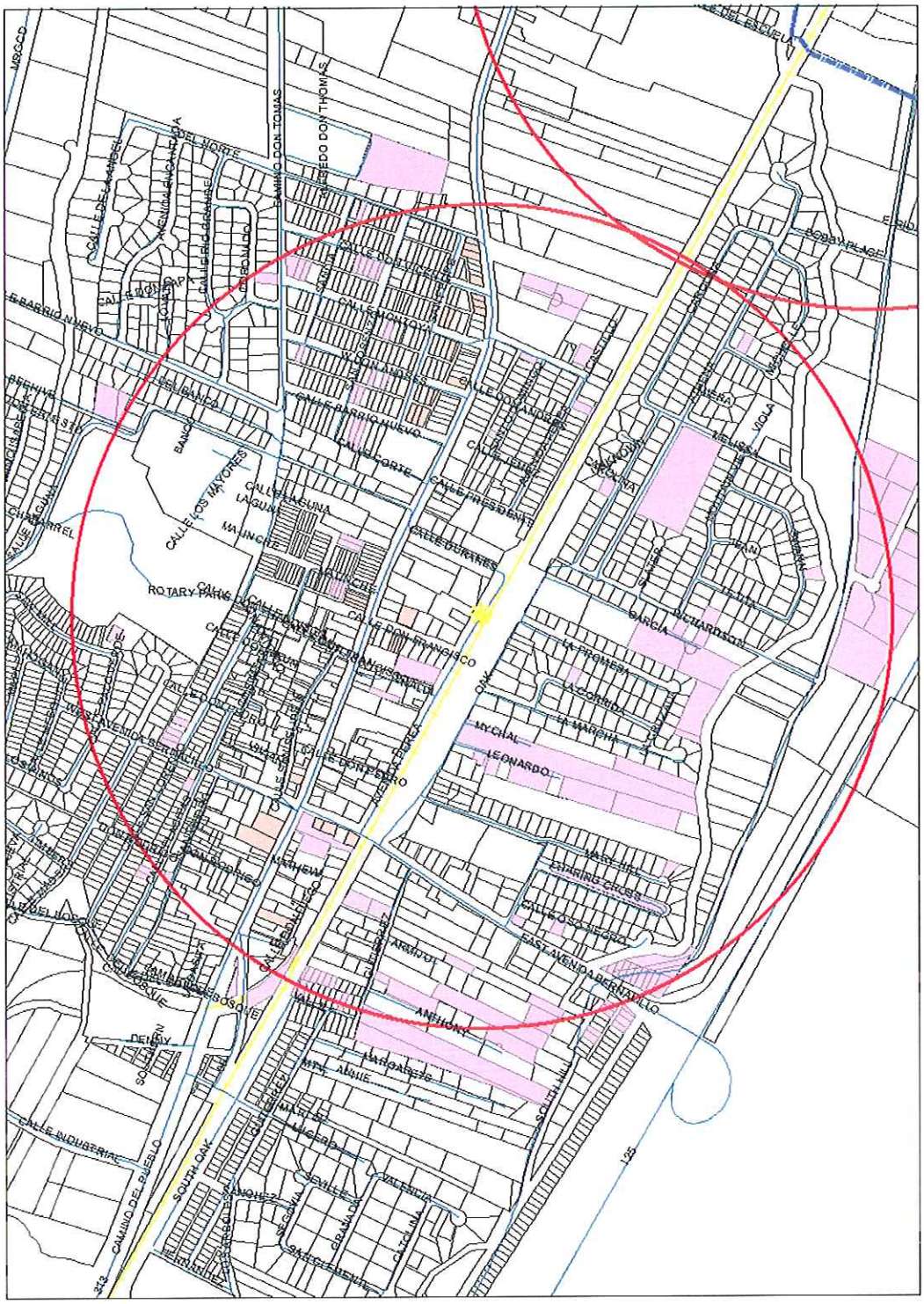
Town of Bernalillo (0.5 mile) Vacant > than 1 acre Land					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
vacant	140	35	1296144.49	29.76	0.00


CALLE DE LA MESA
CAMINO DEL NORTE
CAMINO DON TOMAS
CAMINO DEL PUEBLO
CALLE NORTE
CALLE DURANES
CALLE DON FRANCISCO
CALLE DON CARLOS
CALLE DON ANDRES
CALLE LOS MAYORES
CALLE LAGUNA
ROTARY PARK
CALLE DON ANTONIO
CALLE DON GREGORIO
CALLE DON PEDRO
CALLE DON DIEGO
CALLE DON JUAN
CALLE DON ALFONSO
CALLE DON FELIPE
CALLE DON ENRIQUE
CALLE DON ESTEBAN
CALLE DON ALBERTO
CALLE DON ROBERTO
CALLE DON ROBERTO
CALLE DON RO



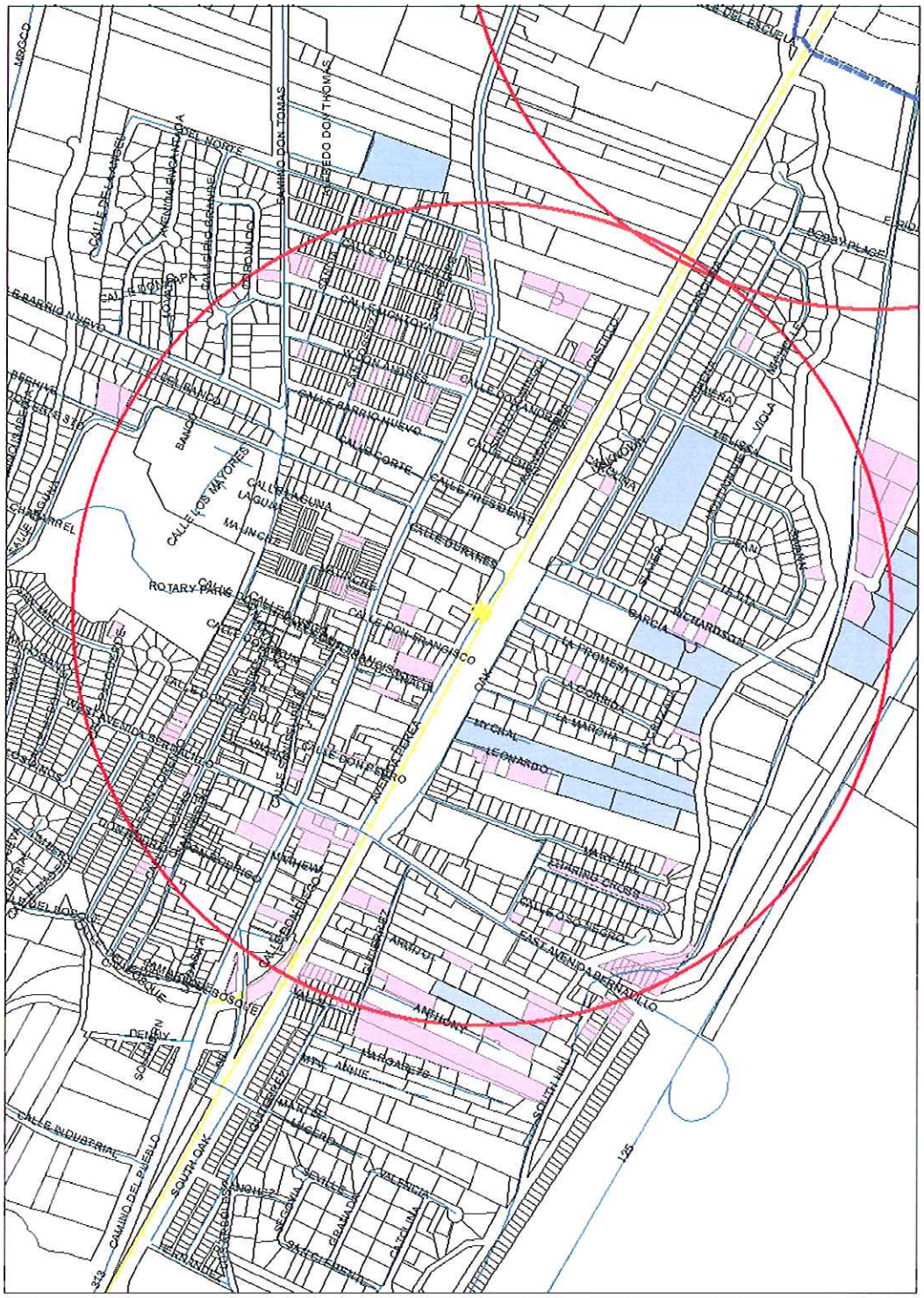
MRCOG Rail Runner TOD
Downtown Bernalillo 1/2 Mile Station Area
Zoning Districts 04/07

A-R AGR RES
C-1 COMMERCIAL
CR COMM RES
EXPT GOV OWNED LAND
M-1 LIGHT INDUSTRIAL
R-1 SINGLE FAM RES
R-1A MIX SNGLE FAM RES
R-2 MULTI-FAM RES
R-R RURAL RES
S-U SPECIAL USE



MRCOG Rail Runner TOD
Downtown Bernalillo 1/2 Mile Station Area
Vacant Parcels 04/07

Vacant with C-1 Zoning



MRCOG Rail Runner TOD
Downtown Bernalillo 1/2 Mile Station Area
Vacant Parcels 04/07

TOB_.5_mile_Vacant >_1_acre 04.07

Sandoval County Station Overlay Zone Existing Land Use					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
?	0	1	1039961.34	23.87	0.13
Single family detached	10	1	23605.10	0.54	0.00
mobile home	15	0		0.00	0.00
manufactured housing	16	0		0.00	0.00
commercial/retail/office	30	15	1539823.85	35.35	0.19
industrial wholesale	50	10	1245569.78	28.59	0.15
School universities	70	0		0.00	0.00
agriculture-irrigated	100	1	146922.73	3.37	0.02
major public open space	120	0		0.00	0.00
drainage	130	2	469421.32	10.78	0.06
vacant	140	49	3320575.98	76.23	0.41
other non-residential	160	1	185419.49	4.26	0.02
residential multi-family	170	1	79770.00	1.83	0.01
total				184.83	1.00

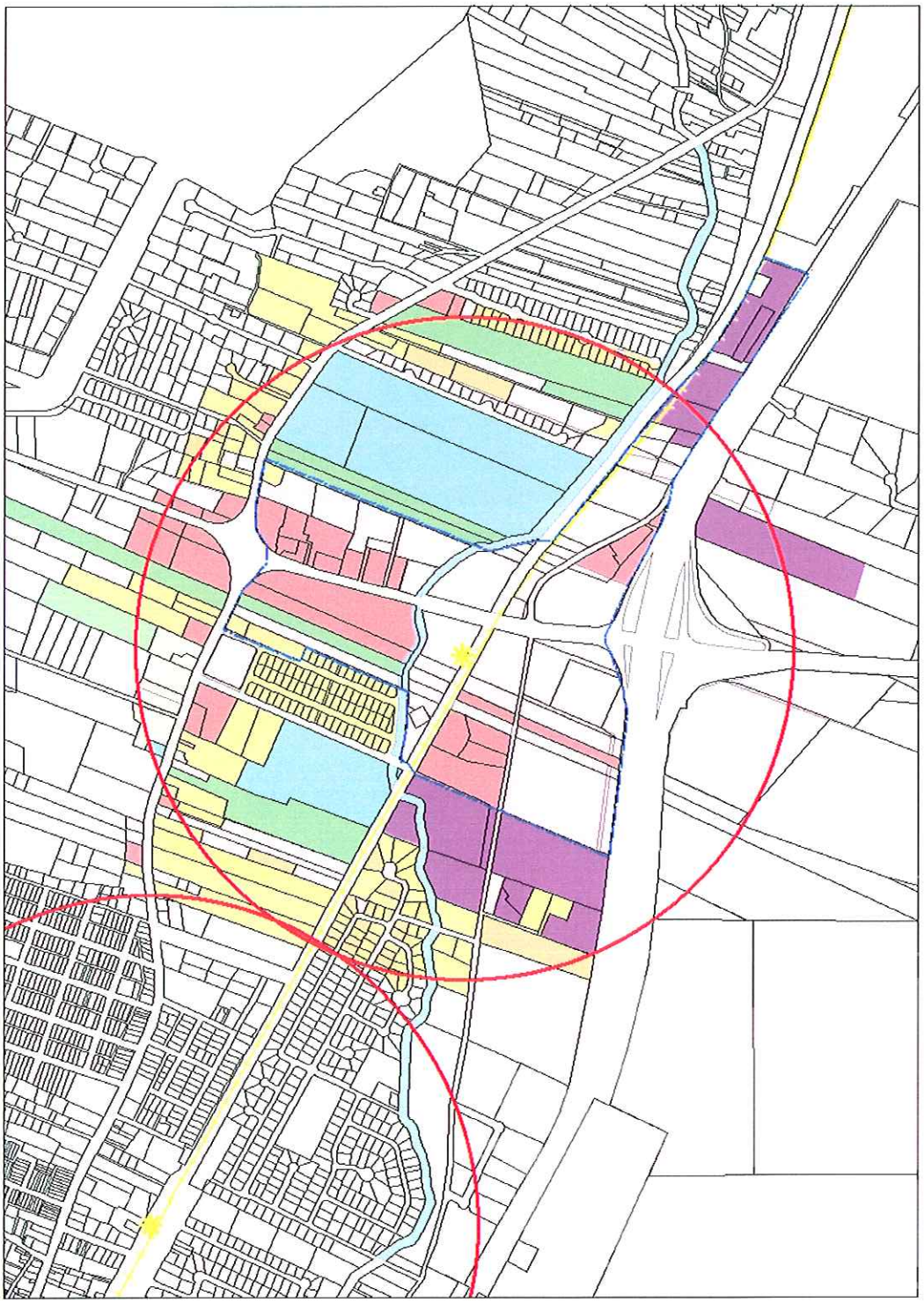
Sandoval County 0.5 mile Existing Land Use					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
?	0	7	1039961.34	23.87	0.04
Single family detached	10	52	2559427.40	58.76	0.11
mobile home	15	37	720215.47	16.53	0.03
manufactured housing	16	30	645641.17	14.82	0.03
commercial/retail/office	30	34	2234641.96	51.30	0.09
industrial wholesale	50	17	2114729.11	48.55	0.09
School universities	70	6	2449675.80	56.24	0.10
agriculture-irrigated	100	8	1779528.13	40.85	0.08
major public open space	120	1	210125.62	4.82	0.01
drainage	130	6	785915.46	18.04	0.03
vacant	140	107	7868988.71	180.65	0.33
other non-residential	160	7	492397.35	11.30	0.02
residential multi-family	170	11	700863.22	16.09	0.03
total			23602110.74	541.83	1.00

Sandoval County 0.5 mile Vacant Land					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
vacant	140	107	7868988.72	180.65	0.00

Sandoval County 0.5 Mile Vacant Land > 1 acre					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
vacant	140	39	6814800.29	156.45	0.00

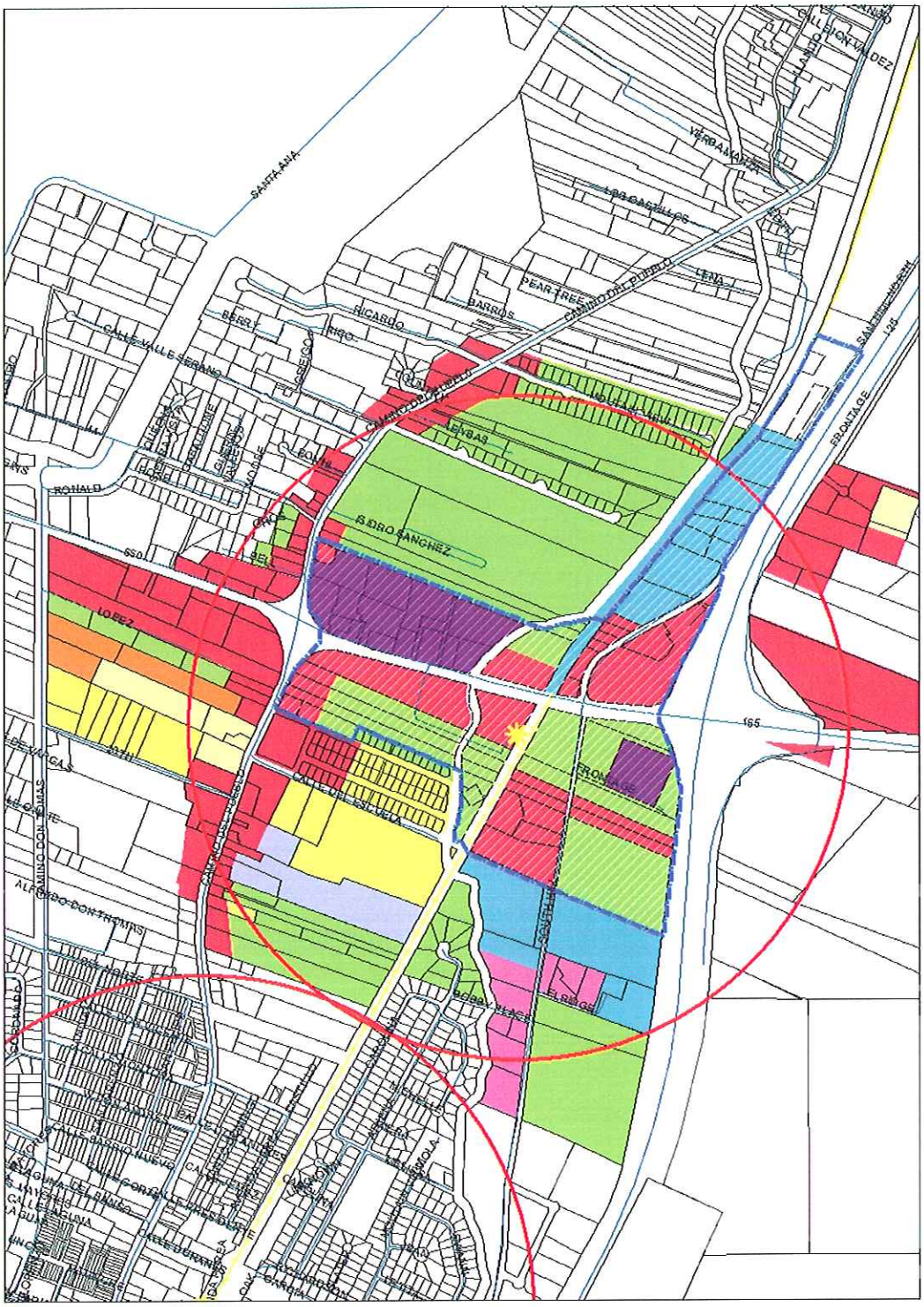
Sandoval County 0.5 mile Vacant Land with C-1 Zoning					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
vacant	140	26	1842434.45	42.30	0.00

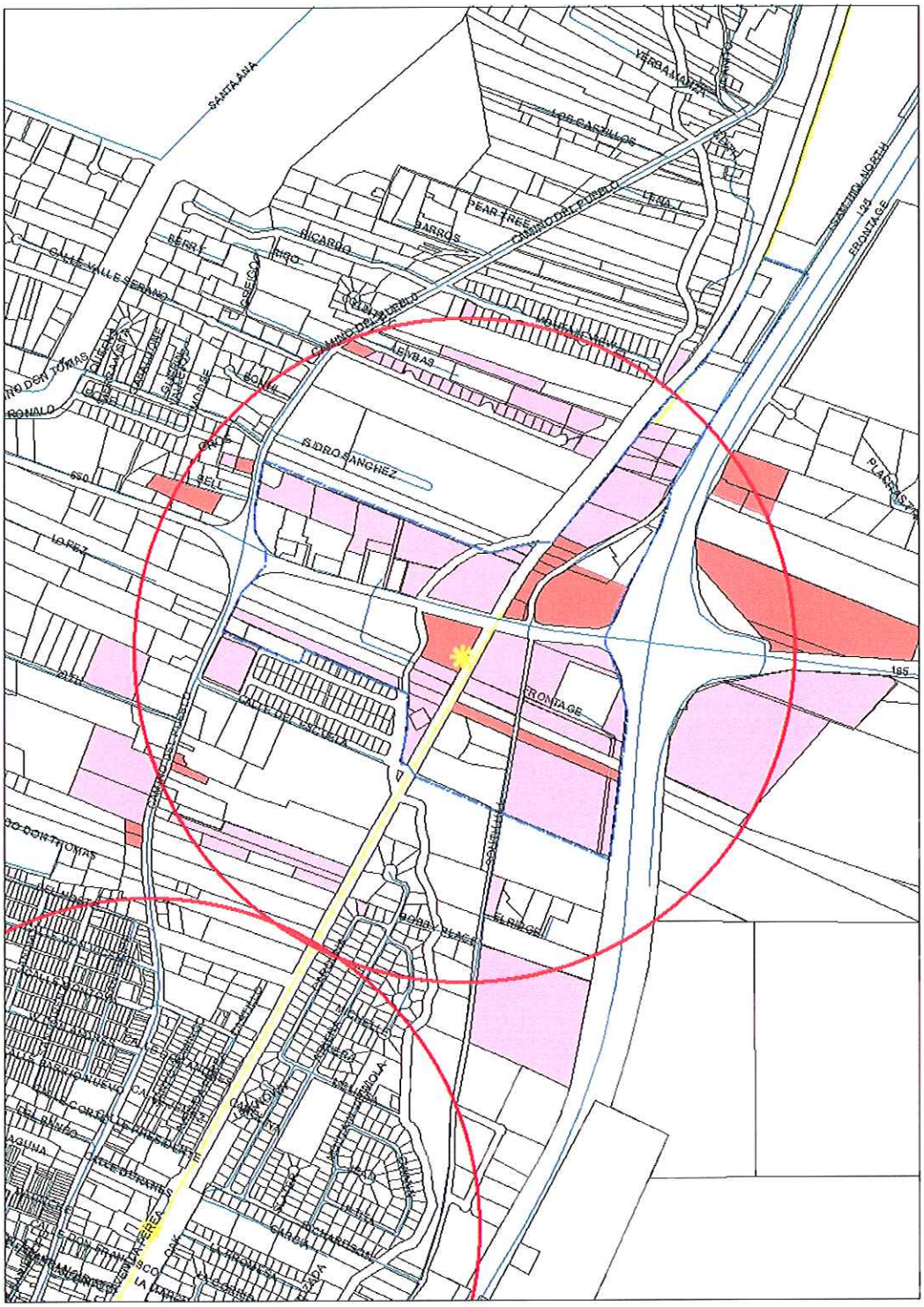
Sandoval County (0.5 mile) Land Use					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
?	0	7	1039961.24	23.87	0.04
Single family detached	10	52	2559427.40	58.76	0.11
mobile home	15	37	720215.47	16.53	0.03
manufactured housing	16	30	645641.17	14.82	0.03
commercial/retail/office	30	34	2234641.96	51.30	0.09
industrial wholesale	50	17	2114729.11	48.55	0.09
School universities	70	6	2449675.80	56.24	0.10
agriculture-irrigated	100	8	1779528.13	40.85	0.08
major public open space	120	1	210125.62	4.82	0.01
drainage	130	6	785915.46	18.04	0.03
vacant	140	107	7868988.71	180.65	0.33
other non-residential	160	7	492397.35	11.30	0.02
residential multi-family	170	11	700863.22	16.09	0.03
total				541.83	1.00



MRCOG Rail Runner TOD
Sandoval County Station 1/2 Mile Area
Existing Land Use

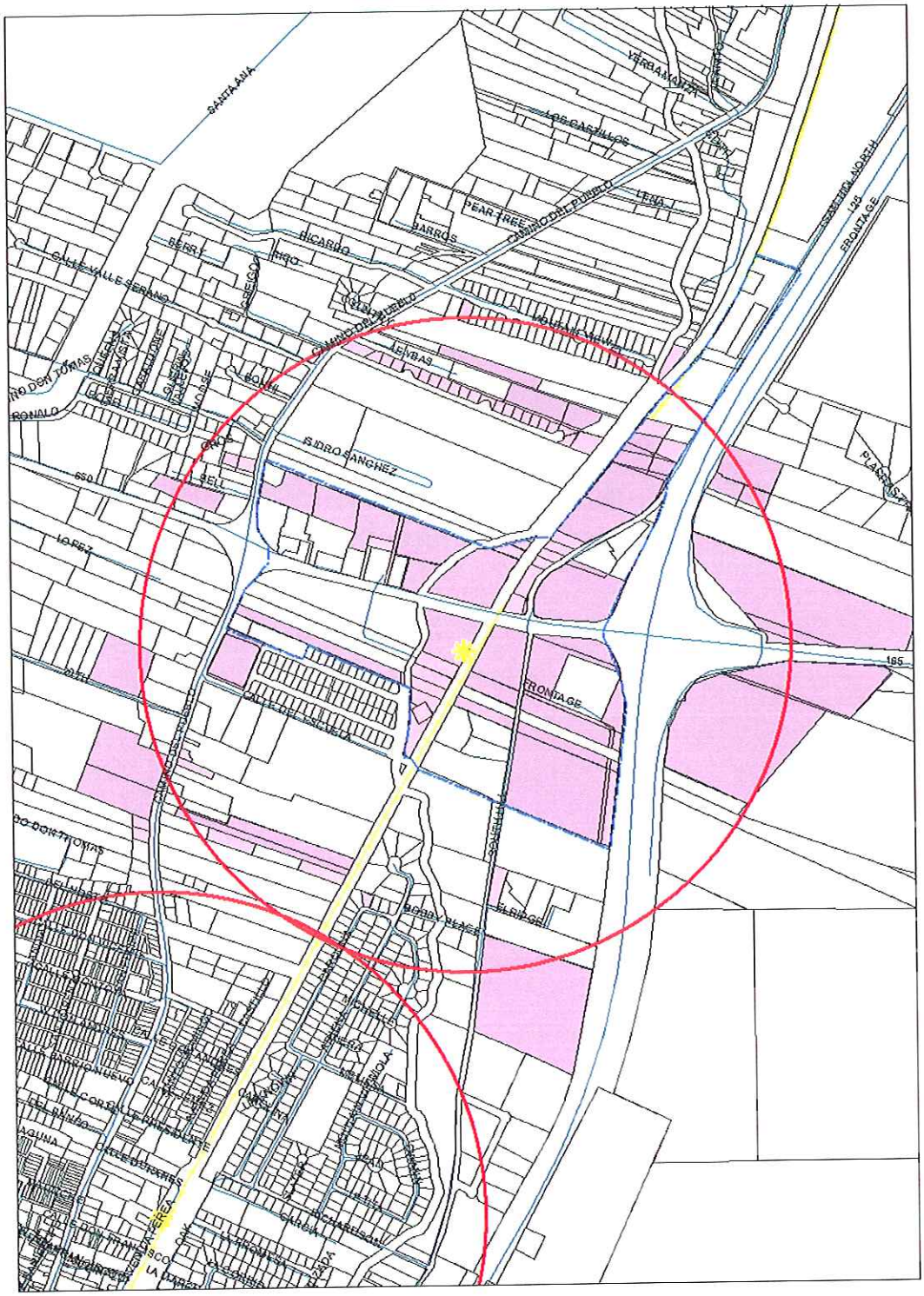
single family detached
single family attached
mobile home
manufactured housing
commercial/ retail/office
office
industrial/ wholesale
school/ universities
agriculture- irrigated
major public open space
drainage
vacant
other non-res (church prop)
residential miulti-family


SANTA ANA
CAMINO DEL PUEBLO
LENA
BEAR TREE
RICARDO
BARROS
CALLE VALLE VERDE
RONALD
R. DRO SANCHEZ
LOPEZ
CALLE DE LA ESCUELA
CAMINO DON TOMAS
CALLE BARRIO NUEVO
CALLE LAGUNA
CALLE PUEBLO
CALLE ALAMEDA
CALLE CAMINO REAL
CALLE CAMINO DE LA CRUZ
CALLE DE LA IGLESIA
CALLE DE LA PLAZA
CALLE DE LA ESCUELA
CALLE



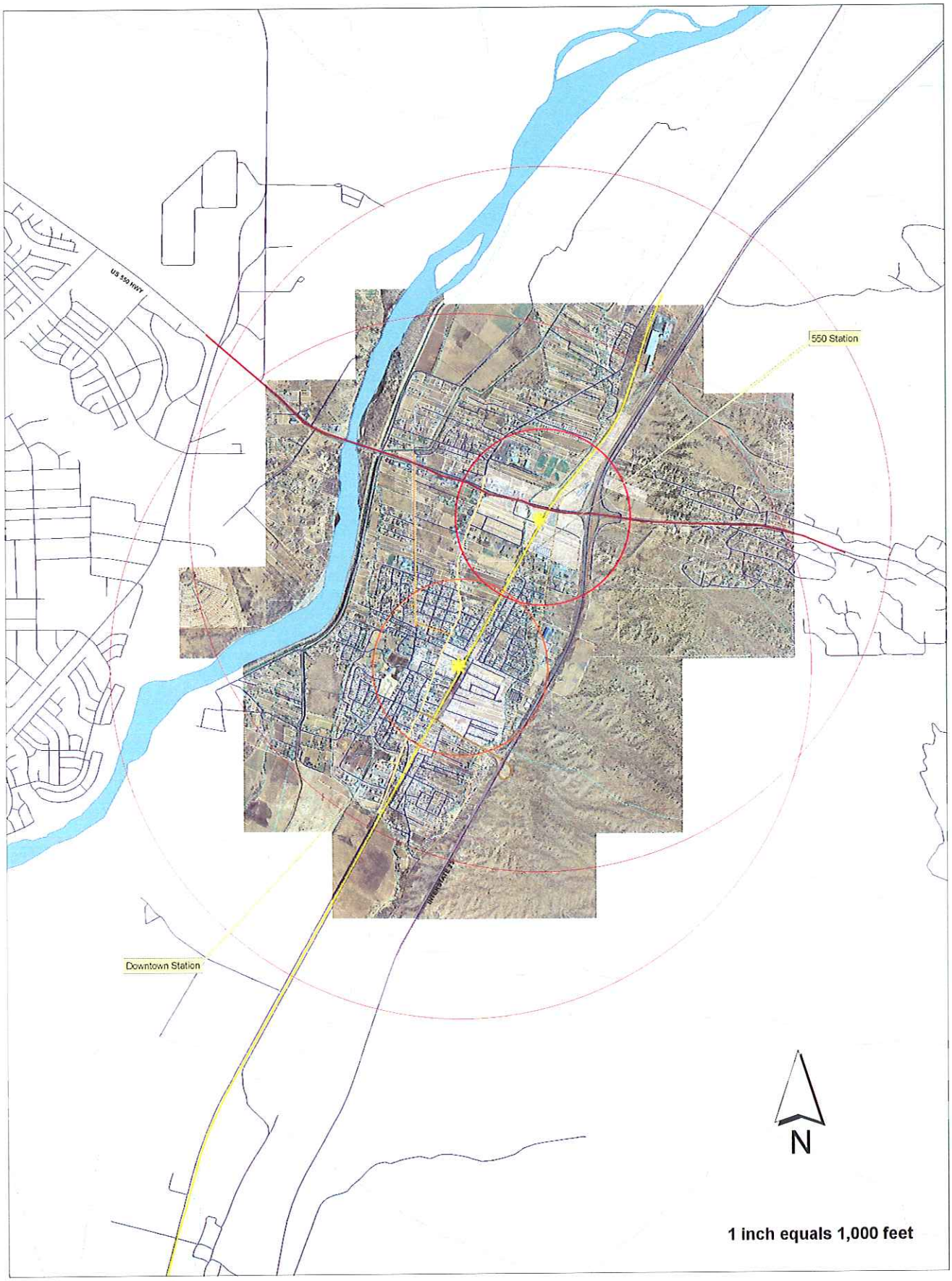
MRCOG Rail Runner TOD
Sandoval County Station 1/2 Mile
Vacant Parcels

vacant =to C-1 zoning



MRCOG Rail Runner TOD
Sandoval County Station 1/2 Mile
Vacant Parcels

vacant >1 acre



RR TOD 2 Mile Radius = 10 Minute Bike Ride
Bernalillo NM

RR TOD Community Planning & Design Workshop
SC & DT Stations Base Map



1 inch equals 400 feet

N

RR TOD Community Planning & Design Workshop
Downtown Station Base Map



1 inch equals 100 feet

N

RR TOD Community Planning & Design Workshop
Sandoval County Station Base Map



1 inch equals 100 feet

N

Exhibit E Existing Density Analysis

To be inserted in Bernalillo TOD Plan Appendix E

Cocinitas (North):	dwellings:	60
	area:	5.825 ac.
	density:	10.30 du's/ac
Cocinitas (South):	dwellings:	105
	area:	11.478 ac.
	density:	9.15 du's/ac
Central Addition:	dwellings:	76
	area:	7.805 ac.
	density:	9.74 du's/ac
Garden Spot Addition:	dwellings:	132
	area:	22.0 ac.
	density:	6.0 du's/ac
Perea Addition:	dwellings:	74
	area:	7.748 ac.
	density:	9.55 du's/ac
Southern Addition:	dwellings:	99
	area:	6.942 ac.
	density:	14.26 du's/ac
Sawmill (town-houses):	dwellings:	156
	area:	11.02 ac.
	density:	14.16 du's/ac
Sawmill (overall):	dwellings:	288
	area:	25.99 ac.
	density:	11.08 du's/ac
Damiano Square (Cottonwood):	dwellings:	76
	area:	8.264 ac.
	density:	9.19 du's/ac

Appendix F. Market Study Extract

MRCOG – Rail Runner TOD Evaluation
FINAL DRAFT Excerpts
Prepared by: Economic Planning System, Inc. July 2007

INTRODUCTION

This report presents the findings of Economic & Planning Systems (EPS) concerning transit oriented development (TOD) potentials at transit stations on the Rail Runner Commuter Line. EPS was retained as part of an interdisciplinary planning team to complete master plans for the station areas surrounding the recently completed Rail Runner stations in Bernalillo, Los Lunas, and the South Valley. The Rail Runner commuter service currently extends from Los Lunas to Bernalillo and will be extended to Belen and Santa Fe in the near future.

The introduction of commuter rail service to the region offers significant opportunities for transit oriented development (TOD) around the new stations. Local communities are in the process of establishing a vision for the station area development to leverage interest from the development community regarding opportunities created by the additional transit service that will enhance each community. This report addresses the market potentials for commercial, residential, and mixed use development at each station influence area as an input to the station area master plans.

TOD OVERVIEW

Because rail transit has just recently been introduced to the region, transit oriented development is also new. The introduction of commuter rail to the corridor and the location of the stations along the corridor will influence the type and density of development in the future. The transit access and station also changes locational accessibility and increases land values in much the same way that a new highway interchange changes land use opportunities in the surrounding environment. There are, however, some important differences in the type of development enhanced by a rail station. A working definition of TOD is provided below.

The theory behind TOD is that by locating walkable, higher density, mixed use areas around transit connections, TOD allows people to access services close to their home or transit stop. This reduces the need to drive for daily convenience errands and commuting, which reduces the number of automobile trips on area roadways. TOD differs from traditional suburban style development in that it is more compact, more pedestrian than automobile oriented, and includes a variety of land uses. These is greater emphasis on the design of public spaces and streetscape to make the e area more appealing to pedestrians, in contrast to many suburban areas where walking is unsafe or unpleasant. TOD incorporates an interconnected street network, often in a grid pattern. Sidewalks and public spaces are integrated in the transit area. TOD can also provide a focal point for the community with good design. Residents in these types of community often experience greater sense of community and improved sense of place because of the increase in human interaction.

TOD requires three market factors to take place:

- **A positive real estate market** – These newly increased levels of development cannot overcome other adverse market conditions. A particular station location captures an increased share of the overall market, rather than creating a net new development to the area. All four of the stations considered in this analysis benefit from a strong local and regional market. The Rio Bravo market conditions, while strong, are evident when looking at the larger context of the area.

- **Supportive public policy** – The opportunities provided by TOD must be addressed with effective public policy to achieve optimal leverage. Communities should be prepared to adopt master plans that provide a vision for the transit areas that include action plans to implement the vision. A central issue for the communities along the Rail Runner corridor is to assess potentials and determine what portion of the market they would like to accommodate within their TOD.

- **Public investment and support** – TOD usually requires a high level of public investments in streets, pedestrian connections, and in some cases structured parking. Accordingly, there is often a level of public financing and investment required to enable TOD to succeed.

SUMMARY OF FINDINGS

1. The economic context of the Albuquerque region is strong and will generate robust demand for new residential units and commercial uses.
2. There has been historically very limited market demand for higher density residential development in the Albuquerque area. However, trends suggest that specific products geared to transit oriented development will be viable in the near term if priced right and designed well.
3. The two Bernalillo stations are positioned to become concentrated nodes of mixed-use development that generate a regional draw.
4. The development of a master plan for each station area is essential to synthesize the community vision and provide direction to developers.
5. Specific sites within the station area are better positioned for redevelopment than others, based on market factors. The identification of these sites in the master planning process will improve implementation efforts. These include proximity, parcel size, contribution to synergy, connectivity, readiness, adjacencies, and aesthetic factors.
6. Strong partnerships between the public and private sectors are vital to successful station area development. There are responsibilities for both that should be addressed to implement the master plans effectively.

LOCAL MARKET RELEVANCY

Interviews with national and local homebuilders that are active in the Albuquerque market show an increasing concern about commuting congestion. Albuquerque buyers are concerned about the growing distance between new subdivisions and existing

employment centers. With longer commuting distances comes greater congestion and time spent on the road. There is a lack of infrastructure funding to link and improve major arterial roads, which is compounded by the challenge presented by the Rio Grande and the limited number of points to cross the river.

The Texas Transportation Institute is a research arm of Texas A&M University and has conducted studies of traffic problems and solutions across the country for several decades. One element of the research includes an evaluation of the hours of delay per traveler per year across 85 U.S. cities. In 1982, the hours of delay for the Albuquerque Area was six. By 1993, the time increased to 23 hours. In 2003, the most recent year for which data is available, the annual hours of delay per traveler increased to 30.

Over the past three decades, the annual hours of delay has increased five-fold. While the rate of increase since 1993 has not been as sharp, it nevertheless continues to rise. Future conditions are likely to become worse, based on these trends. Homebuilders report an increasing interest from buyers to locate closer to I-25 or I-40 in response. These data suggest that developments located in close proximity to commuter rail stations will become more relevant to homebuyers and renters in the future.
Based on the research, some local mixed-use projects have been successful and some have not. Common observations by developers and brokers provide the following design and pricing parameters:

- The Albuquerque Area is at a tipping point concerning attached housing. Buyers are choosing attached products for lifestyle reasons rather than only economic factors. While the overall pool of projects is small, the number of projects and number of units is accelerating.
- Price is a fundamental driver. One-bedroom units should start near $150,000. Two-bedroom units can range from $180,000 to $220,000. Three-bedroom units can be priced from $250,000 to $275,000 and sell. Ideally, a project will keep the weighted average between $180,000 and $200,000.
- Density is important. Generally, units can be delivered at lower prices in higher density developments.
- Unit size must be controlled. The primary success in attaining low prices is to keep units small. Over-sizing and over-pricing units has been a major factor contributing to slow sales rates of earlier projects.
- Design must be compelling. In some environments, edgy architectural designs increase sales; however, it appears that the projects that have done the best reflect regional flavor.
- The most important unit amenity appears to be private open space. While decks can easily be incorporated into most designs, the most recent group of projects have incorporated patios as part of townhome-style units.
- Area amenities are important. Buyers are willing to trade-off single family living for an attached home if they can enjoy amenities within walking distance of their new

home. Examples include retail offerings, such as a coffee shop, deli, bakery, and grocery store as well as entertainment venues such as movie theaters.

- Simplicity is a major motivator. Buyers within TOD projects will be motivated to purchase or rent new homes if they can simplify their lives. The appeal of walkable transit stations are only one component of this. Other factors that offer simplicity and save time should be incorporated into the project designs.
- Green features were not listed by any of the builders or developers as a motivating factor for buyers. This may change over time, with the growing awareness of conservation benefits.

The list of residential and mixed-use projects in the pipeline in these various locations looks very promising. The critical factors to their success and the success of following projects will be determined by the price point, the size, and the number and quality of neighborhood elements and amenities such as neighborhood-level retail.

BERNALILLO MARKET POTENTIALS

The market study has estimated potential demand for TOD projects as a share of regional and community growth. Accordingly, the two stations in Bernalillo will share the emerging market demand for TOD product. Given the close proximity of the two stations, market demand for this product is not differentiated and the projections provided below reflect the potentials for both station areas.

The Bernalillo market provides many opportunities for development, but also has its constraints. Much residential and retail development has occurred in the area in the past few years and is evidence of a changing and expanding market. The nature and location of the Town situated between Santa Fe and Albuquerque as well as its history set the stage well for Bernalillo to grow.

Factors Impacting Market Potential

Market Readiness – Based on interviews with developers of condominiums and townhomes, four believe that Bernalillo is ripe for TOD in the near term. A prototype of three-story flats was given as an example by two developers. This finding is significant as it is shared by multiple developers who work independently from each other.

Multiple Markets – Bernalillo's location between Santa Fe and Albuquerque places it in an ideal spot to appeal to buyers from both markets. Whenever a developer can tap into multiple markets from a single location, overall project performance excels. Information from active Bernalillo developers indicates that most recent buyers are commuters, with many employed in Santa Fe and some employed in Los Alamos.

Historic Character and Authenticity – Bernalillo is recognized for its historic landmarks. As new developments provide walkable town centers, few will be able to compete with an authentic town center with truly historic structures. The convent ruins are of particular interest and, according to some, have potential for restoration and redevelopment.

Expanding Market Share – Prior to 2003, production builders did not work in Bernalillo. Several builders were approached about work on the Damiano site, and all declined until Wallen Builders took the opportunity. The entrance of Wallen Builders into Bernalillo was a major milestone for future residential development. Its three projects have been a success in terms of price point and rate of sales. The buyer profiles show that a broad range find the local market attractive.

Neighboring Expenditure Potential – There are significant pockets of wealth to the east and west of Bernalillo. Traditionally, these households have not patronized downtown businesses. The right design of new mixed-use development will enable Bernalillo businesses to capture neighboring dollars that are currently spent elsewhere.

Parcel Size – Based on interviews with developers of higher density products, the minimum parcel size needed ranges from 1 to 2 acres. This factor is both an opportunity and a constraint for Bernalillo, as there are some large parcels that meet this requirement. It appears that land assemblage will be necessary as the current ownership pattern results in many lots that are too small for redevelopment.

Connectivity – It is a given that the community will benefit from the new Rail Runner service. However, it remains to be seen if Bernalillo can leverage the asset to create benefit across a broad section of the community. Pedestrian and bicycle paths that connect a series of properties to the stations is one way to leverage the benefit. Traditional TOD literature places the emphasis on properties within a ¼- to ½-mile of the station; however, recent findings suggest that pedestrian tolerance for distance is correlated directly to the quality of the experience. Thus, the number of parcels likely to be redeveloped is linked to the quality of the paths and lanes to be built.

Concentration of New Retail Development – Bernalillo is beginning to see significant amounts of new retail development, most of which is located along the 550 corridor. While this increases the number of retail shoppers in the Town, the challenge is to attract these shoppers off 550 into new TOD retail development. There is resistance to leaving 550, which must be overcome.

Limited Land Supply – Currently, there is consistent absorption of new homes. The market has come to recognize Bernalillo as a viable destination. However, because of a limited land supply, there are few sites for medium- to large-scale builders to further the current momentum.

Aesthetic Quality – Some redevelopment of specific sites is needed to raise the overall quality of the built environment. More developers will seek out local sites if there is a plan to address this.

Recent Development Activity

Given this backdrop of conditions, Bernalillo has seen a substantial amount of residential and retail development activity, most occurring in the recent past. This level of momentum shows overall market support for the community. While much of the

development has occurred outside the Camino del Pueblo corridor, there is planned development along the corridor. Moreover, the overall market conditions are positive, which is a good indication for future TOD projects. A summary of activity is provided below to document the extent of recent development.

Bernalillo Marketplace - Development of this site began in December 2003 and opened around the end of the first quarter 2004. The project had 40,000 square feet of commercial space, built in two phases of equal size, each having its own anchor tenant. Anchors for the first phase include Movie Gallery and a DVD and video game rental store. The second phase is anchored by Walgreen's.

Mercado Del Rio - This commercial development, which will be located about ¼ mile west of Camino del Pueblo, capitalizes on the traffic counts on 550 generated by Rio Rancho residents driving to I-25. The 8.5-acre site will have 66,000 square feet of retail space divided into four buildings, which include a 25,000 square foot grocer to anchor the site, a 10,000 square foot restaurant and a dry cleaner. There will also be space remaining for about 10 to 15 smaller stores and a 7,500 square foot office building.

Santiago - This 168-acre residential development broke ground in April 2007, and will include 780 housing units when completed. The community will be divided into three villages: Allegria, a gated community with 375 single story units for the 'active-adult' demographic; Southwester, by Stillbrooke Homes will have 154 single family units built in Spanish and Cottage style and a new urbanism layout; the third village, with a variety of builders will have 250 units on 45-, 50- and 60-foot lots.

Flying Star - The northern most Flying Star in the Area is planned on Camino del Pueblo just north of the El Zocalo renovation and south of Highway 550. The project will be the area's first mixed-use development with 20,000 square feet of retail and restaurant and 12 townhomes. The first phase of development is limited to three of the townhouses. Subsequent phases call for the construction of an additional nine townhouses.

Historic El Zocalo Building - The four historic El Zocalo buildings on Camino del Pueblo were purchased using a federal grant in 2003 and are under renovation with City funds as well as a $1.7 million appropriation from the State. The plan is for an economic development center, small business development center, retail, and continuing-education classroom space.

The Cottonwoods - This residential development of approximately 80 units marked the entrance of Wallen Builders into the community in 2004. Most lots averaged 60 feet of frontage with base prices from $175,000 to $225,000. Sales were strong and the builder found that a predominance of buyers were commuters.

Bernalito - This was the second project by Wallen Builders in Bernalillo of about 140 units, which opened in 2005. The demographic in this community has been primarily defined as a "move-up" neighborhood for Bernalillo locals. The housing units initially sold in the $190,000s and went up the following years to the $220,000s.

The Vineyard - A small residential community built by Wallen Builders off of Camino del Pueblo with about 66 units. The product type is mostly 1 or 2 story single family detached with 3 to 4 bedrooms, 2 to 2 ½ baths and a 2-car garage. Prices are in the range of $240,000 to the upper $200,000s.

Zia Pueblo Site - This 19.5-acre parcel of land was recently purchased by the Zia Pueblo Development Authority. It sits across Camino del Pueblo from the El Zocalo buildings and the location of the future Flying Star. Representatives from the Zia Pueblo report that it is in the process of selecting a development program, which may take an extended period of time. The current concepts reflect a genuine interest in creating a space that will be appreciated for generations to come.

Bernalillo Demand Projections

Within the context of these opportunities, constraints, and current development activity, the following is a baseline estimation of residential and retail development potential for the Bernalillo stations.

Residential Overview

The residential market is also growing strongly in Bernalillo. Over the past five years, developers have introduced new projects that have increased production and expanded market volume. Bernalillo's strongest asset to the residential market is its location. Recent buyer profiles include residents who commute to a number of different employment centers including Albuquerque, Santa Fe, and Los Alamos. Given the land constraints facing these other markets, demand for Bernalillo product is expected to increase.

Rental Housing Projection

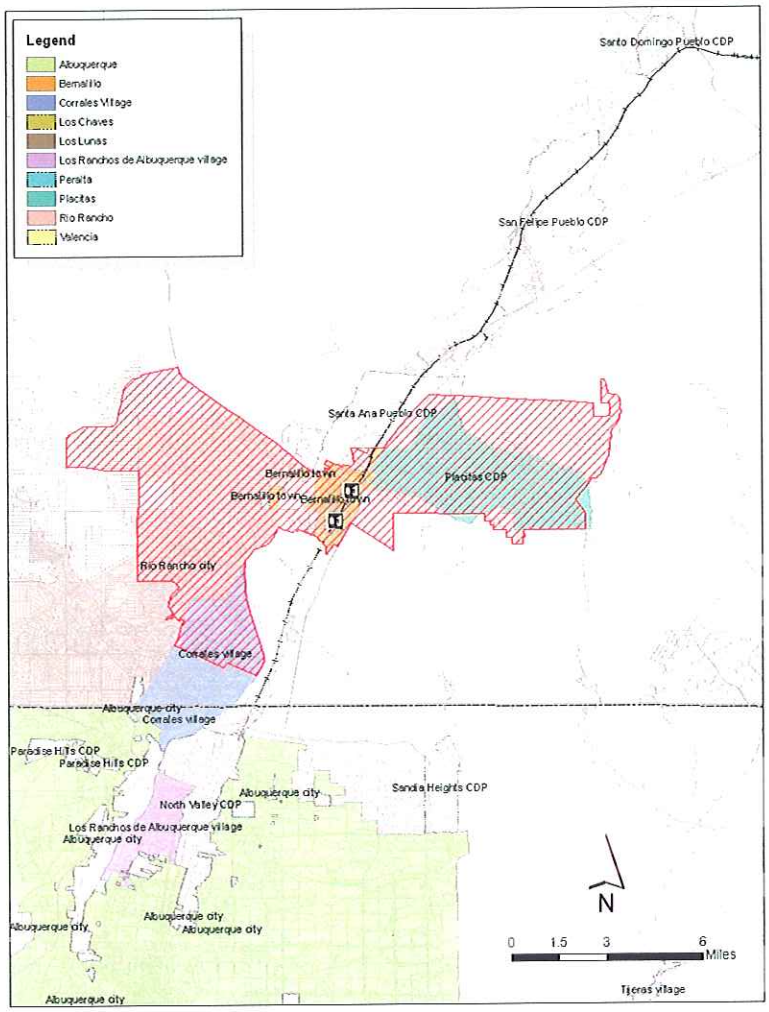
The rental housing market can be viewed in terms of long-term, incremental support or in terms of the thresholds that apartment developers use to construct new projects. As shown in **Figure 3** previously (see page 17), the regional apartment market shows a five-year cycle in which an average of data from 1997 and 2002 show 25 percent of permits issued were for multi-family products. Based on a reasonable share of these units being built at TOD sites regionally, and then a smaller share of those being built in Bernalillo, it is expected that the market could support approximately 70 units every five years, or 250 units over the 18-year planning period. In addition to looking at historic production records, it is important to account for typical developer requirements. Most require a minimum number of units to achieve an economy of scale that increases viability, both in the construction and management of the properties. The industry standard calls for approximately 120 units per complex. Using this increment in light of the long-term incremental demand, there is market support for about two projects, or 240 units.

Ownership Housing Projections

Residential demand forecasts are based on data from MRCOG population and household forecasts, traffic patterns, and proximity/compatibility with competing and differing residential development activity. **Figure 1** illustrates an area (shown in red hatching)

around the station extending approximately 6 miles to the east and west while limited to the extent of Bernalillo proper to the north and south. The catchment area is defined by populations that are likeliest to perceive Bernalillo as a place to live and influenced by its attractiveness and proximity to either of the stations.

Figure 1
Bernalillo Residential Catchment Area
Rail Runner TOD Evaluation



Capture Rate Methodology – This model for the Bernalillo Stations Corridor is based on a conservative capture of population growth in this area. **Table 1** shows the projected change in households over the forecast period from 2010 to 2025. The capture rate of residential growth at a conservative 5 percent was selected for several reasons. First, that it accurately estimates the number of housing units along the Corridor for 2005 at about 610. Second, the proximity of this area to other competing developments means that future residents will be choosing between what could be higher density TOD and single family developments with lower density and larger amounts of open space or views.

Given what is known about the Bernalillo market, the estimated 27-unit increase per year over the next 15 years is well within the capabilities of the market to absorb.

Table 1
Residential Unit Forecast, Capture Rate Methodology
Rail Runner TOD Evaluation

	Factor	2005	2010	2015	2020	2025	2010-2025 Change	2010-2025 Ann. #
Bernalillo Stations [1]								
Households		11,614	15,182	17,966	20,495	23,024	7,842	523
Capture	5%	581	759	898	1,025	1,151	392	26
Increase: Vacancy Factor	5%	29	38	45	51	58	20	1
Total Dwelling Units		**610**	**797**	**943**	**1,076**	**1,209**	**412**	**27**

[1] Note: Defined as the Catchment Area.

Source: MRCOG; Economic & Planning Systems

H:\16881-MRCOG TOD\Models\[16881-ForecastModel-MRCOGData.xls]Forecast

Age Cohort Methodology – This methodology uses the number of households sorted by age of the head of householder to project unit demand for TOD in an area of a ½-mile radius around the stations. As introduced in Chapter II under the demographic/ psychographic profile section, this methodology is rooted in the understanding that those heads of households under the age of 35 and over the age of 60 are likeliest to inhabit TOD housing. **Table 2** shows the number of households for the ½-mile radius around both Bernalillo stations[1] beginning with about 976 households in 2007 and growing to 1,170 households by 2025. This represents annual growth of 13 housing units per year for the ½-mile geography, or a total change over 15 years of 189 units.

Table 2
Residential Unit Forecast, Age Cohort Methodology
Rail Runner TOD Evaluation

	Factor	2007 Base Year	2010 Year 3	2015 Year 8	2020 Year 13	2025 Year 18	2010-2025 Change	2010-2025 Ann. #
Bernalillo Stations								
Households		976	990	1,059	1,129	1,170	180	12
Increase: Vacancy Factor	5%	49	49	53	56	58	9	1
Total Dwelling Units		**1,025**	**1,039**	**1,112**	**1,185**	**1,228**	**189**	**13**

Source: Claritas; Economic & Planning Systems

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Household Type Methodology – This methodology uses the number of households sorted by whether the household has children or not. Again, as introduced in Chapter II under

[1] The full analysis may be found in the Final Report available through the MRCOG.

the demographic/psychographic profile section, this methodology is based on the understanding that those households with no children are likeliest to inhabit TOD housing. **Table 3** shows the number of households for the ½-mile radius around both Bernalillo stations[2] beginning with about 975 households in 2007 and growing to 1,325 households by 2025. This represents annual growth of 23 housing units per year for the ½-mile geography, or a total change over 15 years of 352 units.

Table 3
Residential Unit Forecast, Household Type Methodology
Rail Runner TOD Evaluation

	Factor	2007 Base Year	2010 Year 3	2015 Year 8	2020 Year 13	2025 Year 18	2010-2025 Change	2010-2025 Ann. #
Bernalillo Stations								
Households		975	990	1,138	1,287	1,325	335	22
Increase: Vacancy Factor	5%	49	49	57	64	66	17	1
Total Dwelling Units		**1,024**	**1,039**	**1,195**	**1,351**	**1,391**	**352**	**23**

Source: Claritas; Economic & Planning Systems

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Each of these residential growth demand methodologies represents a baseline estimation of the potential growth that can be anticipated given the presence of the Rail Runner station.

Local Capture -- Based on Town of Bernalillo data and interviews with Town staff and local developers, the Town has seen additional units of 35 to 60 per year in the recent past. Although the Town's growth has increased in the recent past, maintaining market momentum is tied to parcel availability. For this analysis, it is assumed that the station area master plan provides the direction that will enable the market to create developable parcels and that and that local capture for TOD projects within the two station areas could be 50 percent.

It is assumed in this analysis that these units would be constructed within the two station areas and be built at 7 to 12 units per acre for ownership and approximately 25 units per acre for rental housing. It is expected that these units be attached housing, very small-lot single family, or compound-style units.

Although a factor of 50 percent would be high in most markets, it appears reasonable in this context given the existing momentum, the interest in Bernalillo from regional developers, and limited options for land. Based on this analysis, the demand could approximate 30 units per year in the near term (using the high end of the range) and increase to 50 units in year 2025. Using the MRCOG growth projections, which show Bernalillo growing at a strong rate (nearly twice that of Los Lunas, for example), the

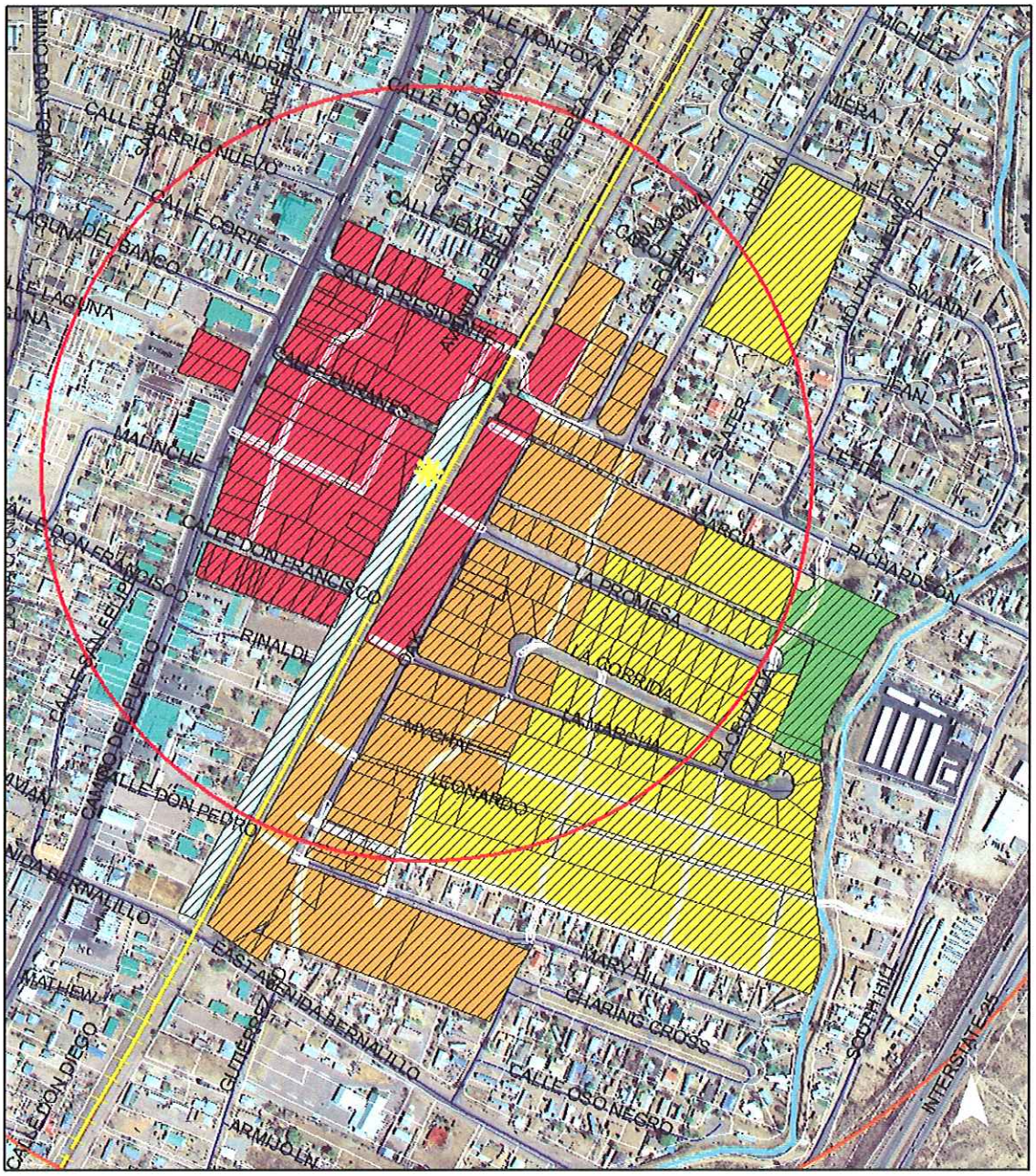
[2] The full analysis may be found in the Final Report available through the MRCOG.

permit activity is expected to increase as well as the TOD capture, resulting in a total of 802 units within the station areas.

Appendix G. TOD Study Areas

- Downtown TOD Study Area
- Sandoval County / US 550 TOD Study Area
- Rail Runner TOD Community Planning and Design Workshop Downtown Station Area Land Use Map
- Rail Runner TOD Community Planning and Design Workshop Sandoval County / US 550 Station Area Land Use Map

DOWNTOWN TOD STUDY AREA
LAND USE ANALYSIS
BERNALILLO, NEW MEXICO

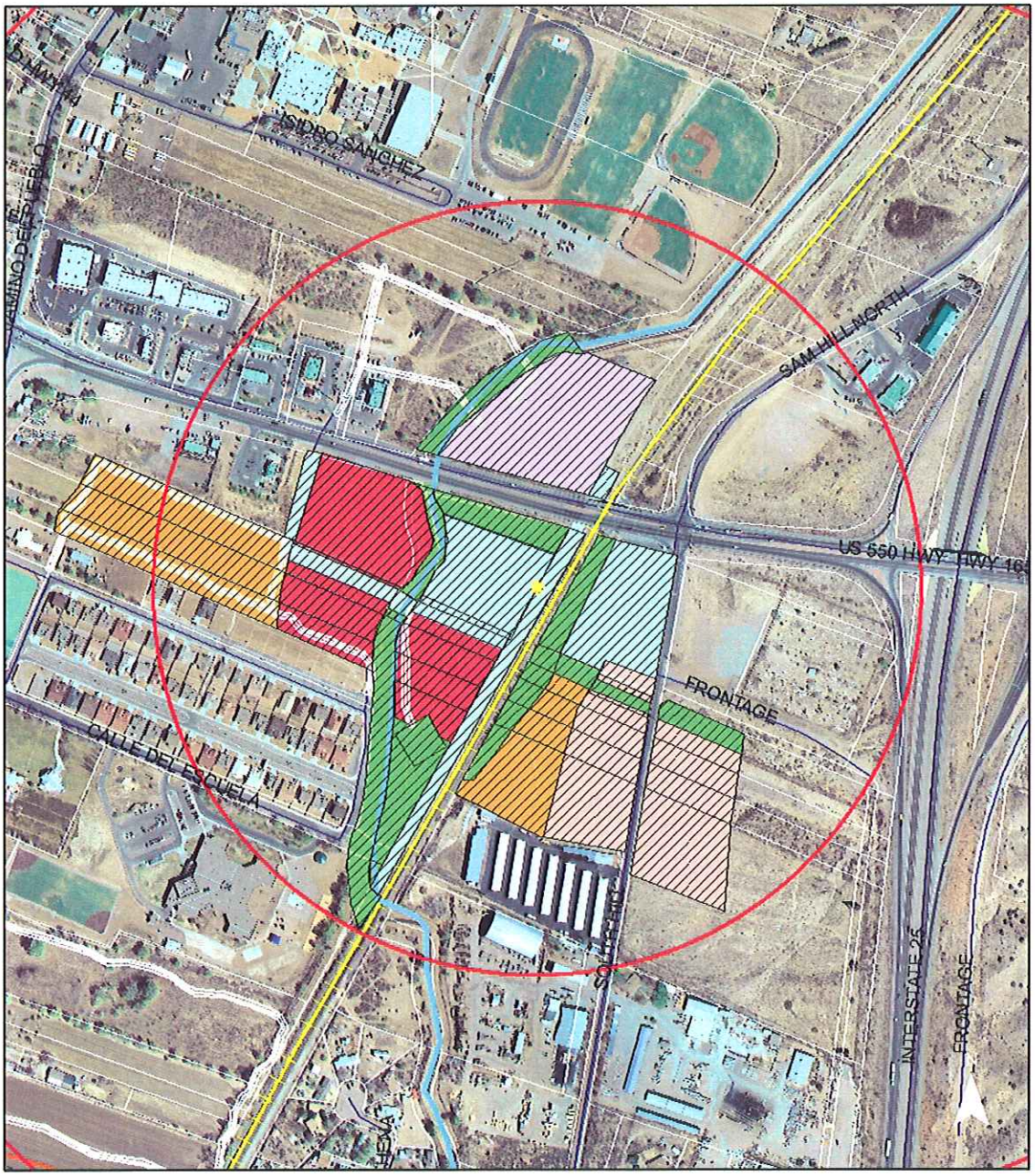


Downtown TOD Study Area

- Neighborhood Park = 3.16 Acres
- Public Parking and Station Platform = Approx 90 spaces
- DT TOD Secondary Housing = 33.21 Acres
- DT Primary TOD Housing = 26.10 Acres
- DT Core Commercial = 17.92 Acres

SC/550 TOD STUDY AREA
LAND USE ANALYSIS

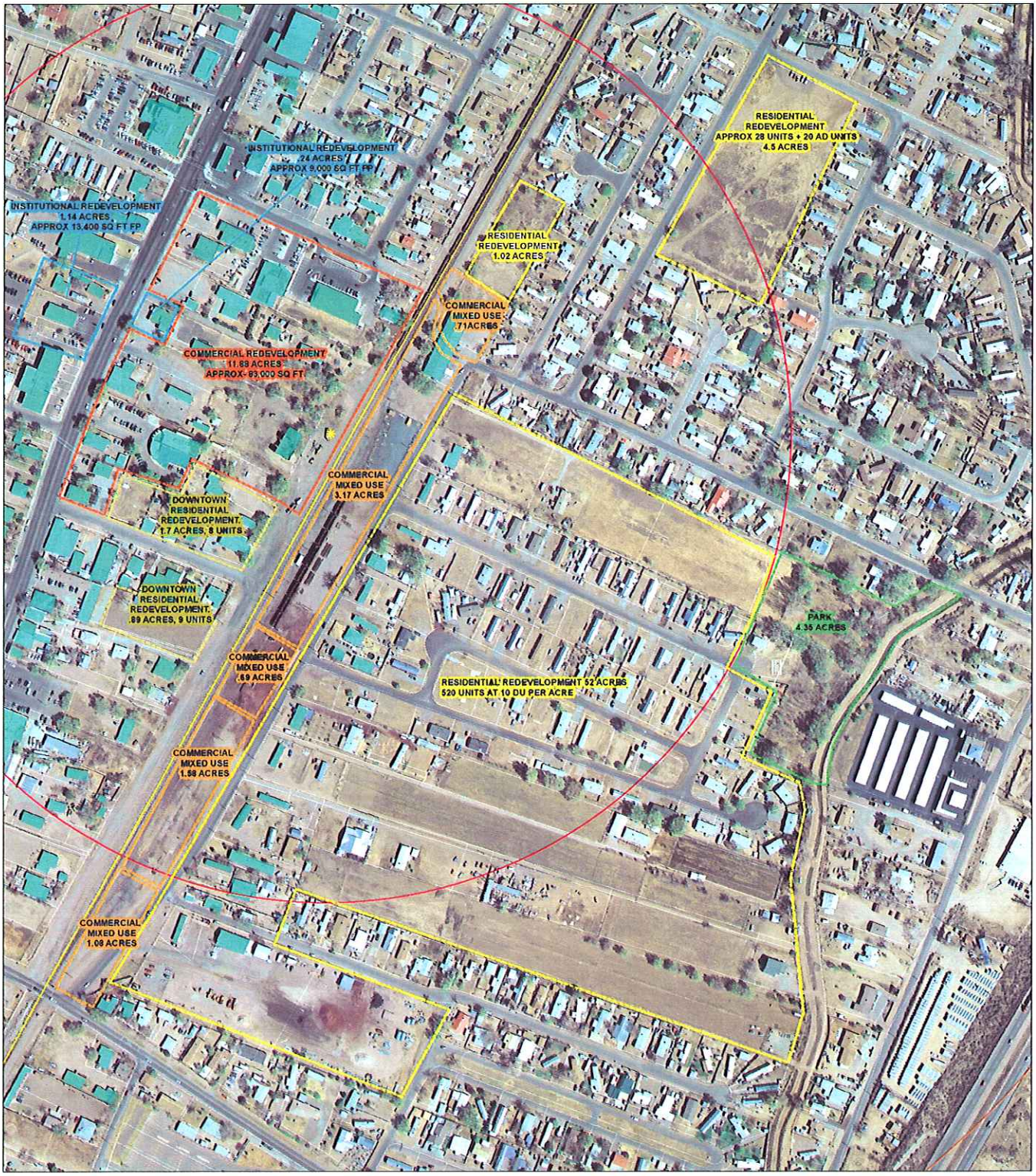
BERNALILLO, NEW MEXICO



SC-550_TOD_Study Area

- Open_Space_&_Parks_= 8.40 acres
- Core Commercial = 7.5 acres
- Primary TOD Housing = 8.13 acres
- Secondary TOD Commercial Mixed Use = 7.5 acres
- TOD Residential Mixed Use = 4.76 acres
- Public Parking and Station Platform 7.38 acres

RR TOD Community Planning & Design Workshop
Downtown Station Land Use Map



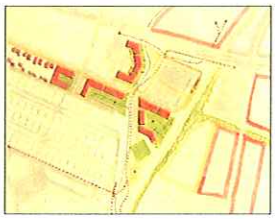
RR TOD Community Planning & Design Workshop
SC/550 Station Land Use Map



Appendix H. PowerPoint Presentation: Wednesday, June 6, 2007

Bernalillo Station Area Plans

Planning and Design Workshop
June 6, 2007



Bernalillo Station Area Plans
Project Overview



Bernalillo Station Area Plans
550 Station



Bernalillo Station Area Plans
Downtown Station



Community Policy Discussion
Character



- Historic pattern
- Views
- Agricultural heritage
- Retaining old buildings

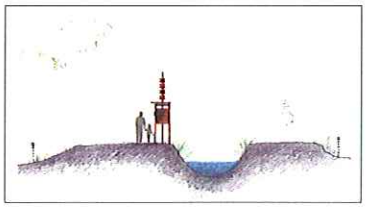
Community Policy Discussion
Safety



- Lighting around stations
- Police patrols
- Safe pedestrian railroad crossing

Community Policy Discussion
Walking

- Good sidewalks
- Trails
- Crossings



Community Policy Discussion
Downtown Destination

- Feeling of "arrival" once passengers get off the train
- What will people take the train to visit?
- Showcase development – possibly public/private partnership – downtown to show what can be done
- "Welcome to Bernalillo" signage, maps, and information

Community Policy Discussion
Housing



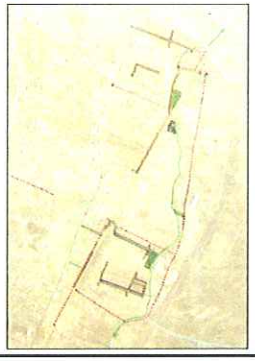
- Growth pressure
- BALANCE
  - Affordable
  - Nice
  - Bernalillo character

Community Policy Discussion
Much More!

- Beyond this plan, but important nonetheless
  - Events
  - Rail Runner operations
  - Etc.
- Policy wall
- Will be packaged with plan recommendations



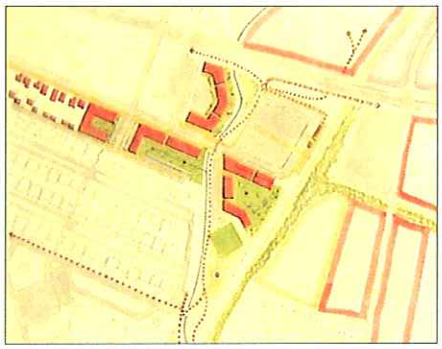
Bernalillo Station Area Plans
New Roads and Trails



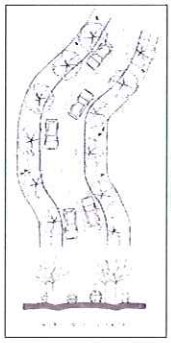
Bernalillo Station Area Plans
550 Station Area

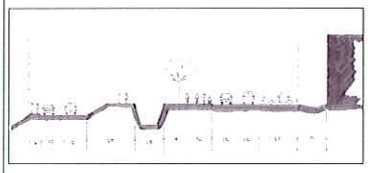


Bernalillo Station Area Plans
550 Station Area



Bernalillo Station Area Plans
550 Station Area – Street Section

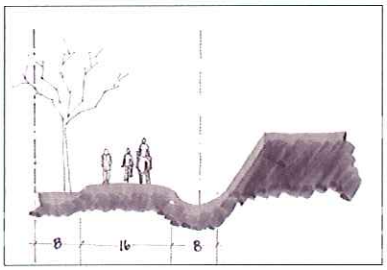




Left: Goat Street

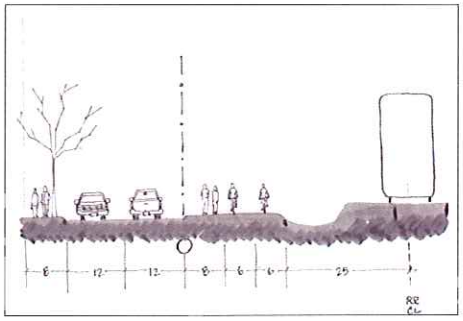
Above: Townhouse section

Bernalillo Station Area Plans
550 Station Area – Street Section



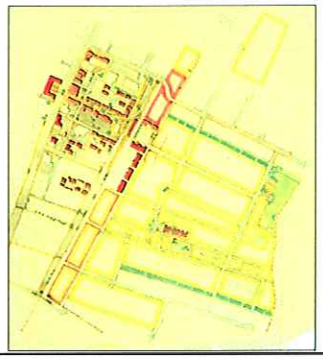
Pedestrian Trail

Bernalillo Station Area Plans
550 Station Area – Street Section

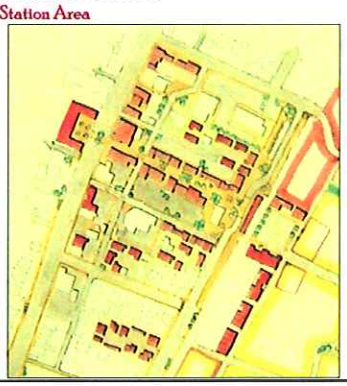


Railroad Road

Bernalillo Station Area Plans
Downtown Station Area



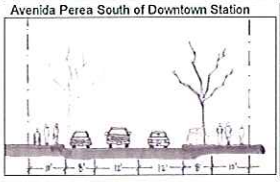
Bernalillo Station Area Plans
Downtown Station Area



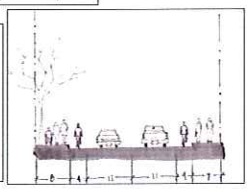
Bernalillo Station Area Plans
Downtown Station Area – Street Sections



Avenida Perea South of Downtown Station

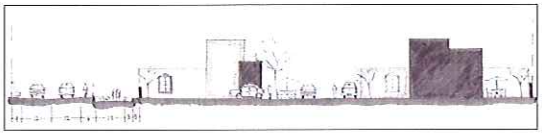


Calle Don Francesco



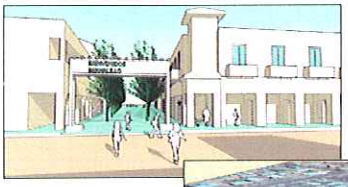
Calle Presidente

Bernalillo Station Area Plans
Downtown Station Area – Street Section



Acequia Street

Bernalillo Station Area Plans
Downtown Station Area





Housing Types
Overview



1968 Aerial

- Compound Housing
- Accessory Units
- Mixed-Use Lofts
- Bernalillo Townhouses
- Courtyard Housing
- Plaza de los Vecinos Housing

Housing Types
Compound Housing





Traditional pattern allowing multiple households of different sizes to share a parking courtyard.

Housing Types
Compound Housing

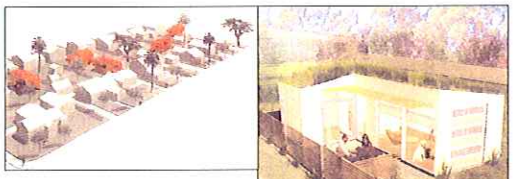
Houses
- Mostly separate houses with a maximum of 50% duplexes
- Provide a mix of house sizes: 1, 2, and 3 bedrooms
- 1- and 2-story houses – no more than 20% 2.5-story
- Ground-related houses
  - Front door on shared courtyard or street
  - Private yard – 12'x15' minimum
  - No vertical overlap of houses
  - Front porch or portal (8'x10' minimum) or courtyard
- No trailers or manufactured homes
- 10 DU/Acre Minimum
- On commercial streets, commercial is allowed in units facing street

Character/Miscellaneous
- Setbacks: No minimum setbacks required
- Group mailboxes should be housed in a shelter that also provides space for notices, seating, and is an entryway
- Use of Zaguans, portals, patios, shared and private courtyards, recessed windows, and thick walls is encouraged

Parking
- Shared parking courtyard and access-w ways designed for multiple uses, such as basketball and soccer
- Plantings and trees as part of courtyard design
- Provide shared carports as independent buildings (potential for enclosure as desired)
- Maximum car parking of two per unit
- Provide enclosed and lockable bike parking, minimum one per unit, preferably in a bike garage

Examples
- Rinaldi
- South of The Range

Housing Types
Accessory Units



New units constructed on existing single-family housing sites are the most affordable way to increase density and keep families together.

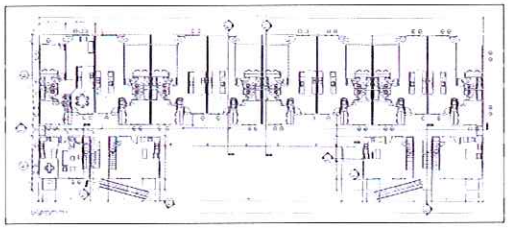
Housing Types
Accessory Units

Houses
- Maximum size 900 sq ft
- No trailers or manufactured units
- Front door must face street, alley, or driveway
- A private outdoor space of at least 15'x12' must be provided
- May be 2nd floor unit over carport/garage

Character/Miscellaneous
- Setbacks: as per existing zoning
- Compatible with existing homes
- Example reference: Accessory Dwelling Manual, Santa Cruz, CA

Parking
- Minimum of 1 sheltered, securable bike garage space

Housing Types
Mixed-Use Lofts



In limited, specified areas near the stations, mixed-use lofts can provide both commercial and residential uses. Commercial can be part of a residential space or separately accessed and leased space. Mixed-use lofts can also be assisted living, hotels, or safe houses.

Housing Types
Mixed-Use Lofts

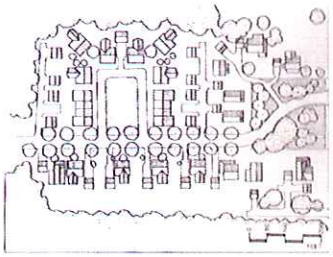
Houses
- Located on 1st and 2nd floors – entrances should be ground-related
- Provide private balconies/terraces (minimum 6'x8') when private backyards or sideyards are not provided
- Mix of studios, 1, 2, and 3 bedrooms
- Minimum 10 DU/acre in housing portions

Commercial/Retail/Offices
- Ground-related
- Oriented to street/pedestrian paths
- Retail-type windows/large glazing encouraged with commercial uses
- Portals, arcades along commercial/retail facades required on a minimum of 60% of frontage

Character/Miscellaneous
- Entrances may be shared or separate
- Modern interpretation of traditional live/work units
- Residents may or may not own businesses below
- Close proximity to rail station/Camino del Pueblo
- 40' maximum width
- No minimum setbacks

Parking
- Residential: On-street, Alley-accessed parking at rear
- Commercial: On-street "teaser" parking may be provided (no parking minimums)
- Maximum 2 spaces per unit

Housing Types
Bernalillo Townhouses



Sited in areas outside of the traditional core of the Town, but within walking distance of train stations. Amenities such as gardens watered by acequias, access to walking trails, and views will encouraged.

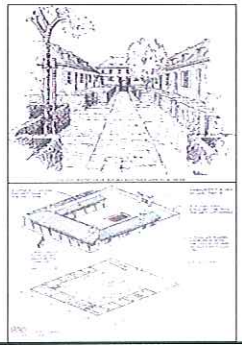
Housing Types
Bernalillo Townhouses

Houses
- 1 and 2-story with a maximum of 20% 2.5-story
- Provide a mix of 1, 2, and 3 bedroom houses
- Ground-related
- No trailers
- Maximum of 20% triplexes
- Accessory units allowed
- Front door facing street
- 14 DU/acre minimum

Character/Miscellaneous
- Setbacks: No required front setback, No required sideyard setback
- Where possible, provide private garden spaces with access to ditch laterals
- Encourage public gathering areas/community buildings

Parking
- Driveways: Alley access for parking

Housing Types
Courtyard Housing



U-shaped arrangement of houses around a shared, non-vehicular garden courtyard.



Housing Types
Courtyard Housing

Houses
- Ground-related
- Light on two sides of every room (not including baths, closets, utility rooms, etc.)
- Private yards (front, back, or side) -- front porches and yards on courtyard
- Medium density 12-16 DU/acre
- Zero lot line making a continuous edge of courtyard

Character/Miscellaneous
- Setbacks: No minimum setbacks (0' lot line)
- Zaguans encouraged
- Well-defined separation of private and semi-public spaces with portals, mixed-height walls, planting areas, etc.
- Minimum courtyard 16' wide from porch to porch
- Courtyard open to public street

Parking
- On-street
- Off-street with shared carports
- Alley-accessed

Housing Types
Plaza de los Vecinos Housing



New houses that share a neighborhood public space.

Housing Types
Plaza de los Vecinos Housing

Houses
- Single and Duplexes (20% maximum)
- Ground-related
- Porches required
- Accessory units allowed
- 2-story maximum
- Provide a mix of 1, 2, and 3 bedrooms
- Minimum 8 DU/acre

Character/Miscellaneous
- Setbacks: No front setback required, Side 5' minimum, Back 3' minimum
- Shared plaza or green required, with a minimum width of 24' and minimum __% of site

Parking
- Side yard courtyard or alley
- No minimum requirement



Thanks!

Appendix I. PowerPoint Presentation: Thursday, June 7, 2007

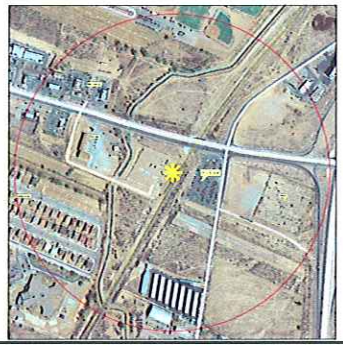
Bernalillo Station Area Plans

Planning and Design Workshop
June 7, 2007



Bernalillo Station Area Plans

550 Station



Bernalillo Station Area Plans

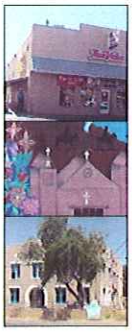
Downtown Station



What We've Heard

Community Policy Discussion

Character, Character, Character!



- Historic pattern
- Views
- Agricultural heritage
  - Rural roads and paths
  - Acequias
- Retaining old buildings
- Utilizing Main Street guidelines

Community Policy Discussion

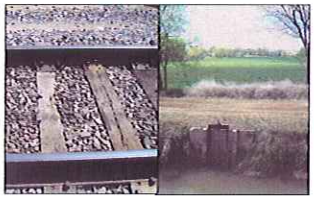
Safety



- Lighting around stations
- Police patrols
- Safe pedestrian railroad crossings
- Multiple access points to developments

Community Policy Discussion
Walking and Connections

- Good sidewalks and amenities
- Trails
- Railroad Crossings



Community Policy Discussion
Downtown Destination

- Feeling of "arrival" once passengers get off the train
- What will people take the train to visit?
- "Welcome to Bernalillo" signage, maps, and information



Community Policy Discussion
Housing



BALANCE

- Affordable for Town residents
- Nice
- Bernalillo character
- Walkable communities

Community Policy Discussion
Much More!

- Beyond this plan, but important nonetheless
  - Events
  - Rail Runner operations
  - Etc.
- Policy wall
- Will be packaged with plan recommendations

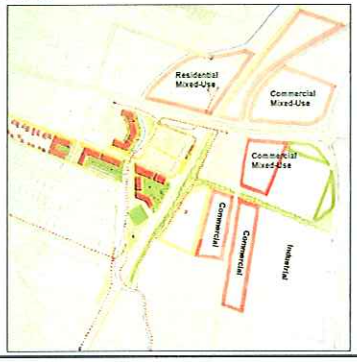


What we Recommend

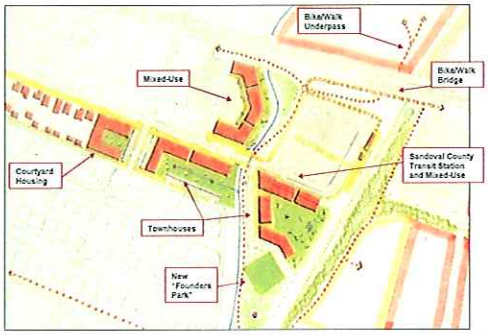
Bernalillo Station Area Plans
New Roads and Trails



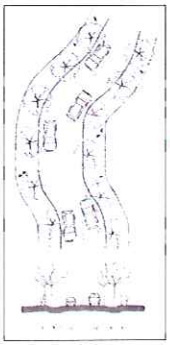
Bernalillo Station Area Plans
550 Station Area



Bernalillo Station Area Plans
550 Station Area



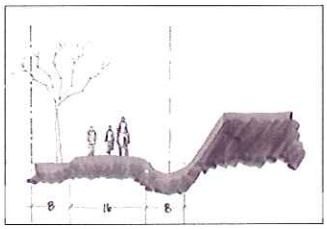
Bernalillo Station Area Plans
550 Station Area – "Calle Cabra"



- North from Flying Star site
- Aids connectivity
- "Slow street" to prevent cut-throughs

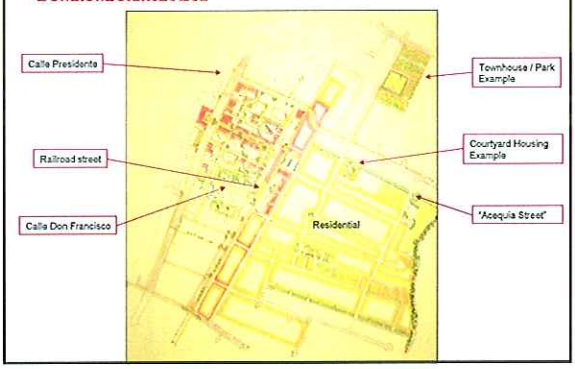


Bernalillo Station Area Plans
550 Station Area – Pedestrian Trail near Elementary School





Bernalillo Station Area Plans
Downtown Station Area

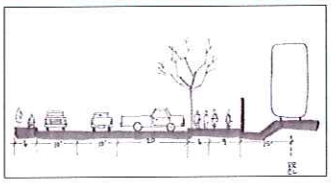


Bernalillo Station Area Plans
Downtown Station Area



Bernalillo Station Area Plans

Downtown Station Area – "Railroad Street"

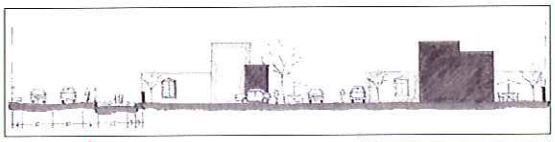




- Provides parking for station and downtown business

Bernalillo Station Area Plans

Downtown Station Area – "Acequia Street"

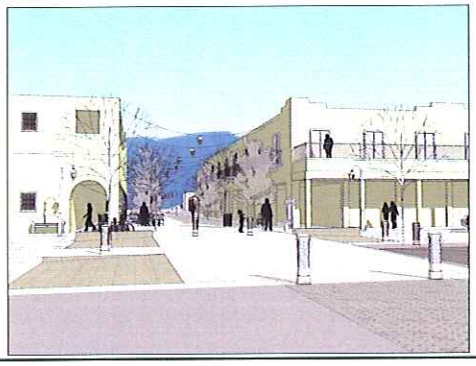


Garden



Bernalillo Station Area Plans

Alameda



Housing Types

Overview



1968 Aerial

- Compound Housing
- Courtyard Housing
- Accessory Units
- Mixed-Use Lofts
- Bernalillo Townhouses
- Plaza de los Vecinos Housing

Housing Types

Compound Housing





Traditional pattern allowing multiple households of different sizes to share a parking courtyard.

Housing Types

Compound Housing

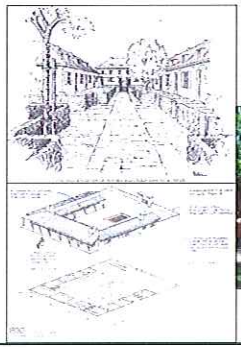
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- Provide shared carports as independent buildings (potential for enclosure as desired)
- Maximum car parking of two per unit
- Provide enclosed and lockable bike parking, minimum one per unit, preferably in a bike garage

Examples
- Rinaldi
- South of The Range

Housing Types
Courtyard Housing



U-shaped arrangement of houses around a shared, non-vehicular garden courtyard.



Housing Types
Courtyard Housing

Houses
- Ground-related
- Light on two sides of every room (not including baths, closets, utility rooms, etc.)
- Private yards (front, back, or side) – front porches and yards on courtyard
- Medium density 12-16 DU/acre
- Zero lot line making a continuous edge of courtyard

Character/Miscellaneous
- Setbacks: No minimum setbacks (0' lot line)
- Zaguans encouraged
- Well-defined separation of private and semi-public spaces with portals, mixed-height walls, planting areas, etc.
- Minimum courtyard 16' wide from porch to porch
- Courtyard open to public street

Parking
- On-street
- Off-street with shared carports
- Alley-accessed

How to Get There

Implementation
Next Steps

- Finalize and adopt Station Area Plans
- Identify the "easy" projects and "pipeline" projects
- Identify funding options
- Share with interested parties
- Pursue specific opportunities
- Stay involved, make the plan a priority





A huge thanks to...

- **You!**
- Town of Bernalillo Elected Officials and Staff
- Station Area Advisory Group
- Sandoval County Elected Officials and Staff
- Mid-Region Council of Governments
- Our Lady of Sorrows Church

Appendix J. PowerPoint Presentation: Monday, July 9, 2007

Bernalillo TOD Plan



Document Outline

- I. Planning Framework
- II. Plan Objectives
- III. Plan Recommendations
- IV. Next Steps
- V. Appendices

I. Planning Framework

- Planning For Transit-oriented Development In Bernalillo
  - A. Study Area
  - B. MRCOG TOD Planning
  - C. Bernalillo Planning Framework

I. Planning Framework

- Community Planning And Design Process
  - A. Community Outreach
  - B. Planning And Design Workshop Process

II. Plan Objectives

- Character
- Safety
- Walking & Connections
- Downtown Destination
- Housing

III. Plan Recommendations

- Proposed Circulation And Connections
- Downtown Station Area
- U.S. 550/Sandoval County Station Area
- Housing Typologies

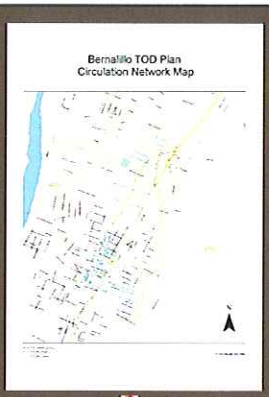
IV. Next Steps

- Project List
- Implementation Recommendations

V. Appendices

- Power Point Presentations
- Community Outreach Materials
- Market Study
- Best Practices Examples
- Existing Conditions Maps
- Resources

- Proposed Circulation And Connections



New Streets North

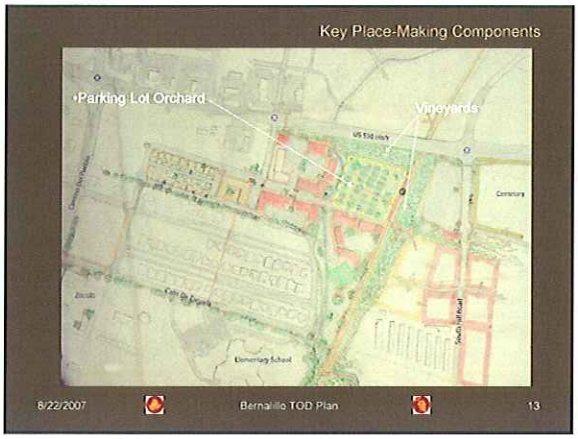


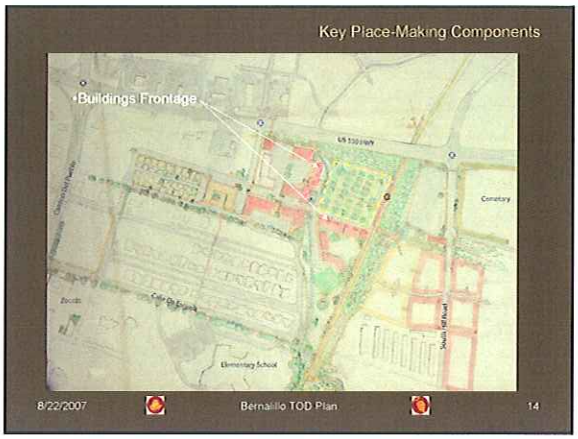
New Streets South

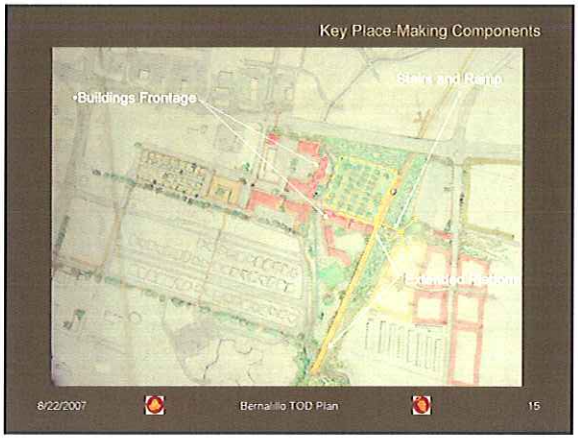


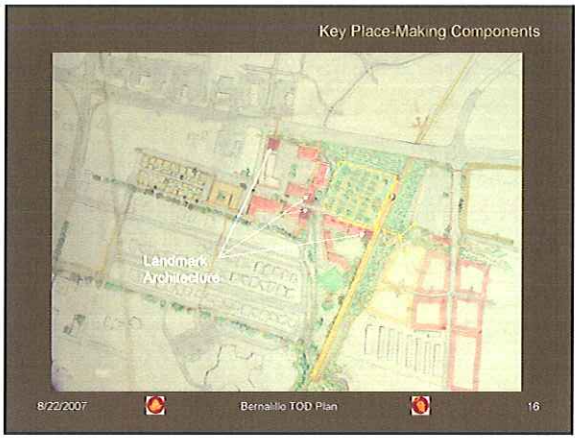
Sandoval County/ 550 Conceptual Station Area Plan

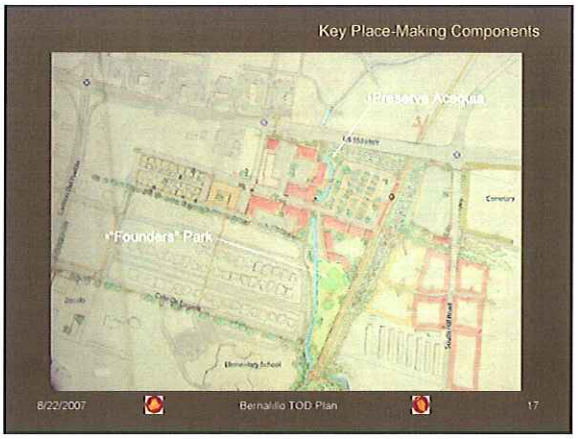


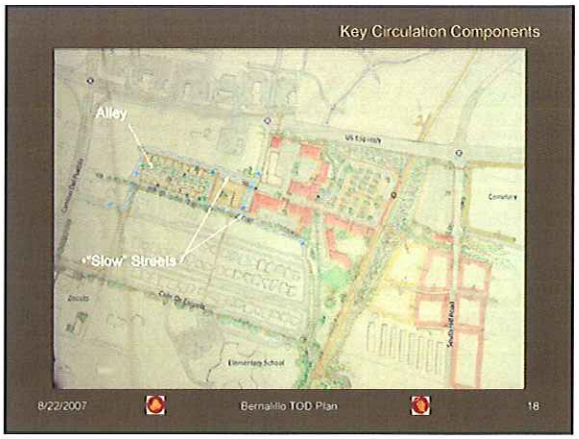

Key Place-Making Components
•Parking Lot Orchard
Vineyards
8/22/2007
Bernalillo TOD Plan
13


Key Place-Making Components
•Buildings Frontage
8/22/2007
Bernalillo TOD Plan
14


Key Place-Making Components
•Buildings Frontage
Stairs and Ramp
8/22/2007
Bernalillo TOD Plan
15

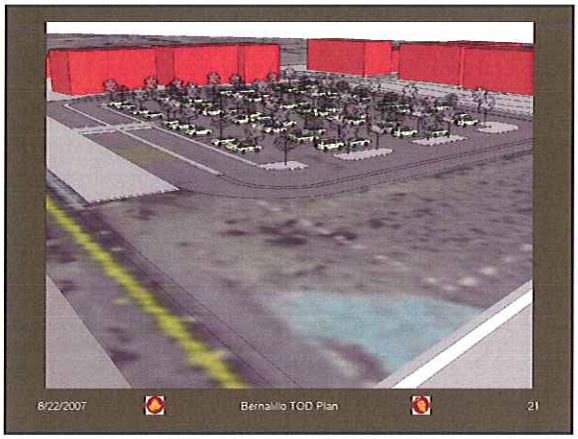

Key Place-Making Components
Landmark Architecture
8/22/2007
Bernalillo TOD Plan
16

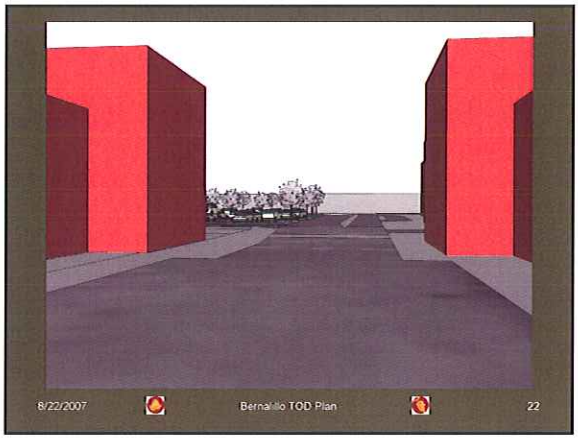

Key Place-Making Components
•Founders' Park
8/22/2007
Bernalillo TOD Plan
17

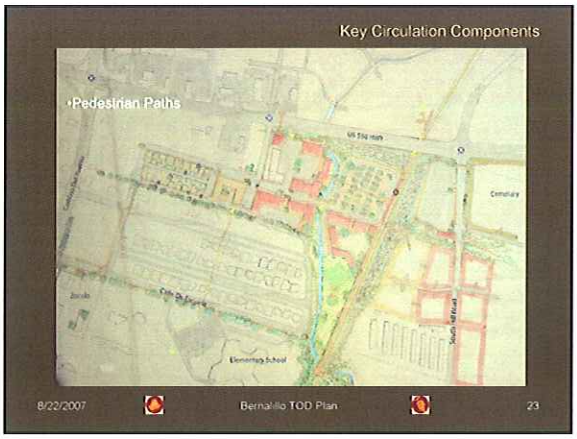

Key Circulation Components
Alley
•"Slow" Streets
8/22/2007
Bernalillo TOD Plan
18


550 Conceptual Station Area Plan
Bus & Drop Off Lane
8/22/2007
Bernalillo TOD Plan
19

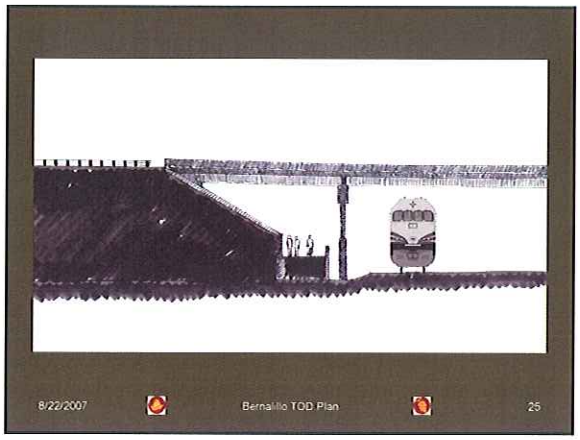

8/22/2007
Bernalillo TOD Plan
20


8/22/2007
Bernalillo TOD Plan
21


8/22/2007
Bernalillo TOD Plan
22

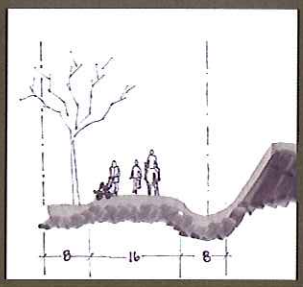

Key Circulation Components
Pedestrian Paths
8/22/2007
Bernalillo TOD Plan
23


Key Circulation Components
Pedestrian Paths
8/22/2007
Bernalillo TOD Plan
24



8/22/2007 Bernalillo TOD Plan 25

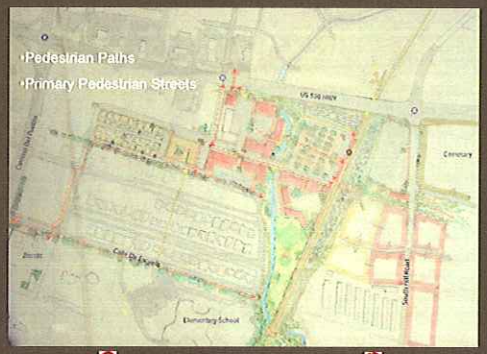
•Pedestrian Paths



8/22/2007 Bernalillo TOD Plan 26

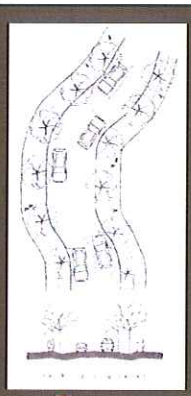
Key Circulation Components

•Pedestrian Paths
•Primary Pedestrian Streets



8/22/2007 Bernalillo TOD Plan 27

•Primary Pedestrian Streets



8/22/2007 Bernalillo TOD Plan 28

Key Circulation Components

•Pedestrian Paths
•Primary Pedestrian Streets
•Bike Routes



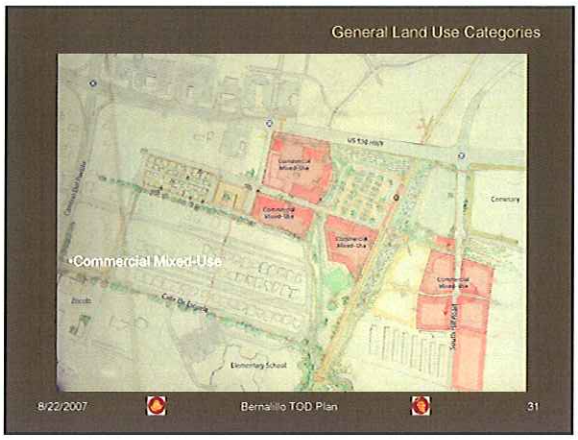
8/22/2007 Bernalillo TOD Plan 29

Key Circulation Components

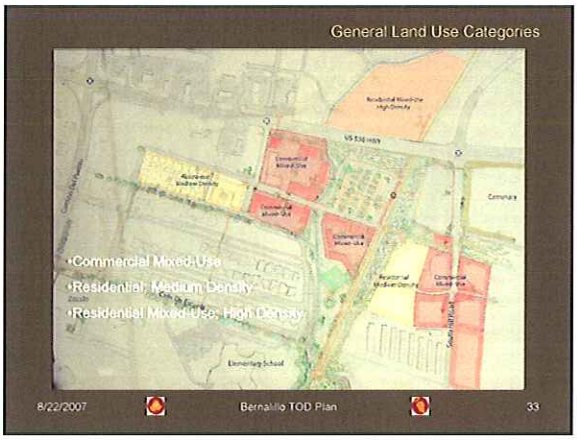
•At Grade Controlled Railroad Crossings

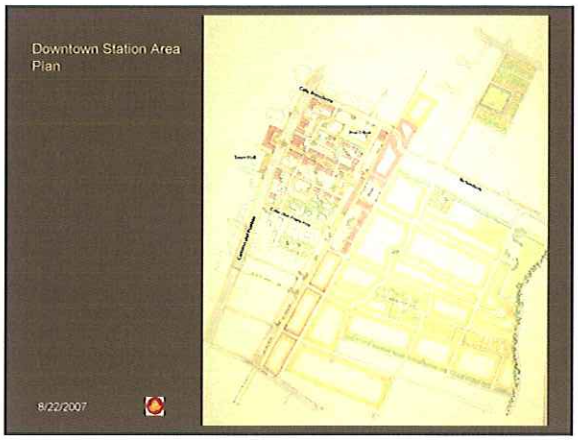


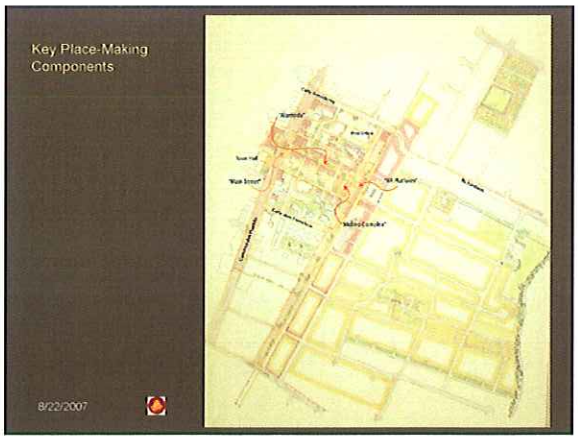
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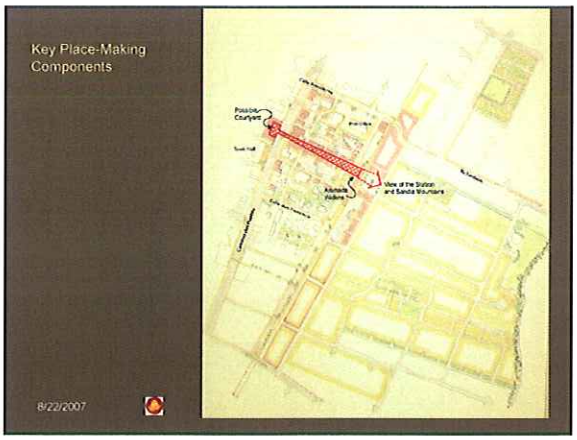

General Land Use Categories
•Commercial Mixed-Use
8/22/2007
Bernalillo TOD Plan
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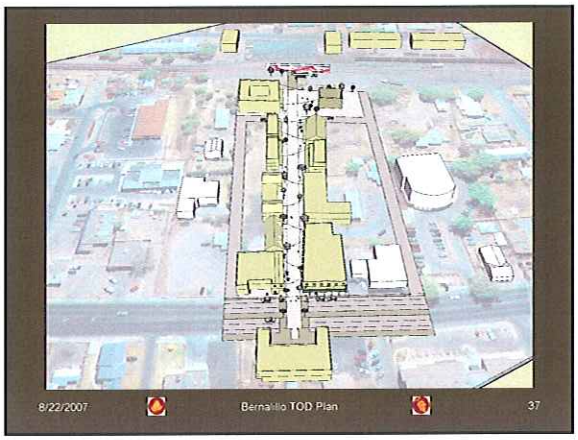

General Land Use Categories
•Commercial Mixed-Use
•Residential Medium-Density
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Bernalillo TOD Plan
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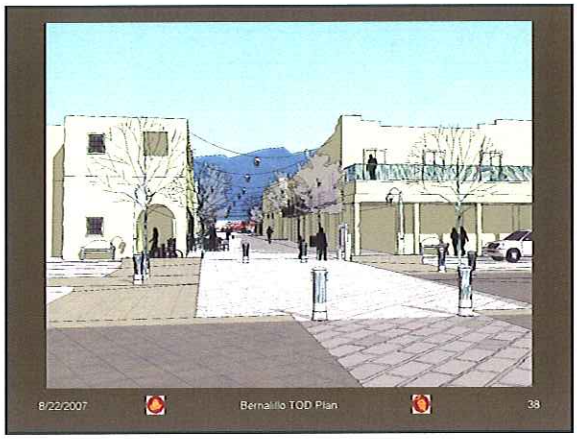

General Land Use Categories
•Commercial Mixed-Use
•Residential Medium-Density
•Residential Mixed-Use High Density
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Bernalillo TOD Plan
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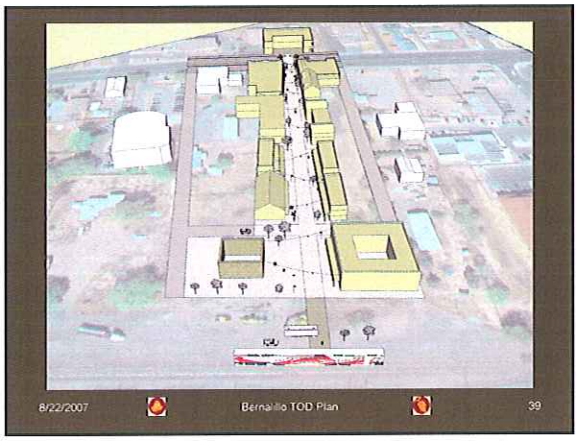

Downtown Station Area Plan
8/22/2007

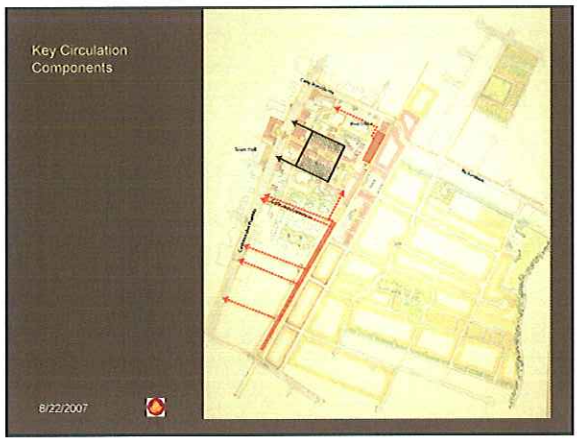

Key Place-Making Components
8/22/2007

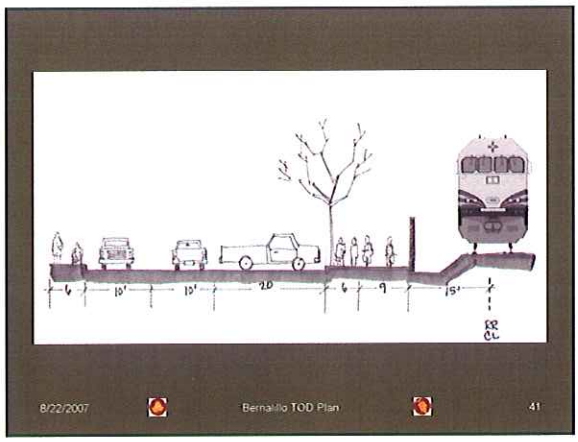

Key Place-Making Components
8/22/2007

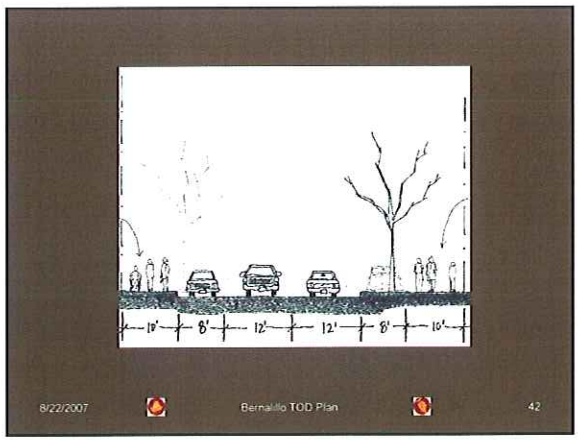

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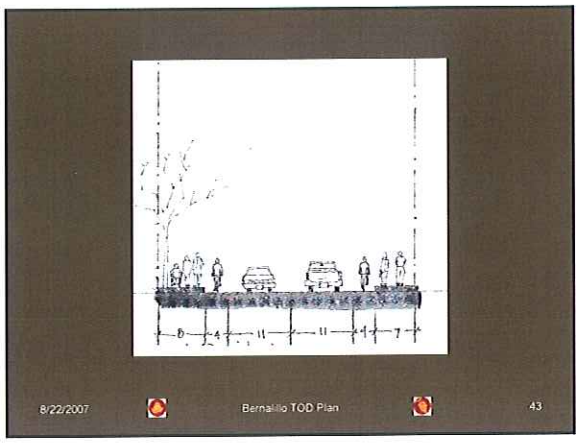

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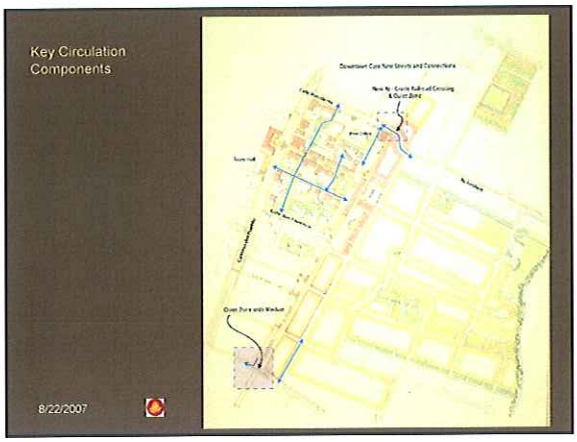

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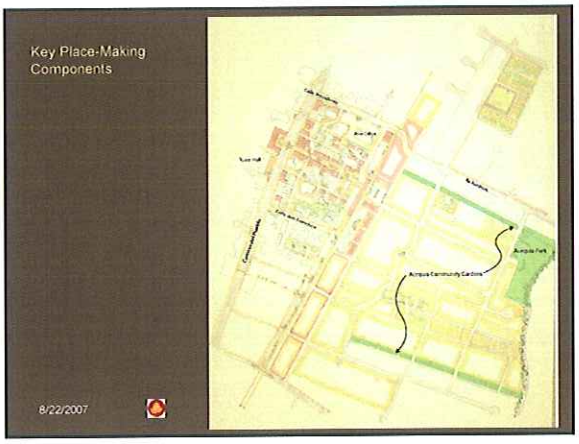

Key Circulation Components
8/22/2007

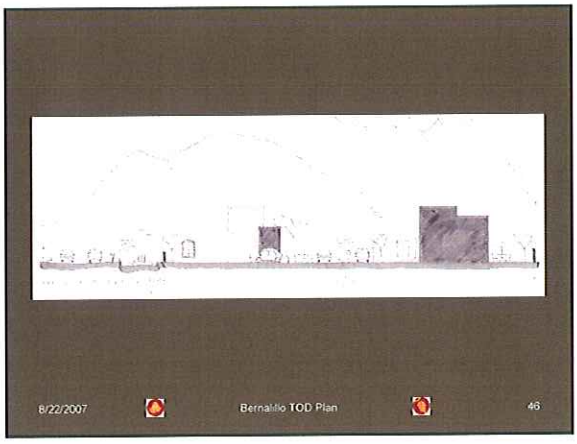

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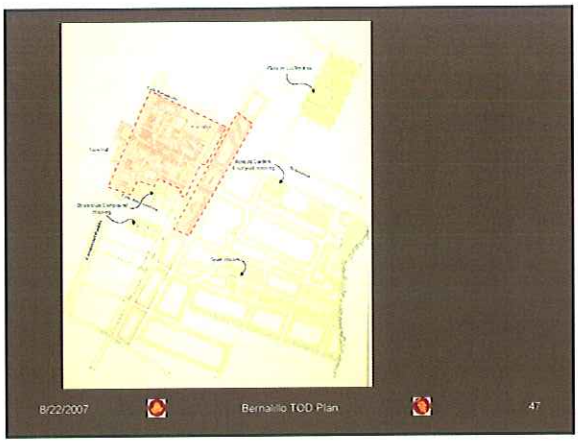

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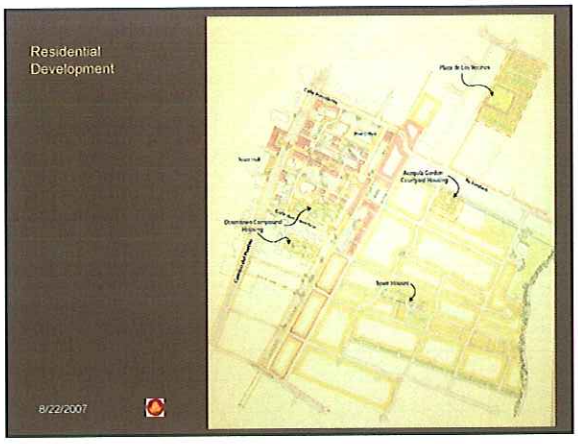

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Key Circulation Components
8/22/2007


Key Place-Making Components
8/22/2007


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Residential Development
8/22/2007

Plaza Housing

New houses that share a neighborhood public space.



- Houses
  - Single and Duplexes (20% maximum)
  - Ground-related
  - Porches required
  - Accessory units allowed
  - 2-story maximum
  - Provide a mix of 1, 2, and 3 bedrooms
  - Minimum 8 DU/acre
- Character/Miscellaneous
  - Setbacks: No front setback required, Side 5' minimum, Back 3' minimum
  - Shared plaza or green required, with a minimum width of 24' and minimum ___% of site
- Parking
  - Side yard courtyard or alley
  - No minimum requirement

Compound Housing

Traditional pattern allowing multiple households of different sizes to share a parking courtyard.



- Houses
  - Mostly separate houses with a maximum of 50% duplexes
  - Provide a mix of house sizes: 1, 2, and 3 bedrooms
  - 1- and 2-story houses – no more than 20% 2.5-story
  - Ground-related houses
    - Front door on shared courtyard or street
  - Private yard = 12'x15' minimum
    - No vertical overlap of houses
    - Front porch or portal (8'x15' minimum or courtyard
  - No trailers or manufactured homes
  - 10 DU/Acre Minimum
  - On commercial streets, commercial is allowed in units facing street
- Character/Miscellaneous
  - Setbacks: No minimum setbacks required
  - Group mailboxes should be housed in a shelter that also provides space for notices, seating, and is art enhanced
  - Use of zaguans, portals, gates, shared entry-into courtyards required windows and brick walls is encouraged
- Parking
  - Shared parking courtyard and access ways designed for multiple uses, such as play areas and sports uses
  - Plantings and trees as part of courtyard design
  - Provide shared carports as independent buildings, potential for enclosure as desired
  - Maximum of parking of two per unit
  - Provide enclosed and lockable bike parking, minimum one per unit, preferably in a shed or garage

Courtyard Housing

U-shaped arrangement of houses around a shared, non-vehicular garden courtyard.



- Houses
  - Ground-related
  - Light on two sides of every room (not including baths, closets, utility rooms, etc.)
  - Private yards (front, back, or side) – front porches and yards on courtyard
  - Medium density 12-16 DU/acre
  - Zero lot line making a continuous edge of courtyard
- Character/Miscellaneous
  - Setbacks: No minimum setbacks (0' lot line)
  - Zaguans encouraged
  - Well-defined separation of private and semi-public spaces with portals, mixed-height walls, planting areas, etc.
  - Minimum courtyard 16' wide from porch to porch
  - Courtyard open to public street
- Parking
  - On-street
  - Off-street with shared carports
  - Alley-accessed

Accessory Units

Units constructed on existing or new single-family housing sites are the most affordable way to increase density and keep families together.



- Houses
  - Maximum size 900 sq ft
  - No trailers or manufactured units
  - Front door must face street, alley, or driveway
  - A private outdoor space of at least 15'x12' must be provided
  - May be 2nd floor unit over carport/garage
- Character/Miscellaneous
  - Setbacks: as per existing zoning
  - Compatible with existing homes
- Parking
  - Minimum of 1 sheltered, securable bike garage space

Bernalillo Townhouses

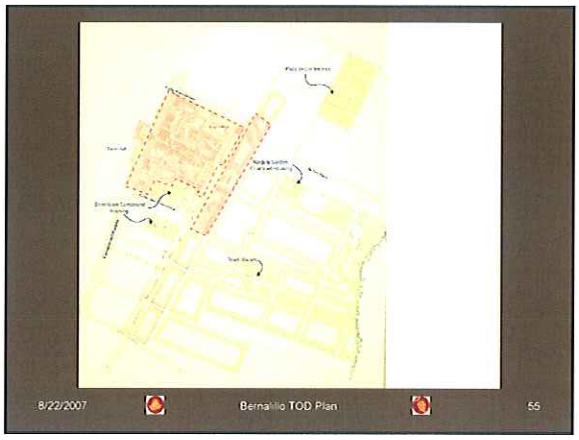
These townhouses will be sited in areas outside of the traditional core of the Town, but within walking distance of train stations. Amenities such as gardens watered by acequias, access to walking trails, and views will encouraged.



- Houses
  - 1 and 2-story with a maximum of 20% 2.5-story
  - Provide a mix of 1, 2, and 3 bedroom houses
  - Ground-related
  - No trailers
  - Maximum of 20% triplexes
  - Accessory units allowed
  - Front door facing street
  - 14 DU/acre minimum
- Character/Miscellaneous
  - Setbacks: No required front setback, No required side yard setback
  - Where possible, provide private garden spaces
  - Encourage public gathering areas/community buildings
- Parking
  - Driveways: Alley access for parking

Bernalillo TOD Plans

- Next steps


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Bernalillo TOD Plan
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IV. Appendices

A. Sign-In Sheets, Planning And Design Workshop App-3
B. Public Comments, Open House, Workshop, Public Meetings App-10
C. Community Outreach Materials App-16
- Station Area Plan Community Events Flyer
- Planning And Design Workshop Flyer
- Station Area Plan Info Brochure
- Town Of Bernalillo Newsletter
- Public Meeting Announcements

D. Planning Process Poster App-33
E. Existing Land Use, Zoning, And Context Maps App-37

Existing Land Use And Zoning Maps

Downtown Bernalillo Station (½-Mile Radius)
- Station Area Summary
- Existing Land Use April 2007
- Existing Zoning Districts April 2007
- Vacant Parcels With C-1 Zoning
- Vacant Parcels >1 Acre

U.S. 550/Sandoval County Station (½-Mile Radius)
- Station Area Summary
- Existing Land Use April 2007
- Existing Zoning Districts April 2007
- Vacant Parcels With C-1 Zoning
- Vacant Parcels >1 Acre

Context Maps
- 2-Mile Radius
- ½- And ¼-Mile Radius
- Downtown Station ¼-Mile Radius
- 550 Station ¼-Mile Radius

Existing Density Analysis

F. Market Study Extract App-55
G. Study Areas App-67
- Downtown TOD Study Area
- SC/ US 550 TOD Study Area
- Railrunner TOD Community Planning And Design Workshop Downtown Station Land Use Map
- Railrunner TOD Community Planning And Design Workshop SC/ US550 Station Land Use Map

H. Powerpoint Presentation: Wednesday, June 6, 2007 ..... App-72
I. Powerpoint Presentation: Thursday, June 7, 2007 ..... App-79
J. Powerpoint Presentation: Monday July 9, 2007 ..... App-85

Appendix A. Sign-in Sheets, Planning and Design Workshop

BERNALILLO STATION AREA PLANS

Planning and Design Workshop, June 4, 2007

Name	Affiliation	Phone	E-mail
Stephen Terge	Town of Bernalillo	771-7127	
William Skypien	Developer	867-2804 C: 934-8782	
FAWN DOLAN	Business owner	280.4603	
John Blakney	Builder	440.3193	
RUSS RUHL	PLACITAS Res.	217-9324	HOMERUHL@COMCAST.NET
HELEN ABOULEMAN	BUSINESS OWNER	350-6941	
Lou Abouleman	" "	259-7760	hrABOULEMAN@MSN.COM
MARCOS J MADRID	LAND OWNER	818-7523	marcosj1@mac.com
Debbie Kilfoy	ZONING	867-3278	
Sylvia Sisneros	Bernalillo Res.	867-2850	Seal_874@yahoo.com
MARGIE AMIOT	" "	867-3707	SAMIOT@MSN.COM
STEVE AMIOT	"	"	"
Jack Tower	Rest + business owner	867-5452	
Lou Abouleman	Business owner	867-2645	hrABOULEMAN@MSN.COM
Tandy Smith	Historic Precinct	898-0012	csmith3864@q.com

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BERNALILLO STATION AREA PLANS

Planning and Design Workshop, June 4, 2007

Name	Affiliation	Phone	E-mail
Adrian	Resident of Bernalillo	867-3109	RAILRUNNER@adrian.yahoo
Ronnie A. Sisneros	Town Council	867-2850	RONSISNEROS@Sandoval County.com
Carlos Madrid	Town resident & Land Owner	867-5086	
Marian Jaramillo	Town Council	220-7539	
Evangelina Madrid	Land owner -	867-5086	

BERNALILLO STATION AREA PLANS

Planning and Design Workshop, June 6, 2007

Name	Affiliation	Phone	E-mail
Charlotte Silva	Silva's Saloon	867-9976	
Denise Silva	Silva's Saloon	867-5050	
Scott Goff	Resident	771-1971	scottgoff1@gmail.com
Jennifer Thumma	Resident	974-1838	jthumma@yahoo.com

BERNALILLO STATION AREA PLANS

Planning and Design Workshop, June 6, 2007

Name	Affiliation	Phone	E-mail
C			
Marian Jaramillo			
Clara [illegible]			
Rosie Estrada			
Kenneth Estrada			
Margaret Valdez	TOB- Ptz		
Adelle Gurule	TOB Ptz		
Sharon Ward	TOB		
Myra Chavez	TOB		
Ty Belknap	Support		
Tonnie A. Sisneros	TOB	867-3311	
Lori A Kurtz	Village of Los Lunas - CS	839-3859	
Cynthia Leyba	Town of Bernalillo	867-3311	
Steve & Margie Arnold	"	867 3207	
Carlos & Vangie Madrid	Landowner - Resident	867-5085	
Joseph Quintana	MRCOG		

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BERNALILLO STATION AREA PLANS

Planning and Design Workshop, June 7, 2007

Name	Affiliation	Phone	E-mail
Mary Kwapich			
Hazel M. Herrera		505 867-2016	N/A
Eliseandro E Herrera		505 867-2016	N/A
Birdy Montoya		867-6482	N/A
Stephen Jara	Town of Bernalillo	771-7127	—
Charlotte Silva	Silva's Saloon	867-9976	
Denise Silva	Silva's Saloon	867-9976	
M. Siebert	SCHS	867-2755	
Adrien Herrera	Resident of Bernalillo	867-3109	NativRunnerRacksAR@yahoo.com
Jennifer Thumma	RESIDENT	474-1838	jlathumma@yahoo.com
Ronnie M. Sisneros	Town of Bernalillo	867-3311	
Sylvia Sisneros	Resident	867-2850	
STEVE AMIOT			
MAGGIE AMIOT			
Helen Martinez	Resident		
JAMES FOUST	Baptist Church		
SCOTT GOFF	Resident	771-1971	scottgoff1@gmail.com
MATT DIGREGORY	RANGE CAFE	934.0051	MATT@RANGECAFE.COM
ROSALIE DOME	Resident	867.2841	
HELEN ABOUSLEMAN	RAGMO TRUE VALUE	867-3321	
Lou Abousleman		259-7160	
Eliseandro E "Cox" Herrera	Resident	867.2016	N/A
Gino Rinaldi	Resident	771 0974	

BERNALILLO STATION AREA PLANS

Planning and Design Workshop, June 7, 2007

Name	Affiliation	Phone	E-mail
Carlos & Vangie Medrick	Resident + landowner -		
MARCOS J MADRID	LANDOWNER		marcosj1@mac.com
William Dopian	—		Fax 867-1251
Greg Abousleman	Resident Business owner	867-3321	
Cordy Chavez	Resident	867-2527	Coreychavez@Hotmail.com
Joe Chavez	"	867-2527	
Francisco Luna	Resident -	867-3642	fluna@cstones.org
Tom Hagan	Business owner		
Lesette Harrington	Resident	867-4150	VOLKLSNOW@earthlink.net

Appendix B. Public Comments, Open House, Workshop, Public Meetings

Planning and Design Workshop
Public Comments on Index Cards ("Policy Wall")

General

- Remember views from passengers on train – backyards, etc.
- Public/private partnership for a showcase development downtown (→ jumpstart private development)
- Vistas – views of the Sandias
- Land assembly challenge
- Land trust
- Destinations needed → what will people take the train to visit?
- Need to feel you've "arrived" somewhere when you get off the train downtown
- Rural mentality here more about character than about actual ag use → how to preserve it?
- Expand Main Street district to include Alameda
- Renovation/Preservation of historic structures → Inventory and prioritize
- Conservation water rights
- New Urbanism is looking to the strength of the past → Bernalillo has this, needs code to preserve it
- Traffic lights on 313 need to make sense
- Make area pull from station
- Activities for teens: skate park, bmx park, movie theater, outdoor ampitheater, all-ages hangouts
- Downtown stations needs good 'Welcome to Bern' signage, map, and info w/ history
- Preserve historic landmarks
- Maintain traditions – cultural events, fiestas, religion
- Lots of trees and landscaping
- Social events for kids and families
- Bernalillo needs a movie theater for people to gather and hang out
- Use artwork – schools can be a good source for beautification
- Bus shuttles needed
- Area at 550 station that TOB is considering purchasing for a holding pond could be a multi-use facility (i.e. the drainage pond/soccer field in the South Valley) that backs up to a trail network
- Bike rental shop!
- Benches
- I would not like the town to change. Keep our town as is. Keep our town's history.

Residential

- Reinvest
- Mobile home community – opportunity for reinvestment
- Character of Bernalillo
- Lots of trees and landscaping
- Reinterpret historic pattern
- Active agriculture in neighborhoods
- Compound typology – shared open space, balanced and utilitarian
- Varied lots sizes to achieve diverse housing

- Elevated stoops
- Driveways in back alleys
- Ensure that affordable housing is high-quality
- Creative affordability programs and policies
- Variety of housing types and prices
- Allow accessory units
- Free design assistance (historic character, facades, etc.)
- Opportunity for good affordability policies
- Provide affordable housing without overcrowding and in line with town's character
- Affordable housing for the elderly needed

Commercial

- *Nice* commercial development
- Pedestrian amenities on private land (existing development easement)
- Incentives for local businesses (tax breaks, faster approvals, locally-owned/local hires)
- Business deal with RailRunner – incentives to buy more for free RR pass, etc.
- Sidewalk dining and vendors
- Patio atmosphere adds life to the street → draw people to Bernalillo
- Encourage truly local development with local bonds
- Commercial balance → serving locals and tourists
- Arts/Cultural district downtown for state funding?
- Commuters getting off train and meeting their spouse, then walking to dinner and bumping into neighbors...
- Potential commercial developers need to know town is supportive and good development won't be a fight
- Use lot size and parking to help maintain local business district

Public

- Put the Molino on the ICIP Revitalization Plan
- Small gym, rec center
- Parks for kids/families
- Public space for concerts/events
- Green space, fountain, park, stage
- Major need for another large park in town like Rotary Park
- Street closings downtown now and again to promote local business/arts/etc.
- Enclose the rail yard in Bernalillo with fencing
- Redesign the Molino fence – public art project, RFP for local designer?
- More public transit needed in Bernalillo with stops at several different locations around town
- Storm drainage for all 313/Bernalillo
- Build low adobe walls at downtown station tracks for "destination" feel and to help with flood control at the tracks
- Flood control east of railroad tracks needed
- The holding pond along Railroad Track Road and Avenida Bernalillo needs to be rebuilt and maintained
- "Music courtyard"/plaza to listen to bands of all types

Streets and Trails

- Connect with Bernalillo High
- Pedestrian crossings needed downtown
- Connect to acequias
- Retain ditch character, view as an amenity
- More lighting on Calle Duranes/downtown station
- Better road access to downtown is critical – can't see the station from Main St
- Coordinate signals on Main St
- Make the temporary Wine Festival path permanent
- Have shuttles circulate from RR stops to schools
- Pedestrian and shopping/dining area from depot to Main St
- For safety and walkability, consider trees, shrubs, safe sidewalks, wayfinding signs, lighting
- Consider pedestrian-only access from downtown station to Main St
- Consider phased-needs approach to utilize Calle Don Francisco and Durances, with future phase to connect via Calle Presidente
- Shade
- Pedestrian crossing at Escuela
- Wayfinding
- Quite zone all crossings
- Bus stop at Bargain Basket
- Crossing under 550
- Commuters are increasingly using 313/Don Tomas to bypass 550 → stop this
- Formalize a trail network now for future generations
- Remember Safe Routes to School program during trails/road planning
- Help get folks to wine festival in creative ways (old trolleys, etc.)
- Ditch path on ditch east of track
- Map for walking
- "Quiet Zone" for trains: no horn blowing at crossings/throughout the town
- Consider signal for southbound approach to 473 on street planned for west of tracks
- Integrate Sandoval county transit center into rr station and station area plans
- Need a crossing at Calle Presidente – this is already used informally to get to Garcia
- Have a trail from 550 station to homes
- Have RR connect with future Wal-Mart on 528
- Paths: safety, lighting, away from traffic
- Continue road north of McDonald's to access schools
- Coordinate signals on Main St
- Stop use of big trucks through downtown Bernalillo Hwy 313
- Good sidewalks for the elderly

Parking

- bike garages
- deregulate residential parking
- maximize on-street parking
- shared parking
- more access to rail stations
- parking along rr tracks downtown

- develop ped edge on parking lots

Rail Runner

- Event trails (San Lorenzo, wine festival, "Bernalillo Week")
- More summer event trains
- Produce colorful Bernalillo brochures and put on train
- Town police should patrol stations every 30 minutes
- Incorporate the Sandoval County transit infrastructure
- Rickshaws at events
- Bernalillo ads on trains
- Week and weekend pass to encourage weekend use
- More of every kind of public transit
- More lighting at stations (unsafe to get off train, looks very ominous driving by)
- Fix maintenance on rail crossings
- Have a trail from 550 station to homes
- Remove siding
- Enclose end of street at Calle Presidente at rr tracks
- Have more nmrx crew speak about safety at track snad rail yards at schools
- Gate rings ½ hour at south crossing
- Watch vandalism, property damage around stations
- Try to get Sandoval easy express stations in Bernalillo
- Add lighting at stations
- More vendors at rr station – mini stores, coffee carts, food stands
- Small historical plates with brief history of stations and rotary park
- Herzog crews to fix railroad crossing glitches
- Whistles, clanging of cars on siding, noise
- Vendors at stations
- Trains every hour i.e. the Saturday schedule
- "Quiet zone" for trains: no horn blowing at crossings/throughout the town
- More shade at RR stations
- Gate rings ½ hr @ south crossing
- Fix maintenance on Rail crossings
- Have Rail Runner internships for future workers
- Extend RR operation hours on weekdays, 5:00 a.m. to 9:30 p.m.
- Landscaping at stations – shade trees
- Keep stations clean
- The RR *from* Bernalillo is of minimal use to commuters who do not work in downtown ABQ. All RR stops could benefit from strengthening local transport.

Final Plan Comments – Thursday night

- n/s new "road" DT End @ Don Francisco – cuts through building on final plan
- Have the Westside use the train before they start taking South Corridor Home to develop roads
- Thanks for getting Bernalillo off on the right foot
- Great job working to incorporate the character of Bernalillo. Thanks for being conscious of resident desires for a walkable community.

- Incorporate a park at the at 550 RR Station – excellent for kids at school and adults to wait for train.
- Implementation Strategy:
    - A. Suggest – Report detail on how to execute the plan
    - B. Phase I – North Station: Green space with few direct housing impacts (demo, new roads, etc.). Phase II – South Station: More political issues with respect to density, "change" in character etc.
    - C. With North Station – Develop/list easy, affordable projects, zoning issues that make sense. Easy to buy into.
        - Develop near-term, mid-term, and long-term projects/issues that will make the plan viable/executable.
        - Zoning issues beyond this scope of work should be ID'd to ensure follow-up study of what's expected in the next 1-2 years to complete the planning process for the North Station
        - Funding streams (local, state, fed) need to be explored with increasing budget/year
        - If North Station success is evident, will create desire to further the South Station proposals
- Avenida Bernalillo/Railroad Crossing: Medians included in plans need to consider homes on North and South side of street – left turns into property won't exist
-

Exhibit D. Public Comments from the October 18th, 2007 Public Input Meeting

To be inserted in the Bernalillo TOD Plan Appendix B.

Town of Bernalillo
Bernalillo TOD Plan Public Information Meeting
October 18, 2007

Public Comment Record from Public Input Session

Verbal Comments

1. Margie Amiot: Ms. Amiot stated that she is opposed to the plan on two levels: 1) People were not involved in identifying the issues identified in the plan. She participated in the workshop but the plan does not represent the views of the participants; 2) The plan has broad goals and objectives and the plan is not the proper place for it. She hopes the Council will reconsider what is good and bad in the plan. She also stated that she is hearing about policy and how the plan would be shown to developers – it is not clear to her what the plan will do for Bernalillo and its future.

2. Gina Torres: Ms. Torres stated that she just became involved with the process this evening. She asked if nothing would change if the plan is approved, what is the point in doing the plan. She is confused about the plan and sad that the community is the last to know what is going on.

3. Steve Amiot: Mr. Amiot asked how the Town could regulate or recommend development in 2% of the town and leave the rest of the town unaddressed. He asked about why the land near Don Tomas was not included in the plan and if the land included in the plan area was the only part of town that is relevant. He stated that if the plan were to be a part of the Comprehensive Plan, it should include all of Bernalillo. Mr. Amiot that there are good things about the plan that should be incorporated in the future, but it is not the plan for now. He stated that he was on the Mayor's advisory group that never met and most people did not show up. He said that public input on the plan was non-existent. He also commented that the plan was originally portrayed as a train depot development when it really is a land use development plan and that distinction should be made.

4. Jack Torres: Mr. Torres stated that the idea of a plan is good and there is a need for a plan, but the execution leaves a lot to be desired. He believes that a plan should improve the quality of life in Bernalillo and he does not believe this Plan

does that. He commented that the issue of densities affects what people can do with their own property. He feels that the community involvement procedures were not sufficient. He stated that people need to know what kind of major impact the Plan would have on them. Mr. Torres stated that it does not make sense to add the Plan to the Comprehensive Plan because they do not go together. He is in favor of a plan but it should fit with the community vision. This Plan would force someone else's vision onto the community. He also stated that the Plan should have a disclaimer on the front – his name is on the Acknowledgements page because he was at the workshop but the Plan does not reflect his input.

5. Patricia Chavez: Mayor Chavez stated that the public's input is critical as the Council looks at ways to manage growth that will happen with or without approval of the Plan. She spoke on behalf of the governing body and assured that the Council is listening to the community. She stated that it is important for residents to express themselves. She explained that the Plan came about because they knew that the two stations would affect the area. The study was to see what was right for Bernalillo. The purpose of the moratorium was to protect Bernalillo because it was open to any type of development. It is up to the property owners to make decisions as to whether they want to sell their land. It is only after a property owner has made a decision to sell to a developer that the municipality has the opportunity to encourage something different. The Plan is not for developers, it is for the residents.

6. Rosalie Gutierrez: Ms. Gutierrez believes that the Plan is not right for Bernalillo and would affect the town in the wrong way.

7. Jude Valdez: Mr. Valdez wants more information available on the Plan.

8. Nick Romero: Mr. Romero thinks that citizens that will be directly affected by the Plan should have more input. He does not agree with the Plan because he has not seen it and does not understand the point of it.

9. Betty Pritchard: Ms. Pritchard wants the town to maintain its historical character because it is a treasure. She lives in a historical house and values the character of the Town, including the mom & pop stores and the fact that she can ride her bicycle to the store. She wants protection from developers. She does not like what is happening in areas like the field across from the school. She wants more parks and areas to walk dogs. She used to walk her dog down the street and along the ditch but she cannot do that anymore.

10. Alice Bailey: Ms. Bailey is happy with the town the way it is.

11. John Bailey: Mr. Bailey stated that people are worried about eminent domain and believes the council should state in the beginning of the plan that land cannot be taken away from landowners. He also spoke on behalf of First Baptist Church, stating that they are in favor or cooperating and letting the Church property be

used but they want assurance that they will receive compensation to buy other land to relocate the Church.

12. Stephanie Romero: Ms. Romero stated that she likes the small community and knowing her neighbors. She likes being able to tell a neighbor that she is going out of town and doesn't want strangers in the area that she would not want knowing if she was out of town. Her property was given to her by her parents and she wants to give it to her son. She feels the Town should be working on flooding issues instead and fears that the flooding issues will only be addressed once a bunch of strangers have moved into town.

13. Helen Sandoval: Ms. Sandoval stated that she does not know much about the plan other than what was in the pamphlets and what was discussed at the meeting the previous evening. She received the brochure at the meeting the previous night. She said that density scares her. She inherited property as five lots and immediately had it surveyed. She now has one lot because she did not want a bunch of people around her. The idea of having a minimum density of six or up to sixteen units on a lot scares her because it's like living in Los Angeles. She stated that eminent domain in only for major roads, not little roads. She said she would like to see trees at the library for people to gather near, since there are no places in town to gather and gossip except for the post office. The idea of taxation also bothers her because taxes for school, county and others add up. She is concerned that if the plan eventually results in boutiques and restaurants, the residents will have to pay for it. She, along with other residents, are not willing to pay for bond issues like these. She liked the 2004 plan and thinks the Town should stick with that. She also thinks that the Town should take care of drainage first. She was not aware of the Plan and needs to study it. She opposes the plan.

14. James Pike: Mr. Pike said that he understands that the committee can stop people from building or allow it to happen. He has been to meetings and has seen development be approved even when people do not like it. He wants to know who is on the committee to approve the plan and what do they know about the plan. He is not opposed to new development but he is opposed to the Plan as it is outlined.

15. David Serba: Mr. Serba stated that he has lived in Bernalillo for 52 years and has seen it go through its ups and downs. He said that improvements and development should have been made with money used to develop this Plan.

16. MaryAnn Jaramillo: Councilor Jaramillo stated that she is committed to making Bernalillo a wonderful place to live collaboratively. She said that the moratorium had been instituted to protect the town from developments. She stated that she and other Council Members have not been comfortable with the density in the plan and that the public's comments have been heard loud and clear. She assured the audience that Council Members are committed to the residents and value the town.

17. Orlando Lucero: Mr. Lucero is concerned about the lack of open land left in town. He stated that he is concerned about density because the town is growing too fast and has lost its rural atmosphere.

18. Bill Sapien: Mr. Sapien asked that the governing body and Mayor shelve the Plan at this time. He stated that 75 people have signed a petition showing disapproval of the plan. He said that the Town has come a long way and have put a lot of work into getting the plan together, but that essential services should be addressed first. Water, sewer, streets, sidewalks, fire department, police, flood control, improvement of ridership of the transit station, including getting people from outlying areas to the rail stations should be addressed. He stated that he is on the flood control board and there should be a plan in place by 2008 to address placement of dams and control runoff water. He also thinks there should be a clear definition of eminent domain. He said that as a landowner, he could say that density is good but he wants to be socially responsible.

19. Robert Garcia: Mr. Garcia believes the Council should shelve the Plan but that if the Plan is approved, all landowners should be grandfathered in to allow less than the 6 unit minimum. The plan should give flexibility to allow people to build only one house on an acre. He stated that it is extremely important to do what is good for people 25 years down the road. He does not believe the plan is good for the Town of Bernalillo and does not believe the Plan was well thought out. It appears to him to be a plan for the developers to profit and the residents to pay. He sees problems with the density, as there are already problems with the population explosion - there are increases in crime and high traffic. He asked that these issues be addressed on Monday.

20. Alex Herrera: Mr. Herrera has a question about the difference these meetings and the meeting on Monday night. Mr. Jerge stated that he would answer the question after the public input session, since the question was not about the plan.

21. Santiago Montoya: Councilor Montoya reassured the group that they were there to hear their concerns and opinions. He emphasized that it was important to go to the Councilors to have their voices heard.

22. Scott Goff: Mr. Goff stated that while the Plan is not perfect, there are many positive aspects to it. He said that the plan does add to the quality of life by recommending trails and places to meet. He stated that he lives on property that was sold and developed and that when land does turn over, there should be a plan in place that adds to the quality of life, keeps architectural styles and maintains the rural character of the area.

23. Nora Velarde: Ms. Velarde said that she was not sure about the plan and needs to read it in order to submit comments.

Written Comments

Betty Pritchard: I wish that Bernalillo would continue to maintain the historical and small town character. We wish to have protection from developers and continue to improve the infrastructure for example, flash flood protection, etc.

Alice Bailey: Traffic on 550 is terrible most of the time. Please protect us from flash floods. Also, when we annexed, they promised us lights around our little park but we are still waiting. It is so dark there.

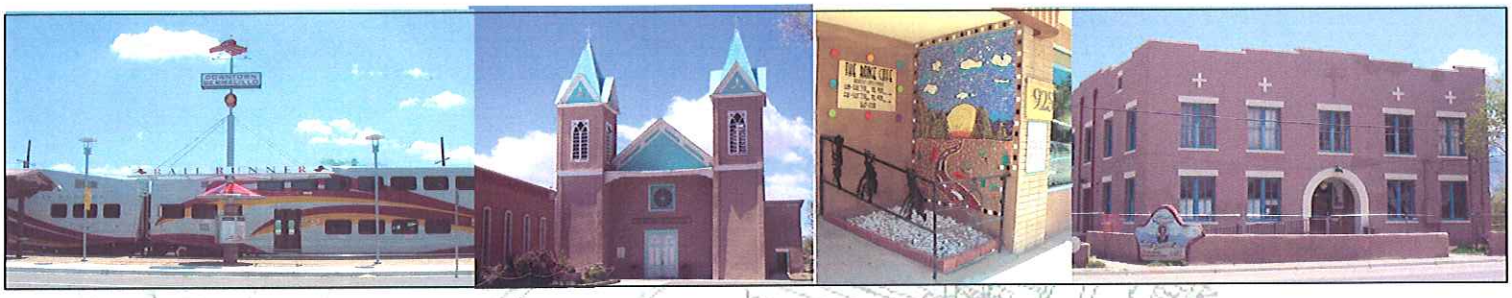
John Bailey: My wife and I desire to keep anyone from cheating us or the First Baptists Church or anyone. Please make great unbreakable laws to protect all landowners. Also, we need lights on Charing Cross Loop. Protect us from flash flooding. Provide a way to get traffic through to Rio Rancho with no red lights. Pollution would be reduced. Please make it illegal to take First Baptist land at a price too low for us to relocate and build a new building.

Teresa Young: I would like to see a more "lay person" version of the plan available so that it is easier to understand. I have been looking over the present plan for two weeks and still am confused. I have spoken to others that experienced the same. Overall, I am very pleased that the governing body is looking toward our future and thank you for doing so.

William Sapien: Plan should be shelved. Essential services should be addressed, sidewalks, streets, street lighting, police department, fire department, library, ridership to train depot, density, water, sewers, eminent domain, land use, housing, flood control.

Appendix C. Community Outreach Materials

- Station Area Plan Community Events Flier
- Planning and Design Workshop Flier
- Station Area Plan Info Brochure
- Town of Bernalillo Newsletter
- Public Meeting Announcements



Town of Bernalillo

Station Area Plan

Community Events

How can Bernalillo's future be strengthened by the Town's two commuter rail stations? A new planning process will focus on future land use, public space, design, and density around each station. Please take part and add your voice to the Town's vision for its future!

Community Open House

Wednesday, May 23, 6:30pm
Town of Bernalillo Town Hall
Come discuss this project and share your thoughts and ideas for the stations.

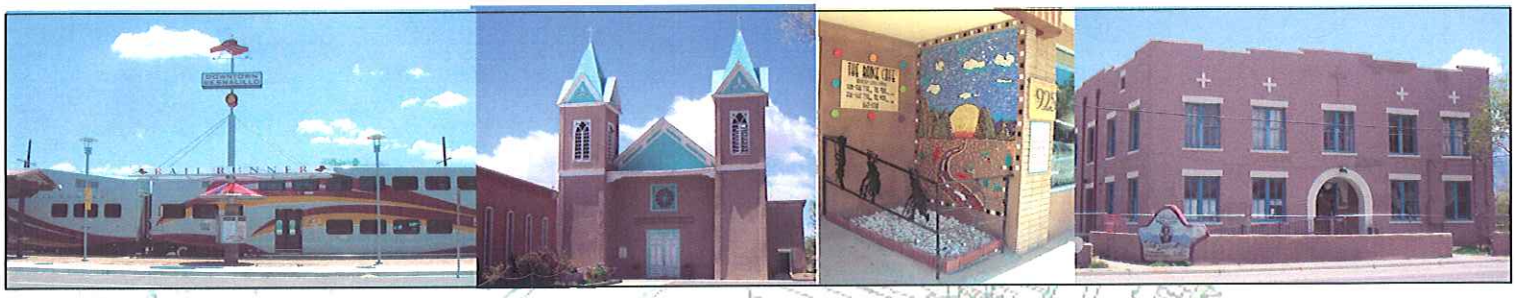
Community Planning & Design Workshop

Monday, June 4 - Thursday, June 7
Our Lady of Sorrows Church Social Center
This multi-day workshop will feature open studio time during the day and presentations in the evening for maximum community input. See the Town Website for the full schedule.



For questions, contact the Town at 867-3311 or MR-COG at 724-3635.
For more information, visit:
www.townofbernalillo.org





Town of Bernalillo

Station Area Plan

Community Planning & Design Workshop

How can Bernalillo's future be strengthened by the Town's two commuter rail stations? An ongoing planning process will focus on housing, future land use, public space, design, and density around each station. Your location within the planning area means your participation is important. Please take part and add your voice to the Town's vision for its future!

Monday, June 4 - Thursday, June 7
Our Lady of Sorrows Church Social Center

Drop in during the daytime Open Studio hours, 9:00 a.m. - 5:00 p.m., *OR*

Join us in the evenings for structured presentations and activities:

Monday, June 4, 6:00 p.m.: Project Introduction
Get introduced to the project and review a range of proposals

Wednesday, June 6, 6:00 p.m.: Initial Plan Review
Judge a variety of plans and add your input on each

Thursday, June 7, 6:00 p.m.: Final Plan Review
Review plans that reflect your input from the week



For questions, contact the Town at 867-3311 or MR-COG at 724-3635.
For more information, visit:
www.townofbernalillo.org





Our Lady of Sorrows Church

Social Center

Workshop Schedule

Day 1 – Monday, June 4
9:00 – 5:00: Open Studio
6:00 pm: Project Introduction

Day 2 – Tuesday, June 5
9:00 – 5:00: Open Studio

Day 3 – Wednesday, June 6
9:00 – 4:00: Open Studio
6:00 pm: Initial Plan Review

Day 4 – Thursday, June 7
9:00 – 5:00: Open Studio
6:00 pm: Final Plan Review



Rail Runner in Bernalillo

The Rail Runner Express is bringing new opportunities for regional transportation to residents throughout the region.

In the Town of Bernalillo, home to two commuter rail stations, the Rail Runner presents **an opportunity to integrate new mixed-use, pedestrian-friendly development**, two hallmarks of transit-oriented development (TOD) that can enhance the Town's rich history, culture, and sense of place.

The Sandoval County / US 550 Station serves residents of Rio Rancho and southeastern Sandoval County. The station sits on land that was once a large vineyard. Grape-growing first cropped up in the 1620s, and is still flourishing today. The New Mexico Wine Festival is an annual celebration of this tradition.

The Downtown Bernalillo Rail Runner Station is located in the center of historic Bernalillo. Camino del Pueblo, the Town's "Main Street", was once part of the famous Route 66, and is now home to a variety of specialty restaurants, shops, and historic attractions.

Town of Bernalillo Station Area Plan Community Events

Community Open House

Wednesday, May 23
6:30 p.m.
Bernalillo Town Hall

Community Planning & Design Workshop

June 4 – 7
Our Lady of Sorrows Church
Social Center



For questions, contact the Town at 867-3311 or MR-COG at 724-3635. For more information, visit: www.townofbernalillo.org

Enhancing the Character of Bernalillo

How can Bernalillo's future be strengthened by the Town's two commuter rail stations? An ongoing planning process will help determine how the stations can help enhance Bernalillo by building upon principles of Transit-Oriented Development (TOD).

TOD is a land-use pattern that creates vibrant, livable, and walkable neighborhoods around transit. TOD includes a variety of housing types, along with complementary public uses, jobs, retail, and services that are concentrated in mixed-use developments. Articulating what TOD means for Bernalillo and how it will look here is the purpose of an upcoming Community Planning and Design Workshop. Your input is needed!

Components of TOD

Station Planning
- Functional
- Adjacent Parking
- Pedestrian Safety

Land Use Planning
- Walkable Streets
- Plazas and Parks
- Bike Trails and Pedestrian Paths
- Enhanced Connections to Existing Development

Town Design
- Compact, Mixed-Use Development
- Architecture Reflecting History and Culture
- Distinctive and Attractive Identity

Diverse Housing
- Workforce
- Families
- Seniors
- Bernalillo Residents



Community Planning & Design Workshop (June 4-7)



Workshop Purpose
The workshop will provide a forum for residents, planners, designers, municipal officials, and others to collaborate on a vision for both Rail Runner stations in Bernalillo.

Workshops bring together residents from all walks of life, professionals from many different fields, and planners/designers to collaborate and create drawings and plans that stem directly from participant ideas.

This process allows for more collaboration, immediate feedback, and citizen ownership than other participation models and will be organized to encourage maximum participation from all stakeholders.



Workshop Process
The workshop team consists of planners, architects and designers who will set up an on-site studio to act as their working space for the length of the workshop. Formal and informal meetings will be held throughout the event, providing you with the opportunity to drop in during daytime work sessions or attend public sessions scheduled for their convenience, after workday hours.



Workshop Results
The objective of the workshop is to produce a Conceptual Master Plan for the Station Areas, including illustrations of key locations. The plan will include:
- Land use
- Building Typologies
- Circulation & Streets: Pedestrian and Bike Facilities/ Trails
- Public Open Space: Parks and Plazas

What about Land Use?

It's Your Community . . .

During the planning process, community members and elected officials envisioned making the areas near the Rail Runner stations great places, with improved transportation options, access to parks and recreation, and a variety of housing options, maintaining Camino del Pueblo as a lively and viable main street. The amount of residential or commercial building permitted on a given parcel of land – generally referred to as density - is key to making this vision a reality.



The center of Bernalillo has historically been relatively densely built. The plan maintains the existing density found near the downtown station and encourages the town to expand its center to appropriate areas within walking distance of the stations. The benefits of well-designed density include:



- More efficient use of land - leaving more for open space and agriculture
- Greater housing choices including "workforce" priced housing
- Makes transit service such as buses and shuttles possible
- Support for retail, main street, and small local businesses
- Reduced traffic congestion
- Decreased public infrastructure costs
- Easier and more enjoyable walking and bicycling experiences

To ensure that future land use in the area benefits the Town, the plan recommends appropriate design standards and guidelines and a master plan approval process. This provides elected officials and the public an opportunity to review specific projectproposals and ensure they contribute to the community vision.

FAQ's

How was the plan developed?

The plan was developed largely through a public Community Design Workshop attended by community members, town and county officials, local business leaders, local developers, area youth, and professional planners.



What will the plan do?

The plan will serve as a guide for local decision-makers on how to respond to opportunities and challenges arising in areas directly surrounding the two Rail Runner stations.

Elected officials and town residents will ultimately have the final say in what specific projects will actually get built.



How will the plan help us keep the Bernalillo we know and love?

The plan focuses on maintaining those parts of the Town residents identified as important, while recognizing the real pressures of growth and change that the town – and the region - is experiencing. Looking at the bigger picture allows the plan to recommend ways to turn these pressures into opportunities.

To address residential growth, the plan recommends offering more housing options with a wider variety of prices, types, and styles so the town can continue to be home, now and in the future, to all Bernalillo residents. This includes families who have deep roots in the community and newcomers who are attracted and charmed by small town living and the traditional culture of the region.

Additionally, the plan promotes existing community businesses by recommending increasing public parking, establishing attractive pedestrian connections, and a few key new roads connecting Main Street, existing neighborhoods, schools, and the Rail Runner stations.

The Draft Bernalillo TOD Plan contains much more information on these visions and the steps to achieve them. For more information, or to review the plan, please contact the Town of Bernalillo's planning office at (505) 867-3311.

Town of Bernalillo/ Sandoval County

Rail Runner Stations

Station Area Planning



Town of Bernalillo
www.townofbernalillo.org
Phone: 505-867-3311

Mid-Region Council
of Governments
www.mrcog-nm.gov
Phone: 505-247-1750

Looking Back while Moving Forward



Long ago, early Spanish settlers traveled north on foot and horseback along the famed El Camino Real... a few hundred years later, people motored by in cars on historic Route 66... nowadays, many arrive in the Town of Bernalillo by the newest form of transportation – the New Mexico Rail Runner Express. With the station area planning effort, the Town is looking at its future to ensure that the Rail Runner best serves the Town and its residents while preserving the community's history and character.

Creating a Community Vision

For almost a year, elected officials, town staff, and the general public have worked to develop a land use and transportation plan for the areas near the commuter rail stations. The draft Bernalillo TOD Plan (Transit Oriented Development) is the result of this effort. The plan focuses on small but important portions of the Town within walking distance (roughly ¼ to ½ mile) of the Downtown Bernalillo and Sandoval County / US 550 stations.

The plan is designed to help support local businesses, encourage housing options, provide open space and trails, and preserve the town's historical architectural styles. Included in the plan are several viable and useful recommendations on how to achieve the visions for each station area. Serving as a guide, the plan will help steer the decisions of elected officials and town staff as they make their day-to-day decisions on activities near the stations.

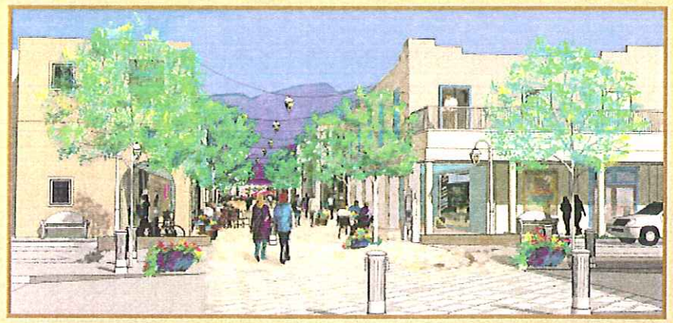


What We Heard From You - Quotes from Design Workshop Participants

Town Character	"We must preserve the area's historic structures"
Walkability/ Connections	"Formalize a trail network now for future generations"
Downtown Destination	"Patio atmosphere adds life to the streets and would draw people to Bernalillo"

Downtown Bernalillo Rail Runner Station:

Moving Ahead and Recalling the Past



Imagine extending the vibrancy of Bernalillo's Downtown Main Street through a lively shopping street to the Downtown Bernalillo Rail Runner Station. As you stroll to the station, perhaps you pick up flowers, drop off your mail, buy a book or simply enjoy a cup of coffee before getting on the train. Even if you are not going to the train, maybe you choose to visit the area to stroll the shaded sidewalks, to browse the shop windows, or to meet with your neighbors.

Travelers and friends arriving on the Rail Runner are greeted by a safe and inviting station and can comfortably walk to the area's regionally known restaurants, thriving retail stores, art galleries, public parks and historic landmarks. Visitors will immediately recognize Bernalillo's rich history and character.

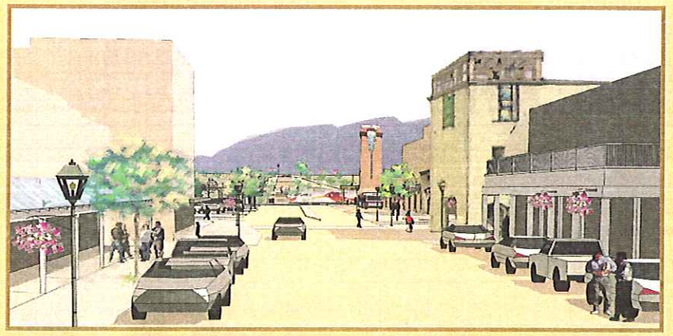


This vision is not far from what Bernalillo is today. But, in order to achieve this in the time of big box stores and sprawling residential development, some important improvements have been identified for the area:

- A lively shopping street will connect the station to Camino del Pueblo, providing public space for outdoor dining, performance areas, farmer's market, retail storefronts and places to simply relax.
- Safe, lighted, and shaded sidewalks connecting the Rail Runner station to homes, local businesses, and Camino del Pueblo.
- Much-needed additional parking to serve local businesses and other destinations near the station.
- New roads and pathways to ease circulation and provide safe and convenient routes for pedestrians and bicyclists.
- New commercial and residential development that will be "neighborhood sized" and will look and feel like those found along Camino del Pueblo.
- Revitalized acequias and historic trails to provide vital links to residential areas and community open spaces.
- New housing that offers maximum choice in size, type, and price and is designed to reflect Bernalillo's architectural styles and sustainable building practices -- all within a convenient walk to the station.

Sandoval County/US 550 Rail Runner Station:

A Snapshot of the Future



Some say New Mexico's first taste of the wine industry started right here – at the northern edge of Bernalillo. Perhaps that is why it is only appropriate that the vision for this station blends Bernalillo's historic characteristics with the more modern, active setting of the US 550/I-25 corridor. In fact, modifications to the existing parking lot area include the addition of more trees and vineyard-themed landscaping - all aimed at creating a visual amenity reflecting Bernalillo's history. For residents, it adds up to a feeling of real community - instead of simply a parking lot and a place to catch the train. These features combined with the stores and offices – lined with active sidewalks and pedestrian paseos - inspire a vibrant "sense of arrival" for visitors to the area. Pedestrian paths, some along the acequia, will make for a comfortable and relaxing walk between the station and nearby houses, businesses, schools and of course, the annual Bernalillo Wine Festival.

To achieve this vision, improvements identified for the station area include:



- Mixed-use development and new residential development on vacant parcels within walking distance of the station.
- Bike routes that will connect the station area to a network of existing and future bike lanes.
- A pedestrian and bike connection under US 550 that will safely and comfortably bring people to the high school and north.
- Creation of "sense of arrival" through landmark architectural elements, direct views of the Sandia Mountains and the addition of trees and vineyard-themed parking lot.
- New parks, public open spaces and enhancements to the historical trails and acequias to reflect the vineyard and rich agricultural history of the area.

Sandoval County/US 550 Rail Runner Station will have an increasingly important transportation role by providing connections between the Rail Runner and numerous bus and shuttle linkages. Additionally, this vital stop will soon serve as the gateway station for future Rail Runner service north to Santa Fe.

NOTICE
OF A
WORKSHOP
FOR THE
GOVERNING BODY
OF THE
TOWN OF BERNALILLO

The Town of Bernalillo Governing Body will meet in a workshop on Friday, October 26, 2007. The workshop will begin at 5:30p.m. at

Town Council Meeting Room
829 Camino Del Pueblo
Bernalillo, NM 87004

The Agenda for this workshop is:

a) **Transit-Oriented Development Plan**

Posted this 23rd day of October 2007



Town of Bernalillo
TOD Plan UPDATE

Station Area Plans Public Comment Postings and Response Sheets With copies of TOD Plan – *At Town Hall & Library for Approx One Month Public Review*

Station Area Planning Brochures - *250 for hand delivery*

Tour of Similar Developments – *Last Friday: Infill Solutions and Sean Gilligan Properties*

- The current version of the plan states densities of "up to 12 units per acre". The reason for the tour is to show some examples to understand why density sometime works, sometimes doesn't. The hope is to help visualize how densities can play out differently based on design and layout. Ideally, we'd like the councilors to not immediately dismiss development opportunities based on density alone.
- There are some unique "neighborhoods" in the station areas – west of the downtown station, east of the downtown station, and the area by the US 550 station. Think about these examples in each of these different context.
- We are only talking about options for a small part of Bernalillo – less than the areas within ½ mile from both of the station.
- Try to see beyond façade issues such as colors, modern style, etc. Your design guidelines would apply and address these concerns. This may be difficult but the idea is to see how these designs can effect a "crowded" or "uncrowded" feeling.
- Note what you feel is appropriate for the station areas and what is not.

Density Analysis - *Local neighborhoods*



Town of Bernalillo

Station Area Plan
Public Comments

The Town of Bernalillo is asking for your comments on a draft land use and transportation plan that covers the areas near the Downtown and Sandoval County / US 550 Rail Runner stations.

The draft plan is available for review at the Front Desk at Town Hall and at the Town Library.

Additional Public comment meetings may be scheduled.

Public comments will be accepted through October 15th

For questions or to submit comments, contact the stop by the Town Hall reception desk, or contact the Town at 867-3311 (kmmoe@townofbernalillo.org) or MR-COG at 724-3635.
For more information, visit:
www.townofbernalillo.org

Town of Bernalillo

"The City of Coronado"

PATRICIA A. CHÁVEZ

Volume 5, Issue 5

May 21, 2007

Special Points of Interest:

- 550 Corridor Study
- Address Postings
- Bernalillo Service Numbers
- Coronado Campground
- Downtown Rail Runner
- ESCAFCA Formation
- Employment Opportunities
- Fireworks Showcase
- Public Input—Rail Stations
- Saturday Mornings with the Mayor
- Calendar of Events

Downtown Rail Runner

Mayor Patricia A. Chávez is pleased to announce the official opening of the Downtown Rail Runner Station located on 820 Rail Road Track Rd. between Calle Don Francisco and Calle Duranes in Bernalillo. A dedication ceremony of the station will take place on Thursday, May 24, 2007 from 1:30-4:00 p.m. All residents, businesses, neighboring pueblos and communities are invited to the celebration.

The festivities planned for the dedication include light refreshments, music, and dance. Bernalillo's best - student performances of "Coro Infanté de Roosevelt Elementary", Carroll Elementary Ballet Folklórico, and the Bernalillo High School "Marachi Ensemble" will be featured in the community celebration. Additionally, a special promotion to encourage residents and visitors to explore Bernalillo businesses will enjoy a special kickoff. Bernalillo businesses have been asked to participate in offering a limited number of free Rail Runner passes to customers to stimulate additional business and to encourage local use of the train service. The tickets are provided free of charge by the Town of Bernalillo.

"We want to ensure that business and train service events become a mainstay in our community. Combined, they contribute to a powerful, vibrant economy in our community", says Mayor Patricia A. Chávez. "Train service also provides alternative transportation to and from Bernalillo, literally providing our residents access to diverse employment, medical, educational and cultural pursuits while placing economic relief on their pocketbooks." The Rail Runner Express, in a ceremonial ride, will bring visitors to the event from the Alvarado Center Station.

For more information, call the Community Development office at 771-1733. Join Bernalillo in celebration and see the beautiful addition to our downtown area.

Coronado Campground—Free Use To Residents

Mayor Patricia A. Chávez, in conjunction with the Coronado Campground, is pleased to offer Bernalillo residents, free use of the recreation shelter located on the north side of the campground In June, the fee is waived for residents with proof of a Bernalillo utility bill, and the shelter can be scheduled for your next family barbeque or party any time throughout the month.

The shelter is equipped with one small charcoal grill and will accommodate up to 32 people comfortably. There are four tables that can seat eight (8) individuals. The fee for the use of the shelter is normally $52/day with a $20 damage deposit that is refundable upon the conclusion of the event.

Call Robert Stephens at 980-8256 to book your reservation.

550 Corridor Study

On behalf of the Town of Bernalillo, Mayor Patricia A. Chávez thanks all who attended the 550 Corridor Study Open House hosted by the Mid-Region Council of Government and the Department of Transportation (DOT) on May 16th at Our Lady of Sorrows Social Center. Much of the information provided by the DOT on May 16 included long range plans that showed potential locations for an additional bridge. No final decisions have been made nor dollars allocated.

Our official public policy does not support an additional Rio Grande crossings within the jurisdiction of the Town of Bernalillo. Another crossing in Bernalillo is not an option as it would represent condemnation of much private property (and prime real estate), and essentially contribute to the demise of Bernalillo. We already have one river crossing in our community!

Cont. pg. 2

Fireworks Showcase

In celebration of the 4th of July holiday, the Town of Bernalillo Fireworks Showcase is scheduled for Friday, June 29 beginning at dusk at Bernalillo High School football field. Plan to attend.

If you have any questions, comments, or concerns, please call 867-3311, fax 867-0481, or mail: Patricia A. Chávez
Mayor
Town of Bernalillo
P.O. Box 638
Bernalillo, NM 87004

PATRICIA A. CHÁVEZ
Mayor

Town of Bernalillo

550 Corridor Study (cont. from pg. 1)

Further, this administration continues to support U.S. Hwy. 550 improvements that can be done within existing right-of-way and without going to a dual level structure. We will continue to protect private land ownership to the fullest degree possible and intervene emphatically on any proposal that has an adverse economic impact on our businesses.

As a region, all jurisdictions must necessarily revisit land use development and authorizing building permits/plans to ensure that they incorporate getting homeowners safely and efficiently from point of origination to work/play/shop destinations BEFORE those developments are approved and then worrying about transportation access/congestion as an afterthought.

I encourage your continued input on the U.S. Hwy. 550 Operational Improvement Study. Please provide written comments on this alternative to DOT. Our staff will make every effort to keep you informed. Visit www.townofbernalillo.org for updates.

Calendar of Events

May 23—Community Open House, Council Chambers, 6:30 p.m.

May 24—Downtown Station Dedication, 1:30 —4:00 p.m.

June 2— Saturday with Mayor Patricia A. Chávez, 10:00 a.m.– 12:00 p.m.

June 11—Town Council Meeting, Council Chambers, 6:30 p.m.

June 12—Planning & Zoning Meeting, Council Chambers , 6:30 p.m.

June 25—Town Council Meeting, Council Chambers, 6:30 p.m.

June 29—Firework Showcase, Bernalillo High School—Football Field @ Dusk

Bernalillo Service Numbers

EMERGENCIES ONLY—911

- Non-emergency Dispatch—891-7226
- Police Chief—771-5877
- Police Records—771-5872
- Concerned Citizens Hotline—771-5888
- Animal Control—891.7226

Public Input—Rail Stations

Starting this month, the Town of Bernalillo and the Mid-Region Council of Governments are hosting several community events to gather public input on recommended land use for both Rail Runner station areas. Residents are invited to participate in a planning process that will examine the commuter potential of each station area. By July 2007, the Town hopes to adopt Station Area Plans that will include policy regarding land use, walk-ability, public space and trail networks, street and parking standards, density, design and more.

Public participation is crucial and residents are urged to take part in these upcoming community events to help determine how mixed-use, pedestrian-friendly development around each station can help enhance the existing character of historic Bernalillo.

Community Open House, Wednesday, May 23, 2007 at 6:30 p.m.—Bernalillo Town Hall - Get introduced to the project and discuss the future of Bernalillo commuter rail stations.

Community Planning and Design Workshops, Monday, June 4— Thursday, June 7, 2007: 9:00 a.m. - 5:00 p.m. workshops; 6:00—8:00 p.m. Public Input each day; Our Lady of Sorrows Social Center

Residents, elected officials, planners, architects, landscape designers, and others will come together over several days to create plans that reflect a true community vision for the Rail Runner station areas. For information, call Maria Rinaldi at 771-7133.

Address Postings

The Town of Bernalillo has address numbers for residents to post on their homes. If you do not have your street number clearly posted on front of your home or fence, please stop at Town Hall, 829 Camino del Pueblo to obtain the address numbers to display at your residence.

Displaying your address is required in order for Emergency Service personnel to easily find your residence and provide assistance when needed. Take action now, minutes in finding your address during an emergency can mean—life or death. For more information regarding the addressing program, call Margaret Valdez at 771-7118.

ESCAFCA Formation

On March 20, 2007, Governor Bill Richardson signed the legislation approving the creation of the Eastern Sandoval County Arroyo and Flood Control Authority (ESCAFCA). Governor Richardson has appointed the following members from the covered jurisdictions: Town of Bernalillo—Bill Sapien and Debbie Kilfoy; Placitas—Wayne Sandoval and Dan Dennison; and, Algodones—Sal Reyes.

ESCAFCA held its first organizational meeting on Thursday, May 17, 2007 in the administrative offices of the Southern Sandoval County Arroyo and Flood Control Authority (SCAFCA).

Several public meeting will be conducted to gather input from the citizens of the Town of Bernalillo, Placitas, and Algodones pertaining to the various flood and erosion management issues in the area. The Board will meet on the third Thursday of the month. The specific meeting place will be posted in the very near future and notice will be provided via the newsletter.

Employment Opportunities

The Town of Bernalillo is accepting resumes and applications for the following position:

- Executive Secretary
- Lifeguards
- Recreation Aides
- Utility Worker
- Water Operators

Certain positions will remain open until filled. To apply, or obtain more information on qualifications, contact Yolanda Mora, Director of Human Resources, 771-7112.

Saturday With The Mayor

The next Saturday morning with the Mayor will be held on Saturday, June 2, 2007 from 10:00 a.m.—12:00 noon in the Council Chambers. Community members are encouraged to come discussed issues and concerns with the Mayor.
To sign up for your 10 minutes with Mayor Chávez or for further information, call Ida Fierro at 771-7128.

Appendix D. Planning Process Poster

The Community Planning and Design Workshop
Process & Schedule
June 4th-7th

public input

public review

public confirmation

Day 1 – Monday, June 4
9:00 – 5:00: Open Studio
6:00 pm: Project Introduction









phase 2

alternative plans

phase 3

Day 2 – Tuesday, June 5
9:00 – 5:00: Open Studio







phase 4

refined plans

phase 5

Day 3 – Wednesday, June 6
9:00 – 4:00: Open Studio
6:00 pm: Presentation Gallery





phase 6

final plan

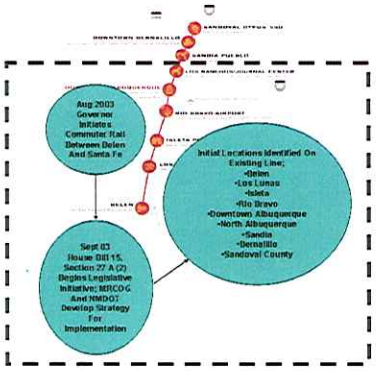
phase 7

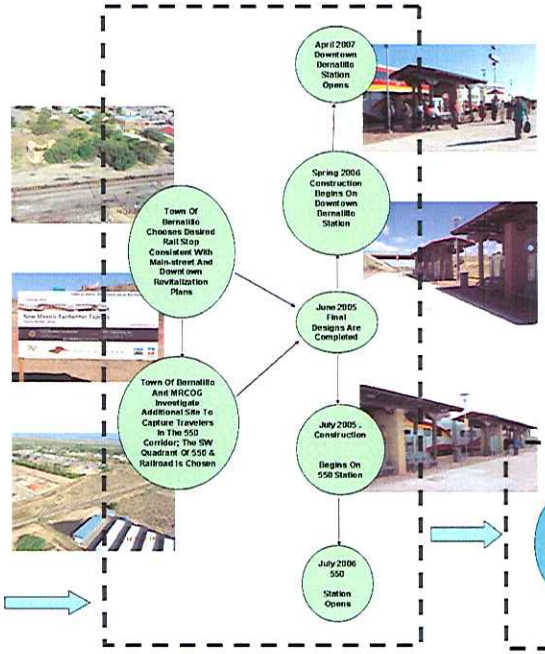
Day 4 – Thursday, June 7
9:00 – 5:00: Open Studio
6:00 pm: "Jury" Presentation



Aug 2003

Commuter Rail Planning Initiated



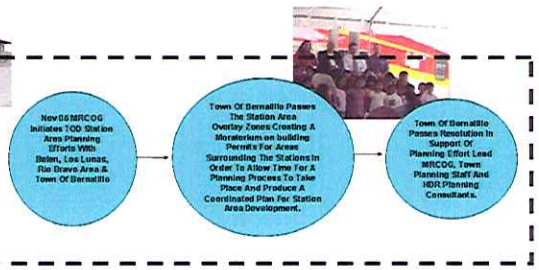


2003-2007

Town of Bernalillo & MRCOG Plan & Implement 550 & Downtown Rail Runner Stations

Jan 2007

Station Area Planning Project begins with local resolutions of support.





May 07-July 07

Current Community Planning Process

Appendix E. Existing Land Use, Zoning, and Context Maps

Existing Land Use and Zoning Maps

Downtown Bernalillo Station *(1/2 mile radius)*

- Station Area Summary
- Existing Land Use April 2007
- Existing Zoning Districts April 2007
- Vacant Parcels with C-1 Zoning
- Vacant Parcel > 1 Acre

U.S. 550 / Sandoval County Station *(1/2 mile radius)*

- Station Area Summary
- Existing Land Use April 2007
- Existing Zoning Districts April 2007
- Vacant Parcels with C-1 Zoning
- Vacant Parcel > 1 Acre

Context Maps

- 2-mile Radius
- ½ and ¼ mile Radius
- Downtown Station ¼ mile Radius
- 550 Station ¼ mile Radius

Existing Density Analysis

Town of Bernalillo Station Area Summary

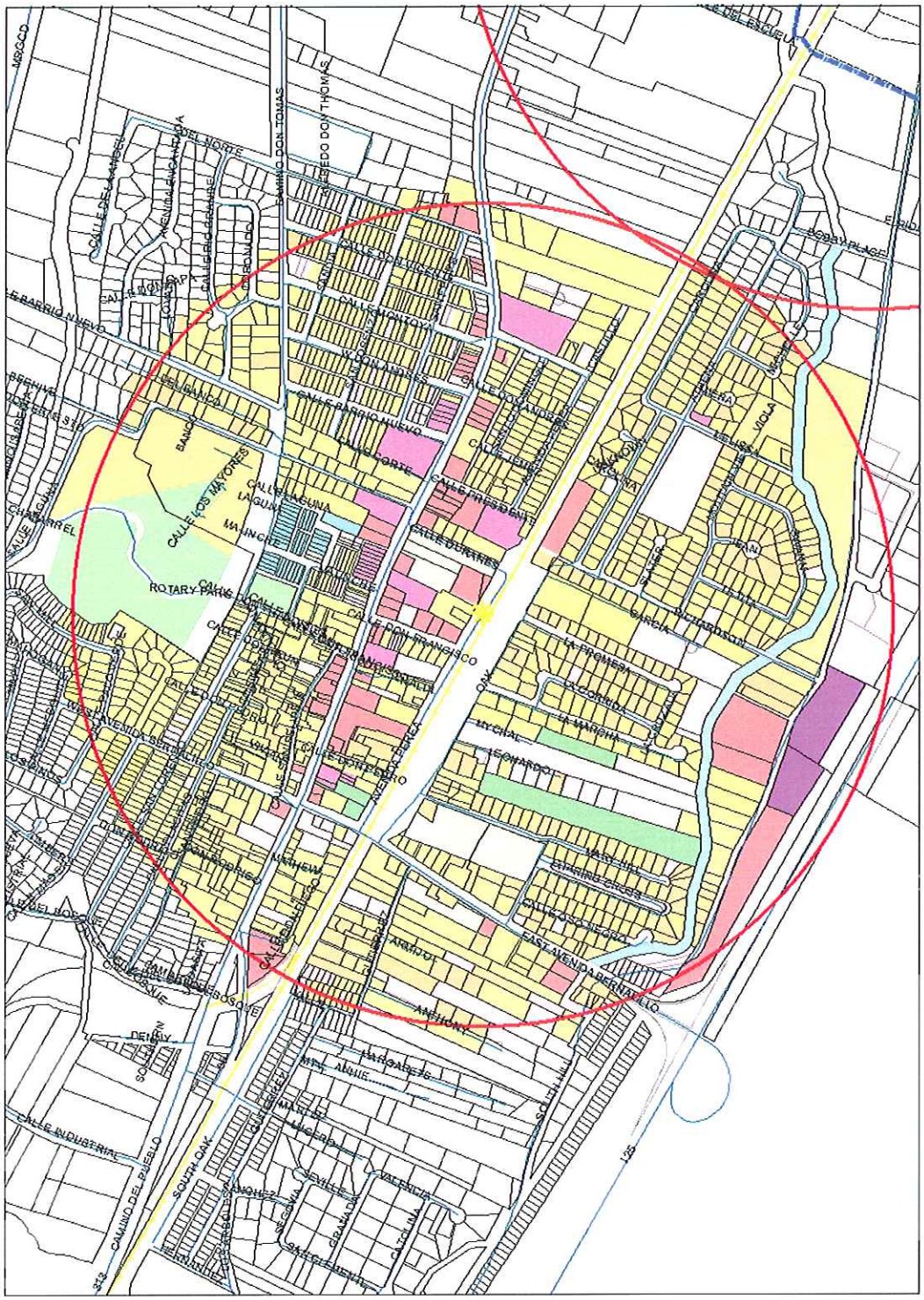
Town of Bernalillo (0.5 mile) Land Use					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
?	0	8	555513	12.75	0.05
Single family detached	10	754	5732137	131.59	0.07
Single family attached	11	25	94200	2.16	0.03
mobile home	15	307	2510727	57.64	0.03
manufactured housing	16	203	1947783	44.71	0.08
commercial/retail/office	30	79	1130635	25.96	0.08
office	40	28	467808	10.74	0.06
industrial wholesale	50	2	242852	5.58	0.06
School universities	70	35	134550	3.09	0.11
agriculture-irrigated	100	4	328034	7.53	0.08
major public open space	120	8	814000	18.69	0.01
drainage	130	2	406924	9.34	0.03
vacant	140	163	2862125	65.71	0.33
other non-residential	160	13	437797	10.05	0.02
residential multi-family	170	40	1767995	40.59	0.04
total			19433080	446.12	1.00

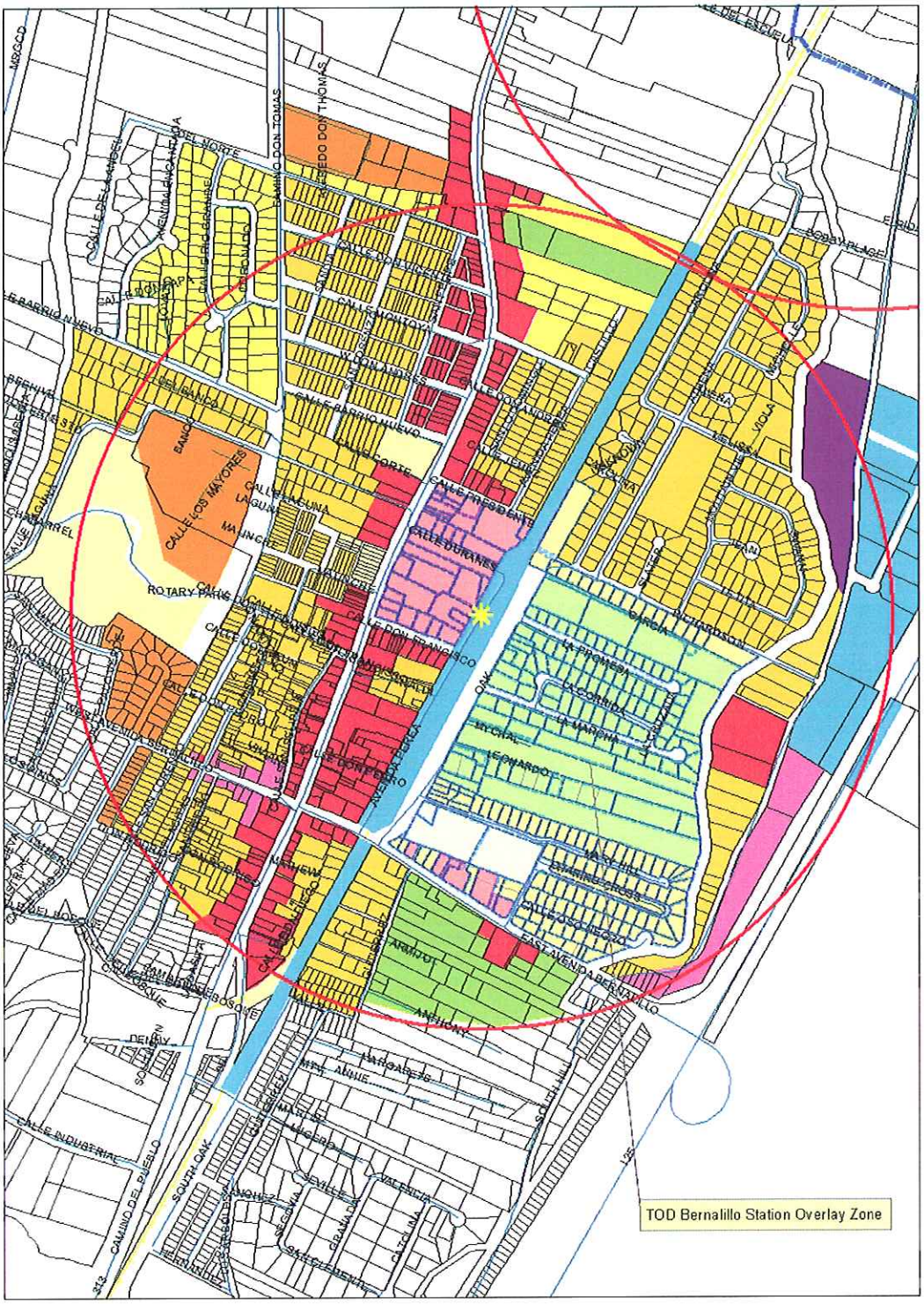
Town of Bernalillo TOD Station Area Overlay					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
?	0	8	0.00	0.00	0.00
Single family detached	10	49	452631.82	10.39	0.12
mobile home	15	107	851943.23	19.56	0.23
manufactured housing	16	66	717139.14	16.46	0.19
commercial/retail/office	30	21	270757.16	6.22	0.07
ofice	40	2	104112.16	2.39	0.03
agriculture-irrigated	100	2	244416.73	5.61	0.07
vacant	140	22	730823.78	16.78	0.20
other non-residential	160	5	348388.88	8.00	0.09
total			3720212.90	85.40	1.00

Town of Bernalillo (0.5 mile) Vacant Parcels					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
vacant	140	180	2923865.39	67.12	0.00

Town of Bernalillo (0.5 mile) Vacant with C-1 Zoning					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
vacant	140	35	203789.70	4.68	0.00

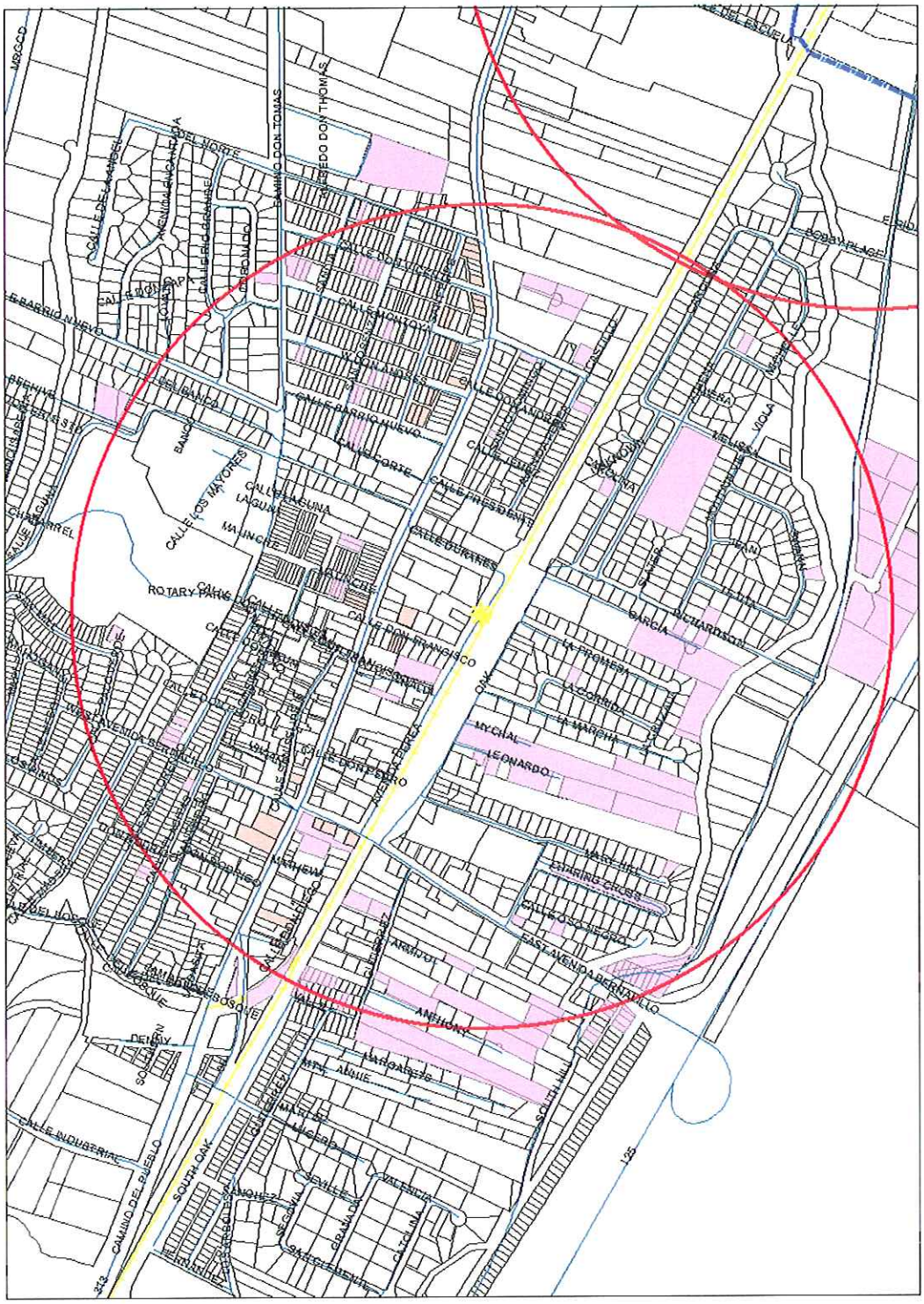
Town of Bernalillo (0.5 mile) Vacant > than 1 acre Land					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
vacant	140	35	1296144.49	29.76	0.00


CALLE DE LA MESA
CAMINO DEL NORTE
CAMINO DON TOMAS
CAMINO DEL PUEBLO
CALLE NORTE
CALLE DURANES
CALLE DON FRANCISCO
CALLE DON CARLOS
CALLE DON ANDRES
CALLE LOS MAYORES
CALLE LAGUNA
ROTARY PARK
CALLE DON ANTONIO
CALLE DON GREGORIO
CALLE DON PEDRO
CALLE DON DIEGO
CALLE DON JUAN
CALLE DON ALFONSO
CALLE DON FELIPE
CALLE DON ENRIQUE
CALLE DON ESTEBAN
CALLE DON ALBERTO
CALLE DON ROBERTO
CALLE DON ROBERTO
CALLE DON RO



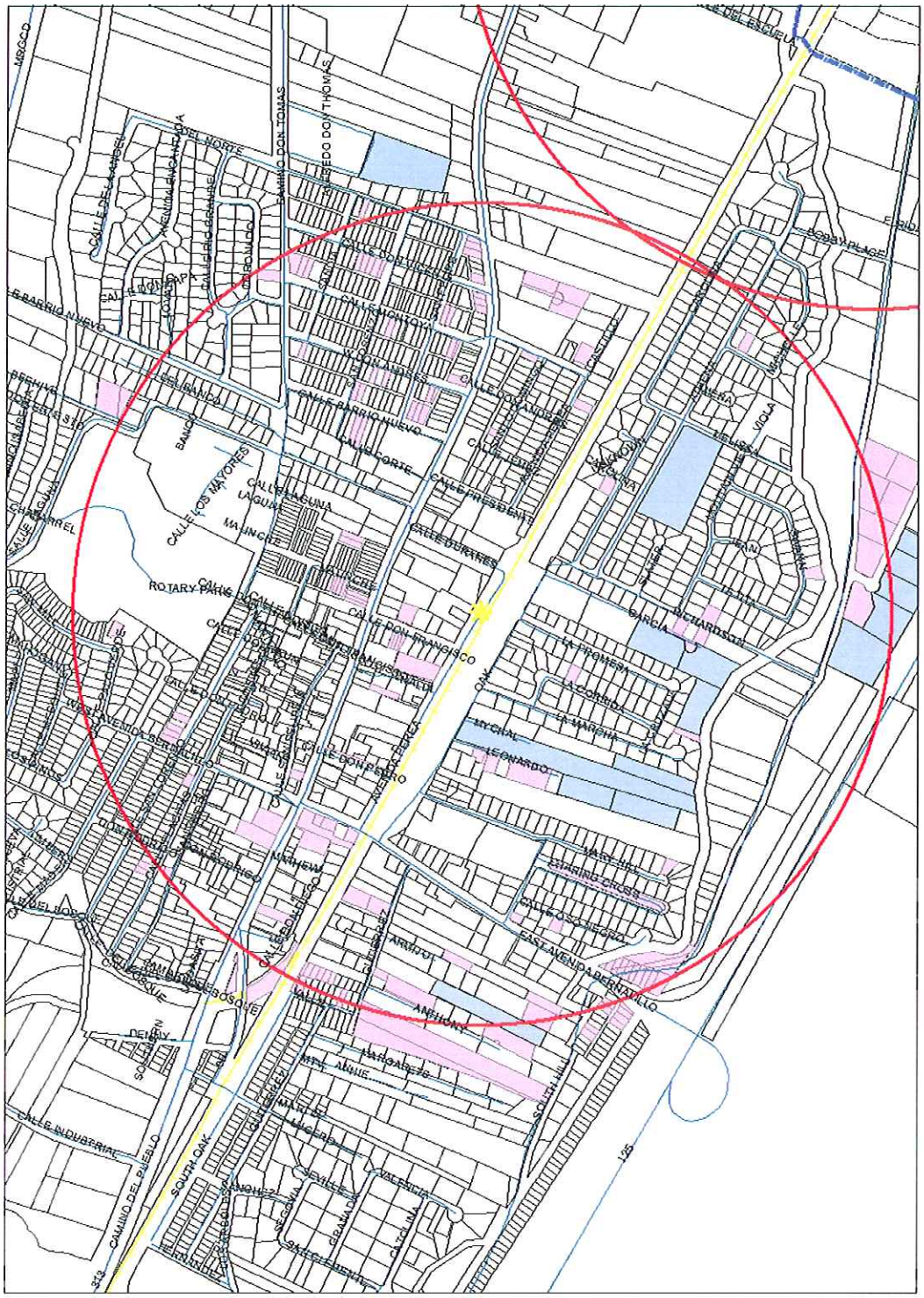
MRCOG Rail Runner TOD
Downtown Bernalillo 1/2 Mile Station Area
Zoning Districts 04/07

A-R AGR RES
C-1 COMMERCIAL
CR COMM RES
EXPT GOV OWNED LAND
M-1 LIGHT INDUSTRIAL
R-1 SINGLE FAM RES
R-1A MIX SNGLE FAM RES
R-2 MULTI-FAM RES
R-R RURAL RES
S-U SPECIAL USE



MRCOG Rail Runner TOD
Downtown Bernalillo 1/2 Mile Station Area
Vacant Parcels 04/07

Vacant with C-1 Zoning



MRCOG Rail Runner TOD
Downtown Bernalillo 1/2 Mile Station Area
Vacant Parcels 04/07

TOB_.5_mile_Vacant >_1_acre 04.07

Sandoval County Station Overlay Zone Existing Land Use					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
?	0	1	1039961.34	23.87	0.13
Single family detached	10	1	23605.10	0.54	0.00
mobile home	15	0		0.00	0.00
manufactured housing	16	0		0.00	0.00
commercial/retail/office	30	15	1539823.85	35.35	0.19
industrial wholesale	50	10	1245569.78	28.59	0.15
School universities	70	0		0.00	0.00
agriculture-irrigated	100	1	146922.73	3.37	0.02
major public open space	120	0		0.00	0.00
drainage	130	2	469421.32	10.78	0.06
vacant	140	49	3320575.98	76.23	0.41
other non-residential	160	1	185419.49	4.26	0.02
residential multi-family	170	1	79770.00	1.83	0.01
total				184.83	1.00

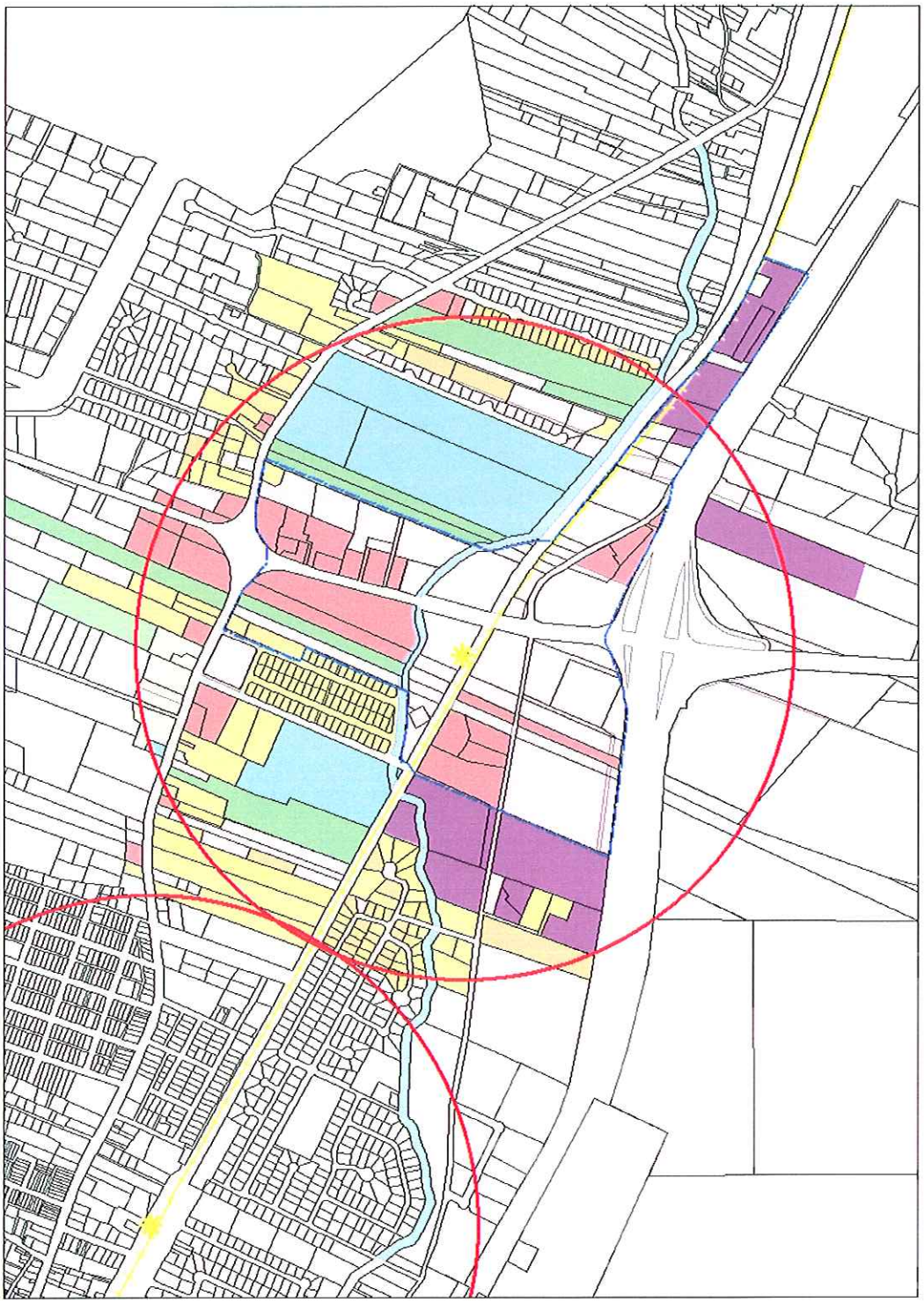
Sandoval County 0.5 mile Existing Land Use					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
?	0	7	1039961.34	23.87	0.04
Single family detached	10	52	2559427.40	58.76	0.11
mobile home	15	37	720215.47	16.53	0.03
manufactured housing	16	30	645641.17	14.82	0.03
commercial/retail/office	30	34	2234641.96	51.30	0.09
industrial wholesale	50	17	2114729.11	48.55	0.09
School universities	70	6	2449675.80	56.24	0.10
agriculture-irrigated	100	8	1779528.13	40.85	0.08
major public open space	120	1	210125.62	4.82	0.01
drainage	130	6	785915.46	18.04	0.03
vacant	140	107	7868988.71	180.65	0.33
other non-residential	160	7	492397.35	11.30	0.02
residential multi-family	170	11	700863.22	16.09	0.03
total			23602110.74	541.83	1.00

Sandoval County 0.5 mile Vacant Land					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
vacant	140	107	7868988.72	180.65	0.00

Sandoval County 0.5 Mile Vacant Land > 1 acre					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
vacant	140	39	6814800.29	156.45	0.00

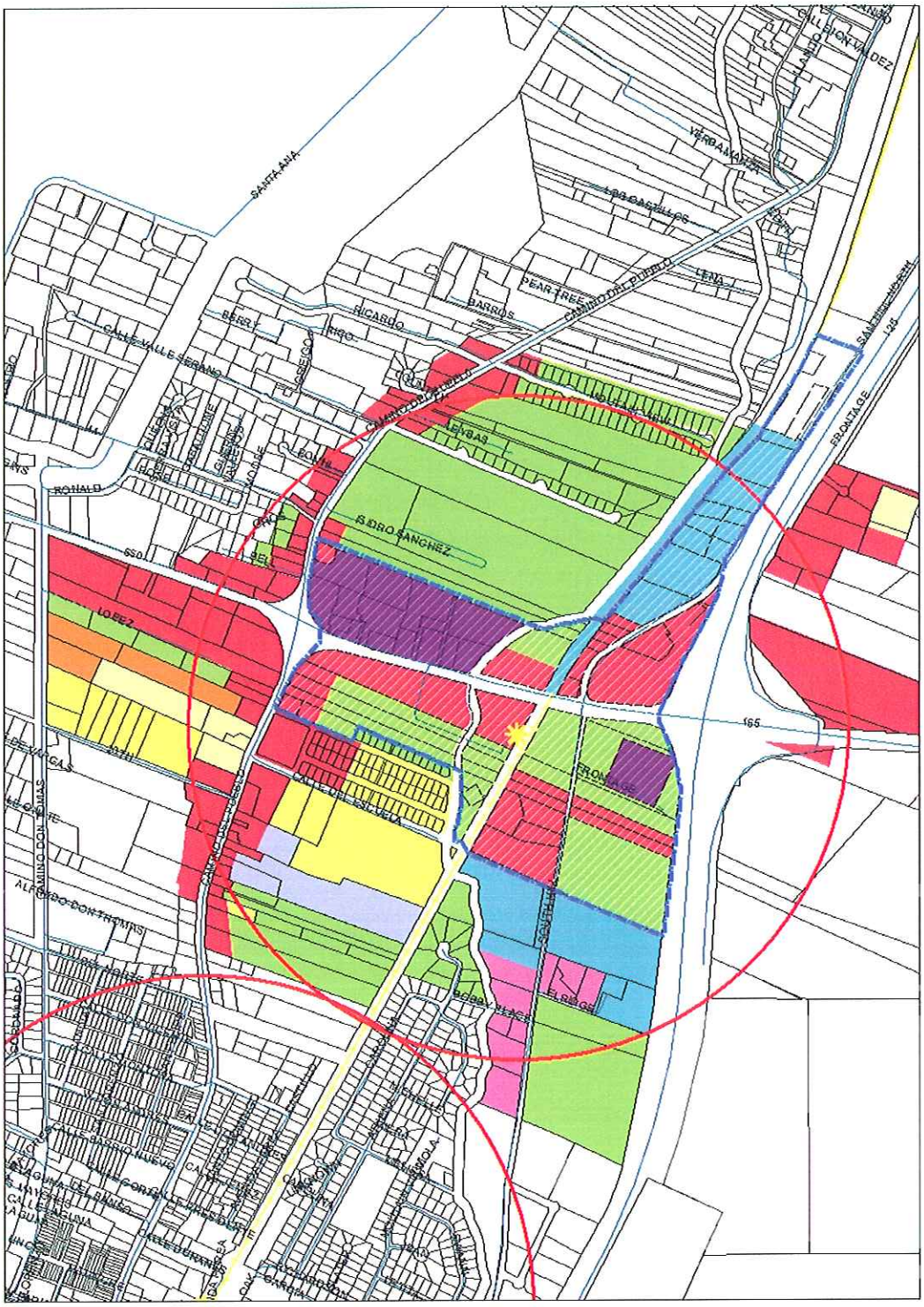
Sandoval County 0.5 mile Vacant Land with C-1 Zoning					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
vacant	140	26	1842434.45	42.30	0.00

Sandoval County (0.5 mile) Land Use					
Classification	COMPLU #	Quantity	Area ft2	Acres	% of Area
?	0	7	1039961.24	23.87	0.04
Single family detached	10	52	2559427.40	58.76	0.11
mobile home	15	37	720215.47	16.53	0.03
manufactured housing	16	30	645641.17	14.82	0.03
commercial/retail/office	30	34	2234641.96	51.30	0.09
industrial wholesale	50	17	2114729.11	48.55	0.09
School universities	70	6	2449675.80	56.24	0.10
agriculture-irrigated	100	8	1779528.13	40.85	0.08
major public open space	120	1	210125.62	4.82	0.01
drainage	130	6	785915.46	18.04	0.03
vacant	140	107	7868988.71	180.65	0.33
other non-residential	160	7	492397.35	11.30	0.02
residential multi-family	170	11	700863.22	16.09	0.03
total				541.83	1.00



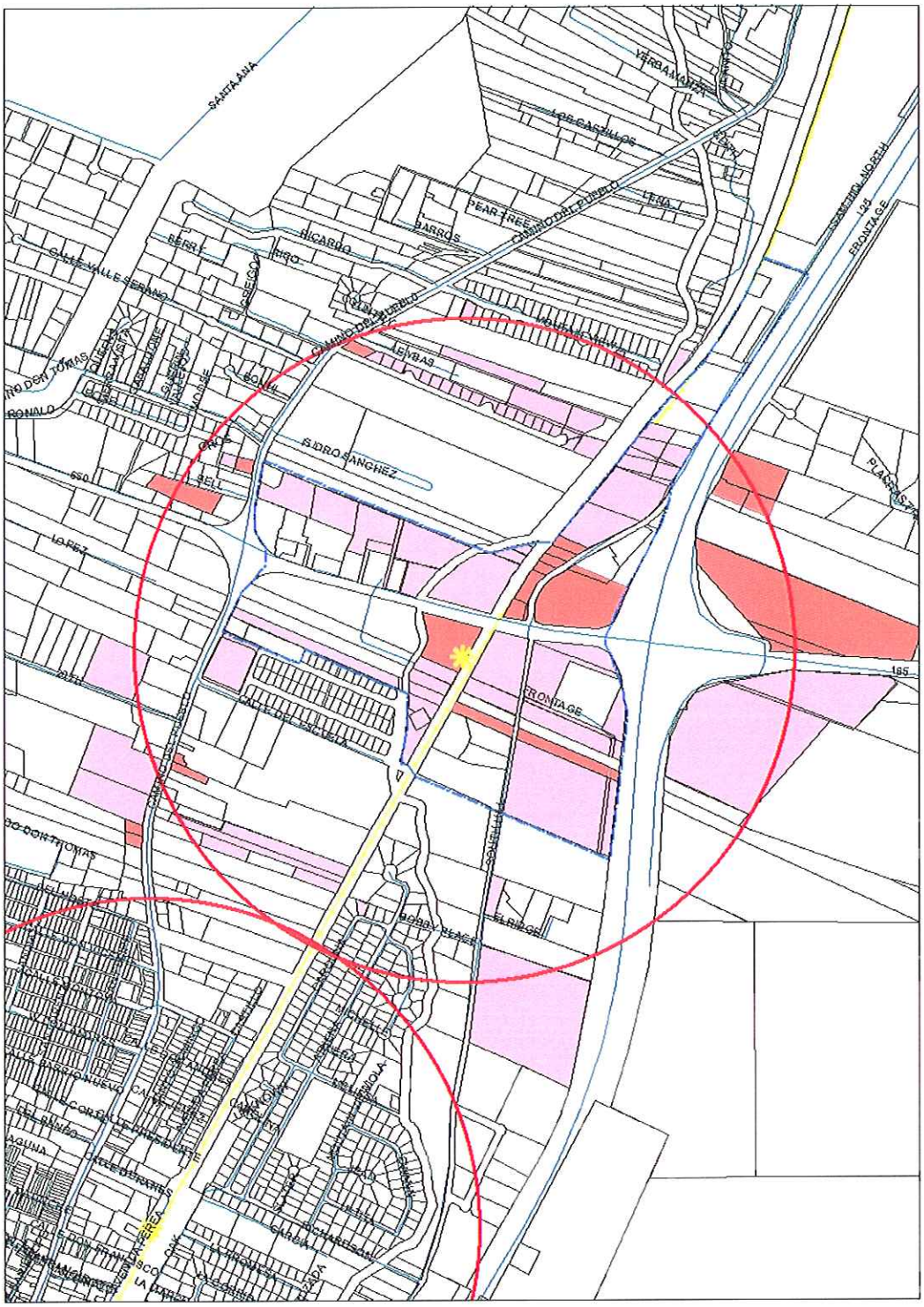
MRCOG Rail Runner TOD
Sandoval County Station 1/2 Mile Area
Existing Land Use

single family detached
single family attached
mobile home
manufactured housing
commercial/ retail/office
office
industrial/ wholesale
school/ universities
agriculture- irrigated
major public open space
drainage
vacant
other non-res (church prop)
residential miulti-family



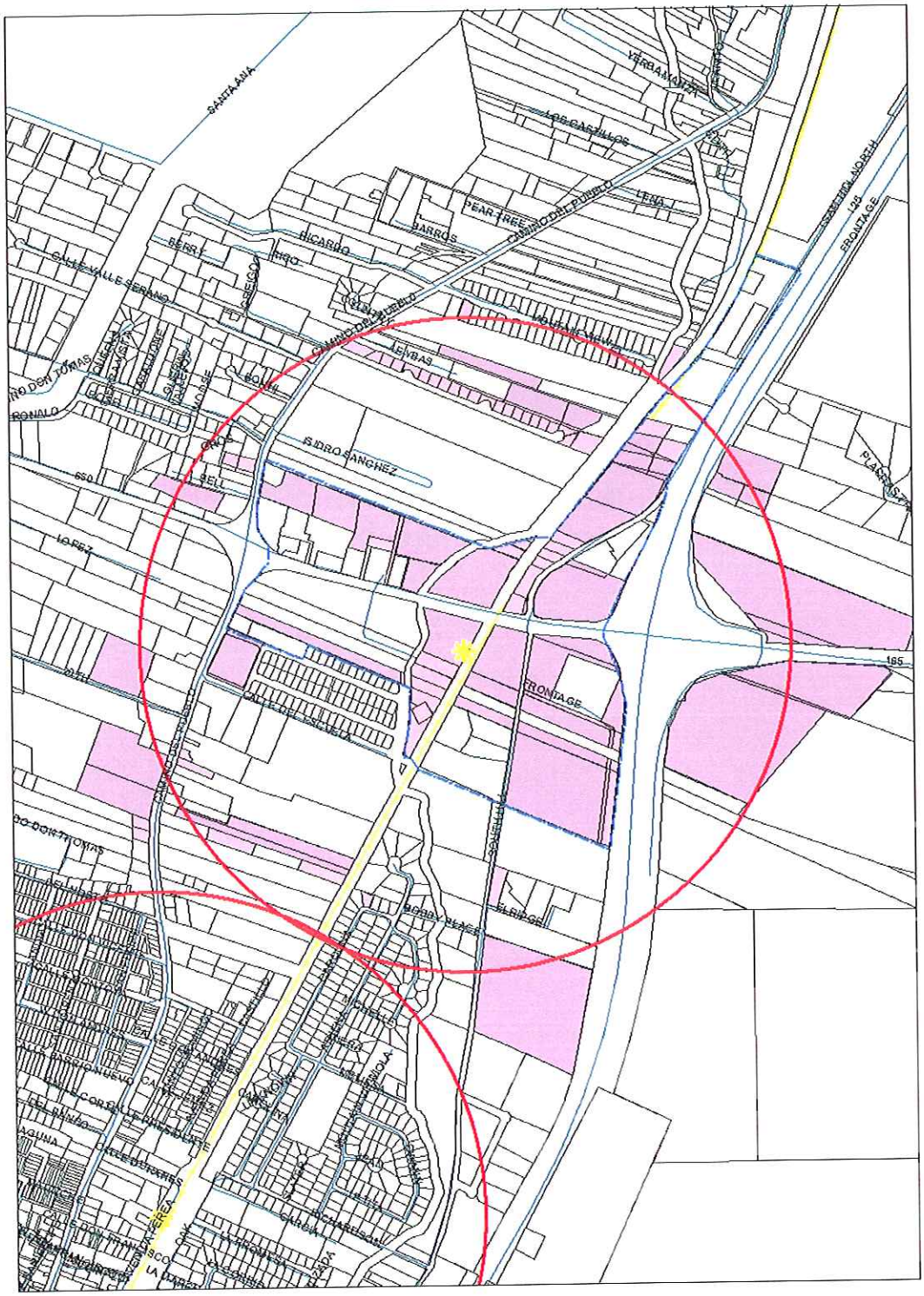
MRCOG Rail Runner TOD
Sandoval County Station 1/2 Mile
Existing Zoning Districts

A-R AGR RES
C-1 COMMERCIAL
CR COMM RES
EXPT GOV OWNED LAND
M-1 LIGHT INDUSTRIAL
R-1 SINGLE FAM RES
R-1A MIX SNGLE FAM RES
R-2 MULTI-FAM RES
R-R RURAL RES
S-U SPECIAL USE



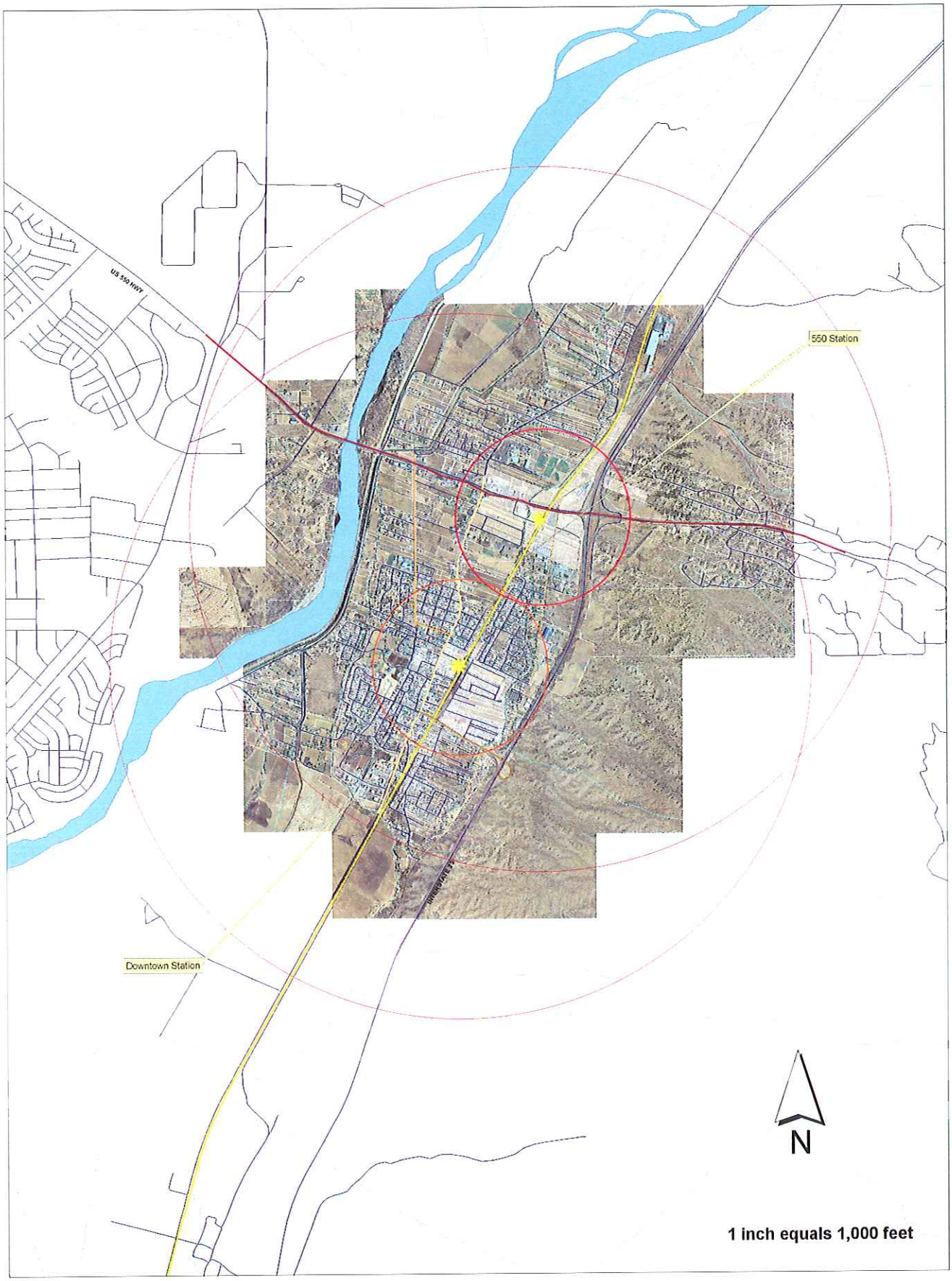
MRCOG Rail Runner TOD
Sandoval County Station 1/2 Mile
Vacant Parcels

vacant =to C-1 zoning



MRCOG Rail Runner TOD
Sandoval County Station 1/2 Mile
Vacant Parcels

vacant >1 acre



RR TOD 2 Mile Radius = 10 Minute Bike Ride
Bernalillo NM

RR TOD Community Planning & Design Workshop
SC & DT Stations Base Map



1 inch equals 400 feet

N

RR TOD Community Planning & Design Workshop
Downtown Station Base Map



1 inch equals 100 feet

N

RR TOD Community Planning & Design Workshop
Sandoval County Station Base Map



1 inch equals 100 feet

N

Exhibit E Existing Density Analysis

To be inserted in Bernalillo TOD Plan Appendix E

Cocinitas (North):	dwellings:	60
	area:	5.825 ac.
	density:	10.30 du's/ac
Cocinitas (South):	dwellings:	105
	area:	11.478 ac.
	density:	9.15 du's/ac
Central Addition:	dwellings:	76
	area:	7.805 ac.
	density:	9.74 du's/ac
Garden Spot Addition:	dwellings:	132
	area:	22.0 ac.
	density:	6.0 du's/ac
Perea Addition:	dwellings:	74
	area:	7.748 ac.
	density:	9.55 du's/ac
Southern Addition:	dwellings:	99
	area:	6.942 ac.
	density:	14.26 du's/ac
Sawmill (town-houses):	dwellings:	156
	area:	11.02 ac.
	density:	14.16 du's/ac
Sawmill (overall):	dwellings:	288
	area:	25.99 ac.
	density:	11.08 du's/ac
Damiano Square (Cottonwood):	dwellings:	76
	area:	8.264 ac.
	density:	9.19 du's/ac

Appendix F. Market Study Extract

MRCOG – Rail Runner TOD Evaluation
FINAL DRAFT Excerpts
Prepared by: Economic Planning System, Inc. July 2007

INTRODUCTION

This report presents the findings of Economic & Planning Systems (EPS) concerning transit oriented development (TOD) potentials at transit stations on the Rail Runner Commuter Line. EPS was retained as part of an interdisciplinary planning team to complete master plans for the station areas surrounding the recently completed Rail Runner stations in Bernalillo, Los Lunas, and the South Valley. The Rail Runner commuter service currently extends from Los Lunas to Bernalillo and will be extended to Belen and Santa Fe in the near future.

The introduction of commuter rail service to the region offers significant opportunities for transit oriented development (TOD) around the new stations. Local communities are in the process of establishing a vision for the station area development to leverage interest from the development community regarding opportunities created by the additional transit service that will enhance each community. This report addresses the market potentials for commercial, residential, and mixed use development at each station influence area as an input to the station area master plans.

TOD OVERVIEW

Because rail transit has just recently been introduced to the region, transit oriented development is also new. The introduction of commuter rail to the corridor and the location of the stations along the corridor will influence the type and density of development in the future. The transit access and station also changes locational accessibility and increases land values in much the same way that a new highway interchange changes land use opportunities in the surrounding environment. There are, however, some important differences in the type of development enhanced by a rail station. A working definition of TOD is provided below.

The theory behind TOD is that by locating walkable, higher density, mixed use areas around transit connections, TOD allows people to access services close to their home or transit stop. This reduces the need to drive for daily convenience errands and commuting, which reduces the number of automobile trips on area roadways. TOD differs from traditional suburban style development in that it is more compact, more pedestrian than automobile oriented, and includes a variety of land uses. These is greater emphasis on the design of public spaces and streetscape to make the e area more appealing to pedestrians, in contrast to many suburban areas where walking is unsafe or unpleasant. TOD incorporates an interconnected street network, often in a grid pattern. Sidewalks and public spaces are integrated in the transit area. TOD can also provide a focal point for the community with good design. Residents in these types of community often experience greater sense of community and improved sense of place because of the increase in human interaction.

TOD requires three market factors to take place:

- **A positive real estate market** – These newly increased levels of development cannot overcome other adverse market conditions. A particular station location captures an increased share of the overall market, rather than creating a net new development to the area. All four of the stations considered in this analysis benefit from a strong local and regional market. The Rio Bravo market conditions, while strong, are evident when looking at the larger context of the area.

- **Supportive public policy** – The opportunities provided by TOD must be addressed with effective public policy to achieve optimal leverage. Communities should be prepared to adopt master plans that provide a vision for the transit areas that include action plans to implement the vision. A central issue for the communities along the Rail Runner corridor is to assess potentials and determine what portion of the market they would like to accommodate within their TOD.

- **Public investment and support** – TOD usually requires a high level of public investments in streets, pedestrian connections, and in some cases structured parking. Accordingly, there is often a level of public financing and investment required to enable TOD to succeed.

SUMMARY OF FINDINGS

1. The economic context of the Albuquerque region is strong and will generate robust demand for new residential units and commercial uses.
2. There has been historically very limited market demand for higher density residential development in the Albuquerque area. However, trends suggest that specific products geared to transit oriented development will be viable in the near term if priced right and designed well.
3. The two Bernalillo stations are positioned to become concentrated nodes of mixed-use development that generate a regional draw.
4. The development of a master plan for each station area is essential to synthesize the community vision and provide direction to developers.
5. Specific sites within the station area are better positioned for redevelopment than others, based on market factors. The identification of these sites in the master planning process will improve implementation efforts. These include proximity, parcel size, contribution to synergy, connectivity, readiness, adjacencies, and aesthetic factors.
6. Strong partnerships between the public and private sectors are vital to successful station area development. There are responsibilities for both that should be addressed to implement the master plans effectively.

LOCAL MARKET RELEVANCY

Interviews with national and local homebuilders that are active in the Albuquerque market show an increasing concern about commuting congestion. Albuquerque buyers are concerned about the growing distance between new subdivisions and existing

employment centers. With longer commuting distances comes greater congestion and time spent on the road. There is a lack of infrastructure funding to link and improve major arterial roads, which is compounded by the challenge presented by the Rio Grande and the limited number of points to cross the river.

The Texas Transportation Institute is a research arm of Texas A&M University and has conducted studies of traffic problems and solutions across the country for several decades. One element of the research includes an evaluation of the hours of delay per traveler per year across 85 U.S. cities. In 1982, the hours of delay for the Albuquerque Area was six. By 1993, the time increased to 23 hours. In 2003, the most recent year for which data is available, the annual hours of delay per traveler increased to 30.

Over the past three decades, the annual hours of delay has increased five-fold. While the rate of increase since 1993 has not been as sharp, it nevertheless continues to rise. Future conditions are likely to become worse, based on these trends. Homebuilders report an increasing interest from buyers to locate closer to I-25 or I-40 in response. These data suggest that developments located in close proximity to commuter rail stations will become more relevant to homebuyers and renters in the future.
Based on the research, some local mixed-use projects have been successful and some have not. Common observations by developers and brokers provide the following design and pricing parameters:

- The Albuquerque Area is at a tipping point concerning attached housing. Buyers are choosing attached products for lifestyle reasons rather than only economic factors. While the overall pool of projects is small, the number of projects and number of units is accelerating.
- Price is a fundamental driver. One-bedroom units should start near $150,000. Two-bedroom units can range from $180,000 to $220,000. Three-bedroom units can be priced from $250,000 to $275,000 and sell. Ideally, a project will keep the weighted average between $180,000 and $200,000.
- Density is important. Generally, units can be delivered at lower prices in higher density developments.
- Unit size must be controlled. The primary success in attaining low prices is to keep units small. Over-sizing and over-pricing units has been a major factor contributing to slow sales rates of earlier projects.
- Design must be compelling. In some environments, edgy architectural designs increase sales; however, it appears that the projects that have done the best reflect regional flavor.
- The most important unit amenity appears to be private open space. While decks can easily be incorporated into most designs, the most recent group of projects have incorporated patios as part of townhome-style units.
- Area amenities are important. Buyers are willing to trade-off single family living for an attached home if they can enjoy amenities within walking distance of their new

home. Examples include retail offerings, such as a coffee shop, deli, bakery, and grocery store as well as entertainment venues such as movie theaters.

- Simplicity is a major motivator. Buyers within TOD projects will be motivated to purchase or rent new homes if they can simplify their lives. The appeal of walkable transit stations are only one component of this. Other factors that offer simplicity and save time should be incorporated into the project designs.
- Green features were not listed by any of the builders or developers as a motivating factor for buyers. This may change over time, with the growing awareness of conservation benefits.

The list of residential and mixed-use projects in the pipeline in these various locations looks very promising. The critical factors to their success and the success of following projects will be determined by the price point, the size, and the number and quality of neighborhood elements and amenities such as neighborhood-level retail.

BERNALILLO MARKET POTENTIALS

The market study has estimated potential demand for TOD projects as a share of regional and community growth. Accordingly, the two stations in Bernalillo will share the emerging market demand for TOD product. Given the close proximity of the two stations, market demand for this product is not differentiated and the projections provided below reflect the potentials for both station areas.

The Bernalillo market provides many opportunities for development, but also has its constraints. Much residential and retail development has occurred in the area in the past few years and is evidence of a changing and expanding market. The nature and location of the Town situated between Santa Fe and Albuquerque as well as its history set the stage well for Bernalillo to grow.

Factors Impacting Market Potential

Market Readiness – Based on interviews with developers of condominiums and townhomes, four believe that Bernalillo is ripe for TOD in the near term. A prototype of three-story flats was given as an example by two developers. This finding is significant as it is shared by multiple developers who work independently from each other.

Multiple Markets – Bernalillo's location between Santa Fe and Albuquerque places it in an ideal spot to appeal to buyers from both markets. Whenever a developer can tap into multiple markets from a single location, overall project performance excels. Information from active Bernalillo developers indicates that most recent buyers are commuters, with many employed in Santa Fe and some employed in Los Alamos.

Historic Character and Authenticity – Bernalillo is recognized for its historic landmarks. As new developments provide walkable town centers, few will be able to compete with an authentic town center with truly historic structures. The convent ruins are of particular interest and, according to some, have potential for restoration and redevelopment.

Expanding Market Share – Prior to 2003, production builders did not work in Bernalillo. Several builders were approached about work on the Damiano site, and all declined until Wallen Builders took the opportunity. The entrance of Wallen Builders into Bernalillo was a major milestone for future residential development. Its three projects have been a success in terms of price point and rate of sales. The buyer profiles show that a broad range find the local market attractive.

Neighboring Expenditure Potential – There are significant pockets of wealth to the east and west of Bernalillo. Traditionally, these households have not patronized downtown businesses. The right design of new mixed-use development will enable Bernalillo businesses to capture neighboring dollars that are currently spent elsewhere.

Parcel Size – Based on interviews with developers of higher density products, the minimum parcel size needed ranges from 1 to 2 acres. This factor is both an opportunity and a constraint for Bernalillo, as there are some large parcels that meet this requirement. It appears that land assemblage will be necessary as the current ownership pattern results in many lots that are too small for redevelopment.

Connectivity – It is a given that the community will benefit from the new Rail Runner service. However, it remains to be seen if Bernalillo can leverage the asset to create benefit across a broad section of the community. Pedestrian and bicycle paths that connect a series of properties to the stations is one way to leverage the benefit. Traditional TOD literature places the emphasis on properties within a ¼- to ½-mile of the station; however, recent findings suggest that pedestrian tolerance for distance is correlated directly to the quality of the experience. Thus, the number of parcels likely to be redeveloped is linked to the quality of the paths and lanes to be built.

Concentration of New Retail Development – Bernalillo is beginning to see significant amounts of new retail development, most of which is located along the 550 corridor. While this increases the number of retail shoppers in the Town, the challenge is to attract these shoppers off 550 into new TOD retail development. There is resistance to leaving 550, which must be overcome.

Limited Land Supply – Currently, there is consistent absorption of new homes. The market has come to recognize Bernalillo as a viable destination. However, because of a limited land supply, there are few sites for medium- to large-scale builders to further the current momentum.

Aesthetic Quality – Some redevelopment of specific sites is needed to raise the overall quality of the built environment. More developers will seek out local sites if there is a plan to address this.

Recent Development Activity

Given this backdrop of conditions, Bernalillo has seen a substantial amount of residential and retail development activity, most occurring in the recent past. This level of momentum shows overall market support for the community. While much of the

development has occurred outside the Camino del Pueblo corridor, there is planned development along the corridor. Moreover, the overall market conditions are positive, which is a good indication for future TOD projects. A summary of activity is provided below to document the extent of recent development.

Bernalillo Marketplace - Development of this site began in December 2003 and opened around the end of the first quarter 2004. The project had 40,000 square feet of commercial space, built in two phases of equal size, each having its own anchor tenant. Anchors for the first phase include Movie Gallery and a DVD and video game rental store. The second phase is anchored by Walgreen's.

Mercado Del Rio - This commercial development, which will be located about ¼ mile west of Camino del Pueblo, capitalizes on the traffic counts on 550 generated by Rio Rancho residents driving to I-25. The 8.5-acre site will have 66,000 square feet of retail space divided into four buildings, which include a 25,000 square foot grocer to anchor the site, a 10,000 square foot restaurant and a dry cleaner. There will also be space remaining for about 10 to 15 smaller stores and a 7,500 square foot office building.

Santiago - This 168-acre residential development broke ground in April 2007, and will include 780 housing units when completed. The community will be divided into three villages: Allegria, a gated community with 375 single story units for the 'active-adult' demographic; Southwester, by Stillbrooke Homes will have 154 single family units built in Spanish and Cottage style and a new urbanism layout; the third village, with a variety of builders will have 250 units on 45-, 50- and 60-foot lots.

Flying Star - The northern most Flying Star in the Area is planned on Camino del Pueblo just north of the El Zocalo renovation and south of Highway 550. The project will be the area's first mixed-use development with 20,000 square feet of retail and restaurant and 12 townhomes. The first phase of development is limited to three of the townhouses. Subsequent phases call for the construction of an additional nine townhouses.

Historic El Zocalo Building - The four historic El Zocalo buildings on Camino del Pueblo were purchased using a federal grant in 2003 and are under renovation with City funds as well as a $1.7 million appropriation from the State. The plan is for an economic development center, small business development center, retail, and continuing-education classroom space.

The Cottonwoods - This residential development of approximately 80 units marked the entrance of Wallen Builders into the community in 2004. Most lots averaged 60 feet of frontage with base prices from $175,000 to $225,000. Sales were strong and the builder found that a predominance of buyers were commuters.

Bernalito - This was the second project by Wallen Builders in Bernalillo of about 140 units, which opened in 2005. The demographic in this community has been primarily defined as a "move-up" neighborhood for Bernalillo locals. The housing units initially sold in the $190,000s and went up the following years to the $220,000s.

The Vineyard - A small residential community built by Wallen Builders off of Camino del Pueblo with about 66 units. The product type is mostly 1 or 2 story single family detached with 3 to 4 bedrooms, 2 to 2 ½ baths and a 2-car garage. Prices are in the range of $240,000 to the upper $200,000s.

Zia Pueblo Site - This 19.5-acre parcel of land was recently purchased by the Zia Pueblo Development Authority. It sits across Camino del Pueblo from the El Zocalo buildings and the location of the future Flying Star. Representatives from the Zia Pueblo report that it is in the process of selecting a development program, which may take an extended period of time. The current concepts reflect a genuine interest in creating a space that will be appreciated for generations to come.

Bernalillo Demand Projections

Within the context of these opportunities, constraints, and current development activity, the following is a baseline estimation of residential and retail development potential for the Bernalillo stations.

Residential Overview

The residential market is also growing strongly in Bernalillo. Over the past five years, developers have introduced new projects that have increased production and expanded market volume. Bernalillo's strongest asset to the residential market is its location. Recent buyer profiles include residents who commute to a number of different employment centers including Albuquerque, Santa Fe, and Los Alamos. Given the land constraints facing these other markets, demand for Bernalillo product is expected to increase.

Rental Housing Projection

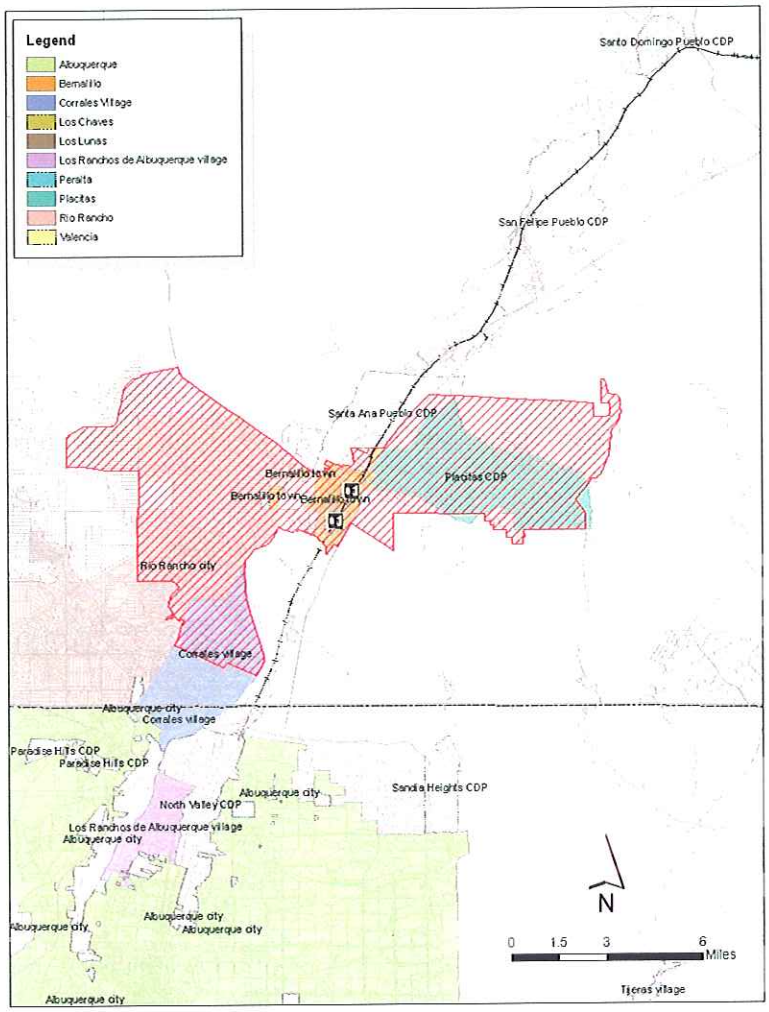
The rental housing market can be viewed in terms of long-term, incremental support or in terms of the thresholds that apartment developers use to construct new projects. As shown in **Figure 3** previously (see page 17), the regional apartment market shows a five-year cycle in which an average of data from 1997 and 2002 show 25 percent of permits issued were for multi-family products. Based on a reasonable share of these units being built at TOD sites regionally, and then a smaller share of those being built in Bernalillo, it is expected that the market could support approximately 70 units every five years, or 250 units over the 18-year planning period. In addition to looking at historic production records, it is important to account for typical developer requirements. Most require a minimum number of units to achieve an economy of scale that increases viability, both in the construction and management of the properties. The industry standard calls for approximately 120 units per complex. Using this increment in light of the long-term incremental demand, there is market support for about two projects, or 240 units.

Ownership Housing Projections

Residential demand forecasts are based on data from MRCOG population and household forecasts, traffic patterns, and proximity/compatibility with competing and differing residential development activity. **Figure 1** illustrates an area (shown in red hatching)

around the station extending approximately 6 miles to the east and west while limited to the extent of Bernalillo proper to the north and south. The catchment area is defined by populations that are likeliest to perceive Bernalillo as a place to live and influenced by its attractiveness and proximity to either of the stations.

Figure 1
Bernalillo Residential Catchment Area
Rail Runner TOD Evaluation



Capture Rate Methodology – This model for the Bernalillo Stations Corridor is based on a conservative capture of population growth in this area. **Table 1** shows the projected change in households over the forecast period from 2010 to 2025. The capture rate of residential growth at a conservative 5 percent was selected for several reasons. First, that it accurately estimates the number of housing units along the Corridor for 2005 at about 610. Second, the proximity of this area to other competing developments means that future residents will be choosing between what could be higher density TOD and single family developments with lower density and larger amounts of open space or views.

Given what is known about the Bernalillo market, the estimated 27-unit increase per year over the next 15 years is well within the capabilities of the market to absorb.

Table 1
Residential Unit Forecast, Capture Rate Methodology
Rail Runner TOD Evaluation

	Factor	2005	2010	2015	2020	2025	2010-2025 Change	2010-2025 Ann. #
Bernalillo Stations [1]								
Households		11,614	15,182	17,966	20,495	23,024	7,842	523
Capture	5%	581	759	898	1,025	1,151	392	26
Increase: Vacancy Factor	5%	29	38	45	51	58	20	1
Total Dwelling Units		**610**	**797**	**943**	**1,076**	**1,209**	**412**	**27**

[1] Note: Defined as the Catchment Area.

Source: MRCOG; Economic & Planning Systems

H:\16881-MRCOG TOD\Models\[16881-ForecastModel-MRCOGData.xls]Forecast

Age Cohort Methodology – This methodology uses the number of households sorted by age of the head of householder to project unit demand for TOD in an area of a ½-mile radius around the stations. As introduced in Chapter II under the demographic/ psychographic profile section, this methodology is rooted in the understanding that those heads of households under the age of 35 and over the age of 60 are likeliest to inhabit TOD housing. **Table 2** shows the number of households for the ½-mile radius around both Bernalillo stations[1] beginning with about 976 households in 2007 and growing to 1,170 households by 2025. This represents annual growth of 13 housing units per year for the ½-mile geography, or a total change over 15 years of 189 units.

Table 2
Residential Unit Forecast, Age Cohort Methodology
Rail Runner TOD Evaluation

	Factor	2007 Base Year	2010 Year 3	2015 Year 8	2020 Year 13	2025 Year 18	2010-2025 Change	2010-2025 Ann. #
Bernalillo Stations								
Households		976	990	1,059	1,129	1,170	180	12
Increase: Vacancy Factor	5%	49	49	53	56	58	9	1
Total Dwelling Units		**1,025**	**1,039**	**1,112**	**1,185**	**1,228**	**189**	**13**

Source: Claritas; Economic & Planning Systems

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Household Type Methodology – This methodology uses the number of households sorted by whether the household has children or not. Again, as introduced in Chapter II under

[1] The full analysis may be found in the Final Report available through the MRCOG.

the demographic/psychographic profile section, this methodology is based on the understanding that those households with no children are likeliest to inhabit TOD housing. **Table 3** shows the number of households for the ½-mile radius around both Bernalillo stations[2] beginning with about 975 households in 2007 and growing to 1,325 households by 2025. This represents annual growth of 23 housing units per year for the ½-mile geography, or a total change over 15 years of 352 units.

Table 3
Residential Unit Forecast, Household Type Methodology
Rail Runner TOD Evaluation

	Factor	2007 Base Year	2010 Year 3	2015 Year 8	2020 Year 13	2025 Year 18	2010-2025 Change	2010-2025 Ann. #
Bernalillo Stations								
Households		975	990	1,138	1,287	1,325	335	22
Increase: Vacancy Factor	5%	49	49	57	64	66	17	1
Total Dwelling Units		**1,024**	**1,039**	**1,195**	**1,351**	**1,391**	**352**	**23**

Source: Claritas; Economic & Planning Systems

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Each of these residential growth demand methodologies represents a baseline estimation of the potential growth that can be anticipated given the presence of the Rail Runner station.

Local Capture -- Based on Town of Bernalillo data and interviews with Town staff and local developers, the Town has seen additional units of 35 to 60 per year in the recent past. Although the Town's growth has increased in the recent past, maintaining market momentum is tied to parcel availability. For this analysis, it is assumed that the station area master plan provides the direction that will enable the market to create developable parcels and that and that local capture for TOD projects within the two station areas could be 50 percent.

It is assumed in this analysis that these units would be constructed within the two station areas and be built at 7 to 12 units per acre for ownership and approximately 25 units per acre for rental housing. It is expected that these units be attached housing, very small-lot single family, or compound-style units.

Although a factor of 50 percent would be high in most markets, it appears reasonable in this context given the existing momentum, the interest in Bernalillo from regional developers, and limited options for land. Based on this analysis, the demand could approximate 30 units per year in the near term (using the high end of the range) and increase to 50 units in year 2025. Using the MRCOG growth projections, which show Bernalillo growing at a strong rate (nearly twice that of Los Lunas, for example), the

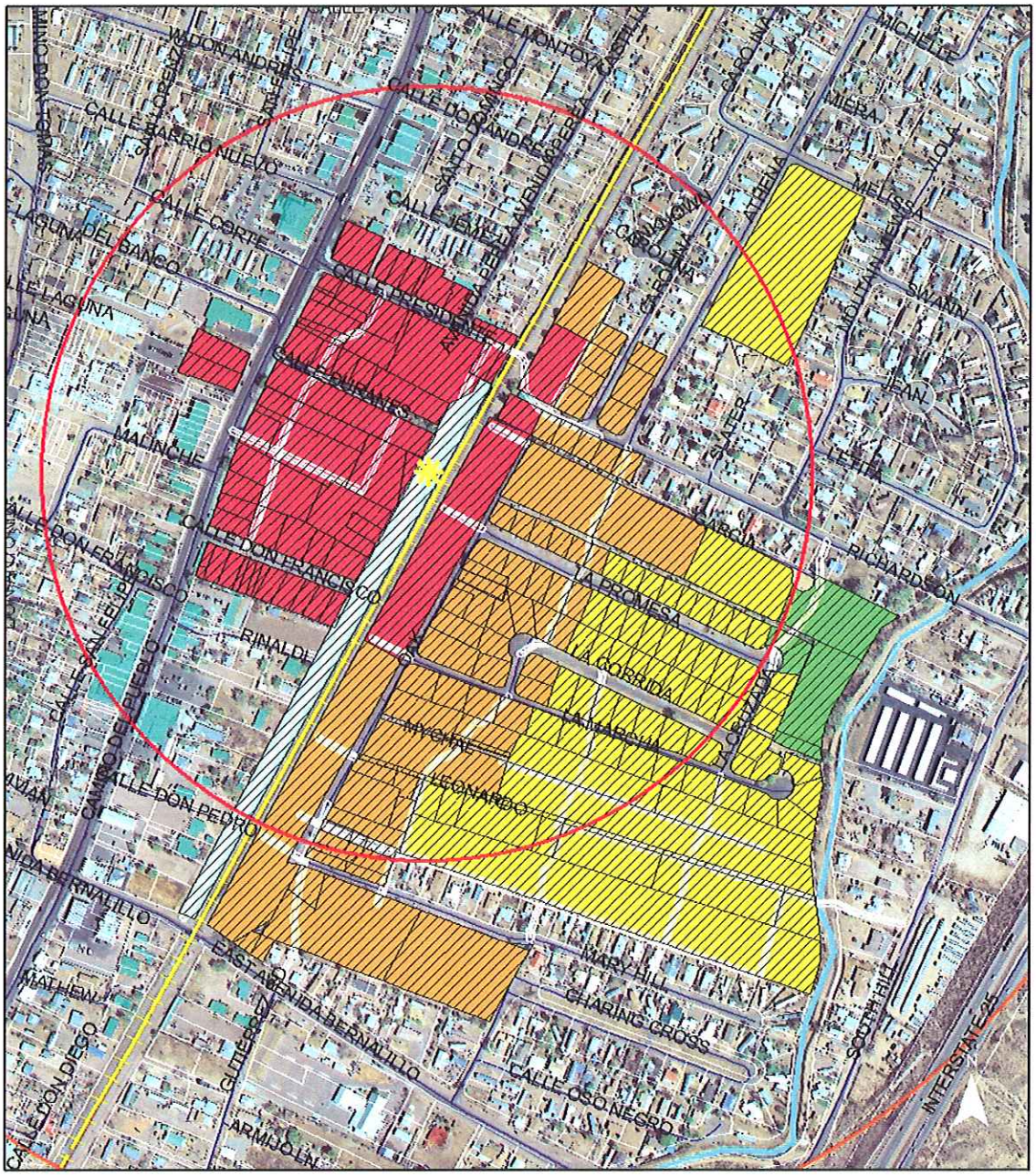
[2] The full analysis may be found in the Final Report available through the MRCOG.

permit activity is expected to increase as well as the TOD capture, resulting in a total of 802 units within the station areas.

Appendix G. TOD Study Areas

- Downtown TOD Study Area
- Sandoval County / US 550 TOD Study Area
- Rail Runner TOD Community Planning and Design Workshop Downtown Station Area Land Use Map
- Rail Runner TOD Community Planning and Design Workshop Sandoval County / US 550 Station Area Land Use Map

DOWNTOWN TOD STUDY AREA
LAND USE ANALYSIS
BERNALILLO, NEW MEXICO

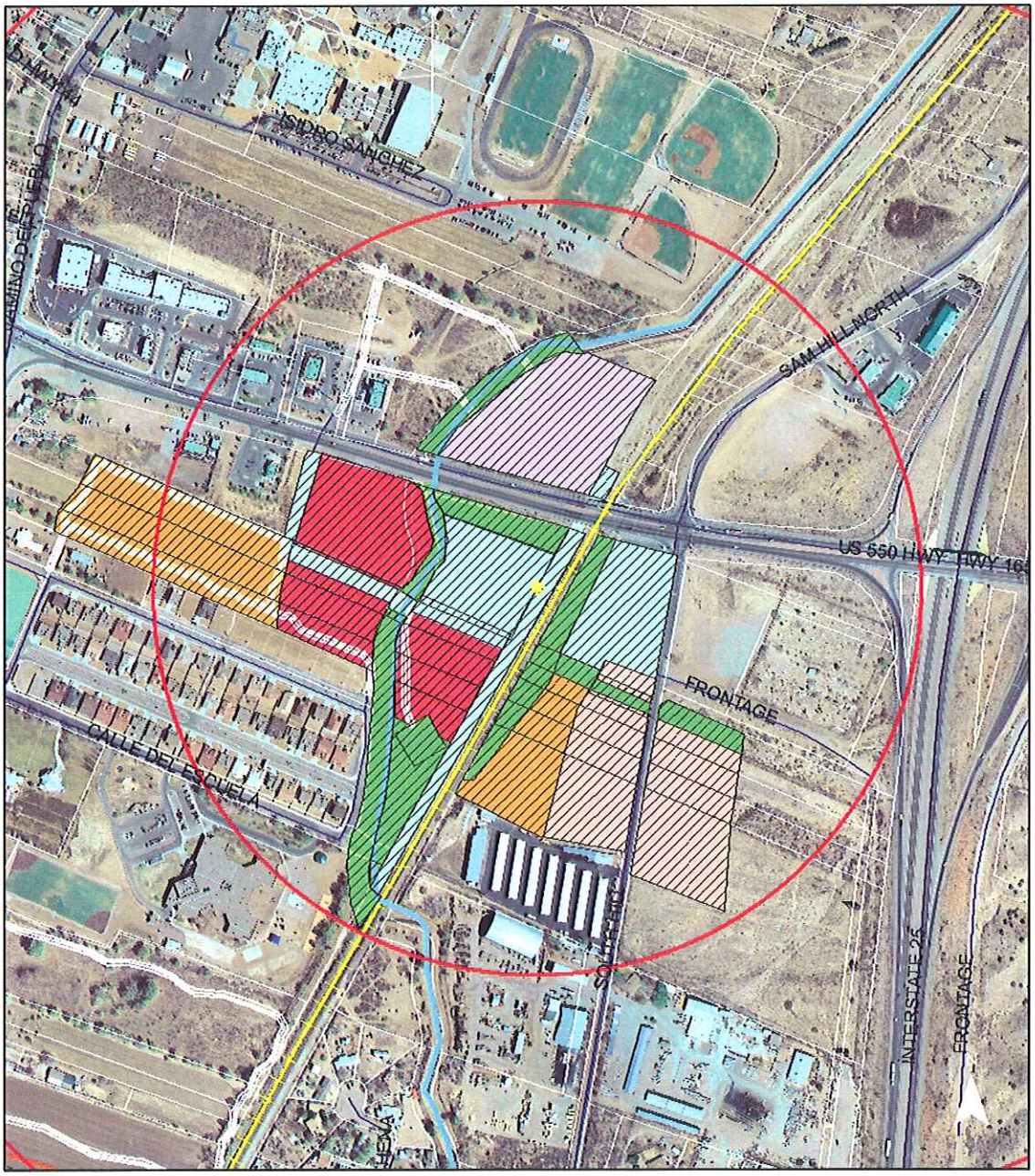


Downtown TOD Study Area

- Neighborhood Park = 3.16 Acres
- Public Parking and Station Platform = Approx 90 spaces
- DT TOD Secondary Housing = 33.21 Acres
- DT Primary TOD Housing = 26.10 Acres
- DT Core Commercial = 17.92 Acres

SC/550 TOD STUDY AREA
LAND USE ANALYSIS

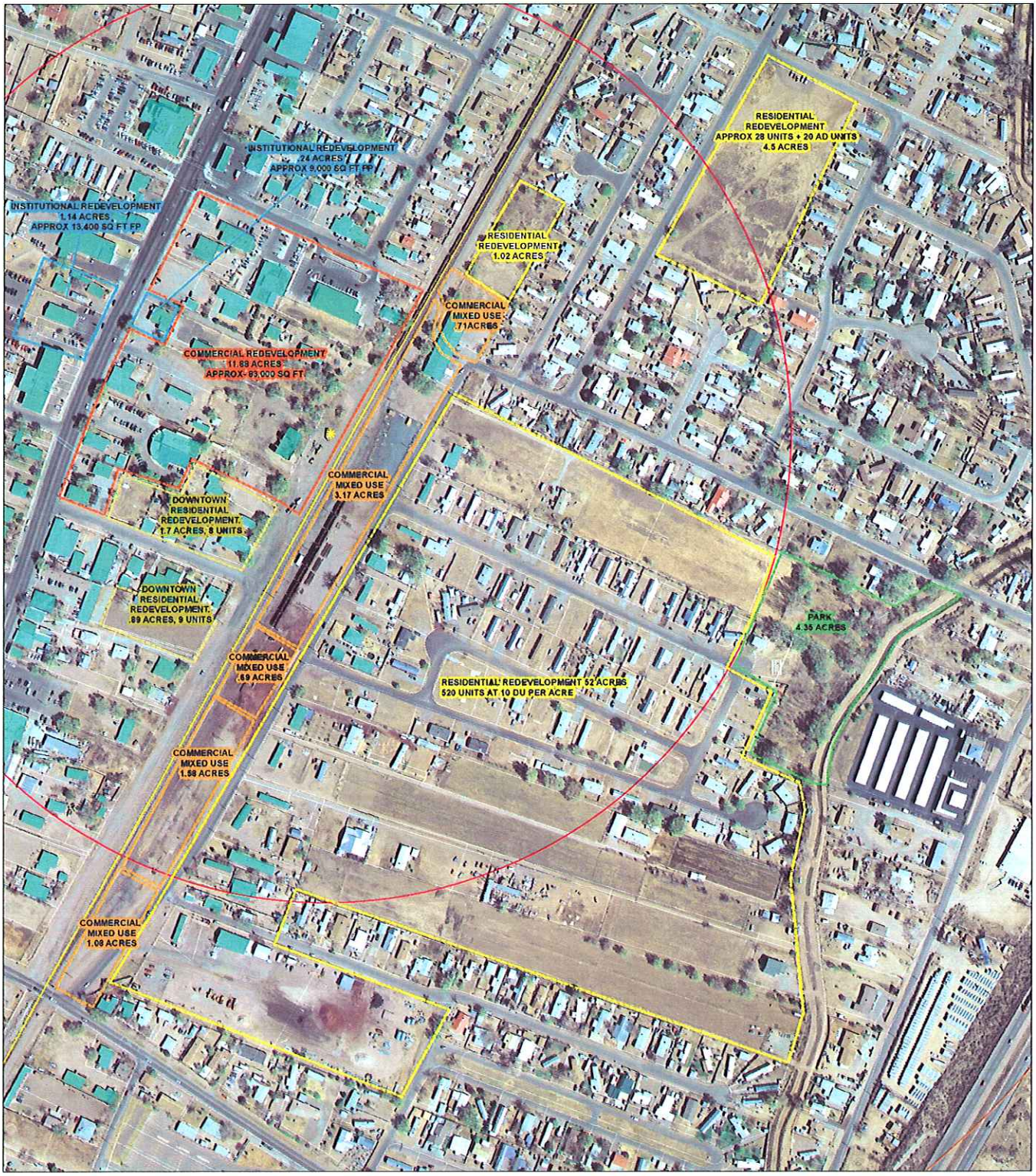
BERNALILLO, NEW MEXICO



SC-550_TOD_Study Area

- Open_Space_&_Parks_= 8.40 acres
- Core Commercial = 7.5 acres
- Primary TOD Housing = 8.13 acres
- Secondary TOD Commercial Mixed Use = 7.5 acres
- TOD Residential Mixed Use = 4.76 acres
- Public Parking and Station Platform 7.38 acres

RR TOD Community Planning & Design Workshop
Downtown Station Land Use Map



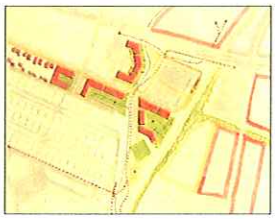
RR TOD Community Planning & Design Workshop
SC/550 Station Land Use Map



Appendix H. PowerPoint Presentation: Wednesday, June 6, 2007

Bernalillo Station Area Plans

Planning and Design Workshop
June 6, 2007



Bernalillo Station Area Plans
Project Overview



Bernalillo Station Area Plans
550 Station



Bernalillo Station Area Plans
Downtown Station



Community Policy Discussion
Character



- Historic pattern
- Views
- Agricultural heritage
- Retaining old buildings

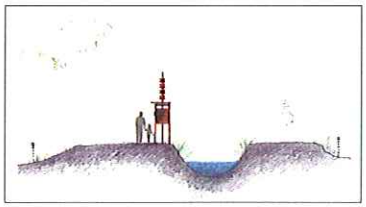
Community Policy Discussion
Safety



- Lighting around stations
- Police patrols
- Safe pedestrian railroad crossing

Community Policy Discussion
Walking

- Good sidewalks
- Trails
- Crossings



Community Policy Discussion
Downtown Destination

- Feeling of "arrival" once passengers get off the train
- What will people take the train to visit?
- Showcase development – possibly public/private partnership – downtown to show what can be done
- "Welcome to Bernalillo" signage, maps, and information

Community Policy Discussion
Housing



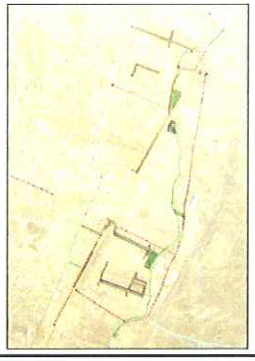
- Growth pressure
- BALANCE
  - Affordable
  - Nice
  - Bernalillo character

Community Policy Discussion
Much More!

- Beyond this plan, but important nonetheless
  - Events
  - Rail Runner operations
  - Etc.
- Policy wall
- Will be packaged with plan recommendations



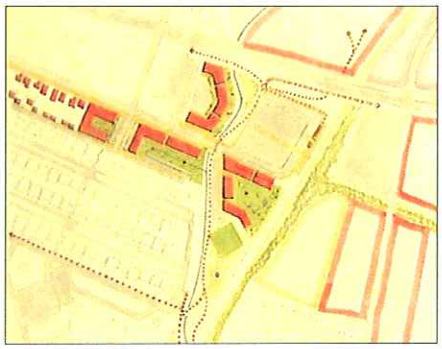
Bernalillo Station Area Plans
New Roads and Trails



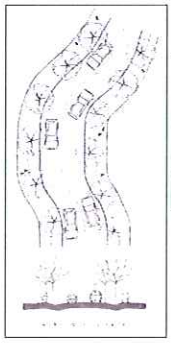
Bernalillo Station Area Plans
550 Station Area

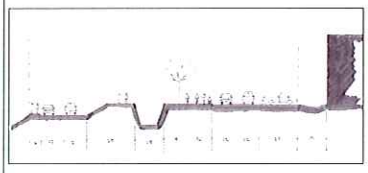


Bernalillo Station Area Plans
550 Station Area



Bernalillo Station Area Plans
550 Station Area – Street Section

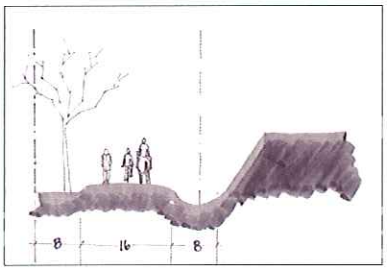




Left: Goat Street

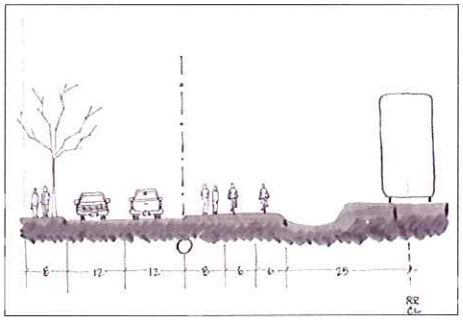
Above: Townhouse section

Bernalillo Station Area Plans
550 Station Area – Street Section



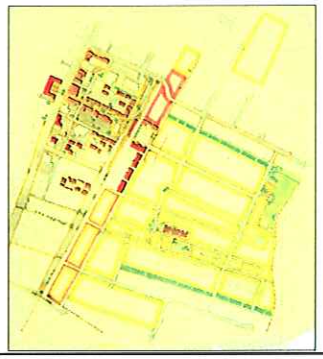
Pedestrian Trail

Bernalillo Station Area Plans
550 Station Area – Street Section

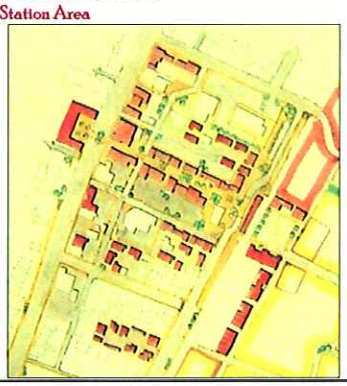


Railroad Road

Bernalillo Station Area Plans
Downtown Station Area



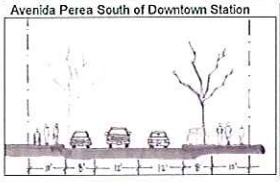
Bernalillo Station Area Plans
Downtown Station Area



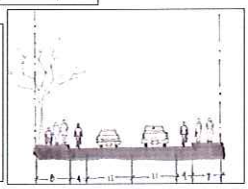
Bernalillo Station Area Plans
Downtown Station Area – Street Sections



Avenida Perea South of Downtown Station

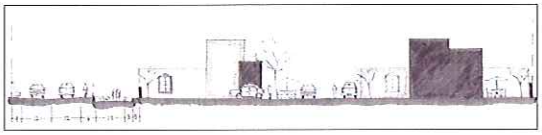


Calle Don Francesco



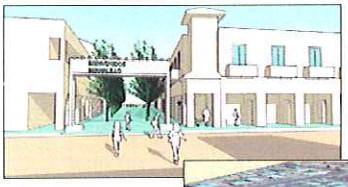
Calle Presidente

Bernalillo Station Area Plans
Downtown Station Area – Street Section



Acequia Street

Bernalillo Station Area Plans
Downtown Station Area





Housing Types
Overview



1968 Aerial

- Compound Housing
- Accessory Units
- Mixed-Use Lofts
- Bernalillo Townhouses
- Courtyard Housing
- Plaza de los Vecinos Housing

Housing Types
Compound Housing





Traditional pattern allowing multiple households of different sizes to share a parking courtyard.

Housing Types
Compound Housing

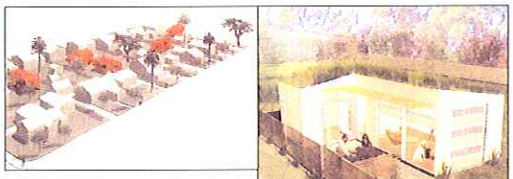
Houses
- Mostly separate houses with a maximum of 50% duplexes
- Provide a mix of house sizes: 1, 2, and 3 bedrooms
- 1- and 2-story houses – no more than 20% 2.5-story
- Ground-related houses
  - Front door on shared courtyard or street
  - Private yard – 12'x15' minimum
  - No vertical overlap of houses
  - Front porch or portal (8'x10' minimum) or courtyard
- No trailers or manufactured homes
- 10 DU/Acre Minimum
- On commercial streets, commercial is allowed in units facing street

Character/Miscellaneous
- Setbacks: No minimum setbacks required
- Group mailboxes should be housed in a shelter that also provides space for notices, seating, and is an entryway
- Use of Zaguans, portals, patios, shared and private courtyards, recessed windows, and thick walls is encouraged

Parking
- Shared parking courtyard and access-w ways designed for multiple uses, such as basketball and soccer
- Plantings and trees as part of courtyard design
- Provide shared carports as independent buildings (potential for enclosure as desired)
- Maximum car parking of two per unit
- Provide enclosed and lockable bike parking, minimum one per unit, preferably in a bike garage

Examples
- Rinaldi
- South of The Range

Housing Types
Accessory Units



New units constructed on existing single-family housing sites are the most affordable way to increase density and keep families together.

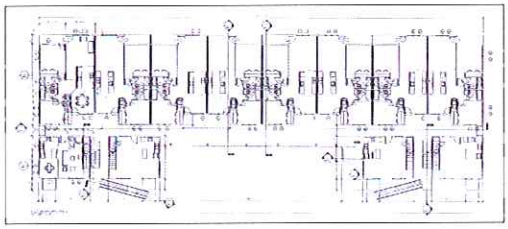
Housing Types
Accessory Units

Houses
- Maximum size 900 sq ft
- No trailers or manufactured units
- Front door must face street, alley, or driveway
- A private outdoor space of at least 15'x12' must be provided
- May be 2nd floor unit over carport/garage

Character/Miscellaneous
- Setbacks: as per existing zoning
- Compatible with existing homes
- Example reference: Accessory Dwelling Manual, Santa Cruz, CA

Parking
- Minimum of 1 sheltered, securable bike garage space

Housing Types
Mixed-Use Lofts



In limited, specified areas near the stations, mixed-use lofts can provide both commercial and residential uses. Commercial can be part of a residential space or separately accessed and leased space. Mixed-use lofts can also be assisted living, hotels, or safe houses.

Housing Types
Mixed-Use Lofts

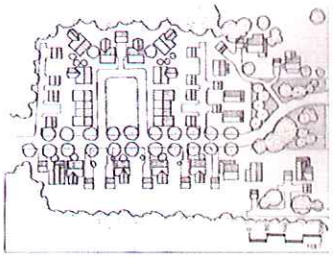
Houses
- Located on 1st and 2nd floors – entrances should be ground-related
- Provide private balconies/terraces (minimum 6'x8') when private backyards or sideyards are not provided
- Mix of studios, 1, 2, and 3 bedrooms
- Minimum 10 DU/acre in housing portions

Commercial/Retail/Offices
- Ground-related
- Oriented to street/pedestrian paths
- Retail-type windows/large glazing encouraged with commercial uses
- Portals, arcades along commercial/retail facades required on a minimum of 60% of frontage

Character/Miscellaneous
- Entrances may be shared or separate
- Modern interpretation of traditional live/work units
- Residents may or may not own businesses below
- Close proximity to rail station/Camino del Pueblo
- 40' maximum width
- No minimum setbacks

Parking
- Residential: On-street, Alley-accessed parking at rear
- Commercial: On-street "teaser" parking may be provided (no parking minimums)
- Maximum 2 spaces per unit

Housing Types
Bernalillo Townhouses



Sited in areas outside of the traditional core of the Town, but within walking distance of train stations. Amenities such as gardens watered by acequias, access to walking trails, and views will encouraged.

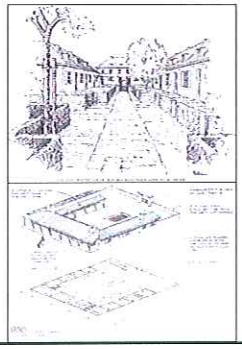
Housing Types
Bernalillo Townhouses

Houses
- 1 and 2-story with a maximum of 20% 2.5-story
- Provide a mix of 1, 2, and 3 bedroom houses
- Ground-related
- No trailers
- Maximum of 20% triplexes
- Accessory units allowed
- Front door facing street
- 14 DU/acre minimum

Character/Miscellaneous
- Setbacks: No required front setback, No required sideyard setback
- Where possible, provide private garden spaces with access to ditch laterals
- Encourage public gathering areas/community buildings

Parking
- Driveways: Alley access for parking

Housing Types
Courtyard Housing



U-shaped arrangement of houses around a shared, non-vehicular garden courtyard.



Housing Types
Courtyard Housing

Houses
- Ground-related
- Light on two sides of every room (not including baths, closets, utility rooms, etc.)
- Private yards (front, back, or side) -- front porches and yards on courtyard
- Medium density 12-16 DU/acre
- Zero lot line making a continuous edge of courtyard

Character/Miscellaneous
- Setbacks: No minimum setbacks (0' lot line)
- Zaguans encouraged
- Well-defined separation of private and semi-public spaces with portals, mixed-height walls, planting areas, etc.
- Minimum courtyard 16' wide from porch to porch
- Courtyard open to public street

Parking
- On-street
- Off-street with shared carports
- Alley-accessed

Housing Types
Plaza de los Vecinos Housing



New houses that share a neighborhood public space.

Housing Types
Plaza de los Vecinos Housing

Houses
- Single and Duplexes (20% maximum)
- Ground-related
- Porches required
- Accessory units allowed
- 2-story maximum
- Provide a mix of 1, 2, and 3 bedrooms
- Minimum 8 DU/acre

Character/Miscellaneous
- Setbacks: No front setback required, Side 5' minimum, Back 3' minimum
- Shared plaza or green required, with a minimum width of 24' and minimum __% of site

Parking
- Side yard courtyard or alley
- No minimum requirement



Thanks!

Appendix I. PowerPoint Presentation: Thursday, June 7, 2007

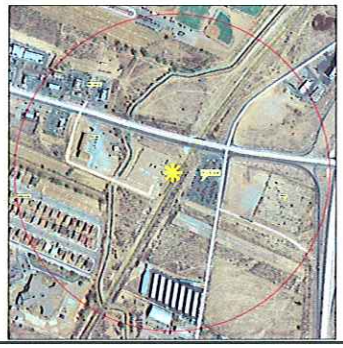
Bernalillo Station Area Plans

Planning and Design Workshop
June 7, 2007



Bernalillo Station Area Plans

550 Station



Bernalillo Station Area Plans

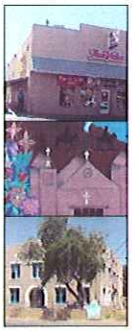
Downtown Station



What We've Heard

Community Policy Discussion

Character, Character, Character!



- Historic pattern
- Views
- Agricultural heritage
  - Rural roads and paths
  - Acequias
- Retaining old buildings
- Utilizing Main Street guidelines

Community Policy Discussion

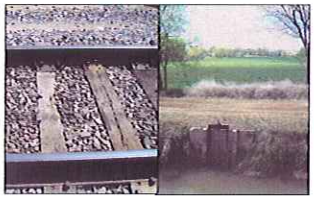
Safety



- Lighting around stations
- Police patrols
- Safe pedestrian railroad crossings
- Multiple access points to developments

Community Policy Discussion
Walking and Connections

- Good sidewalks and amenities
- Trails
- Railroad Crossings



Community Policy Discussion
Downtown Destination

- Feeling of "arrival" once passengers get off the train
- What will people take the train to visit?
- "Welcome to Bernalillo" signage, maps, and information



Community Policy Discussion
Housing



BALANCE

- Affordable for Town residents
- Nice
- Bernalillo character
- Walkable communities

Community Policy Discussion
Much More!

- Beyond this plan, but important nonetheless
  - Events
  - Rail Runner operations
  - Etc.
- Policy wall
- Will be packaged with plan recommendations

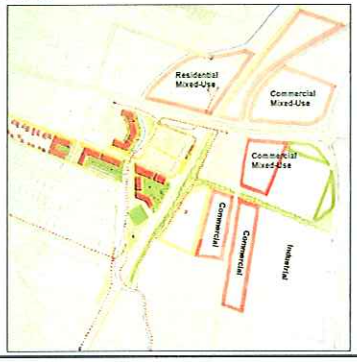


What we Recommend

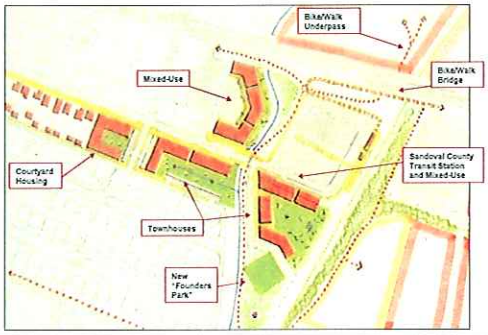
Bernalillo Station Area Plans
New Roads and Trails



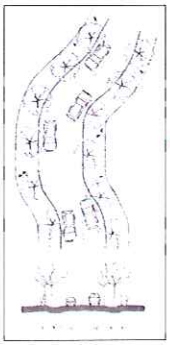
Bernalillo Station Area Plans
550 Station Area



Bernalillo Station Area Plans
550 Station Area



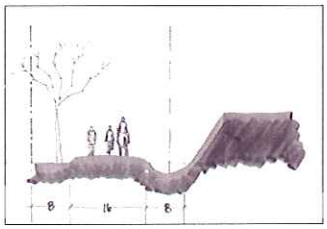
Bernalillo Station Area Plans
550 Station Area – "Calle Cabra"



- North from Flying Star site
- Aids connectivity
- "Slow street" to prevent cut-throughs

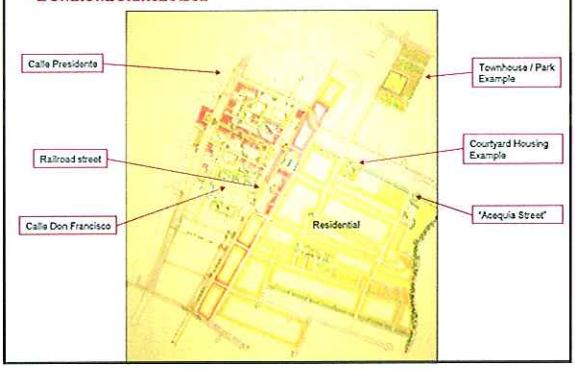


Bernalillo Station Area Plans
550 Station Area – Pedestrian Trail near Elementary School





Bernalillo Station Area Plans
Downtown Station Area

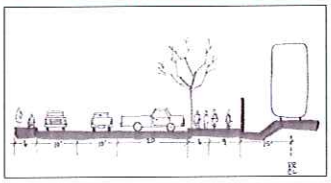


Bernalillo Station Area Plans
Downtown Station Area



Bernalillo Station Area Plans

Downtown Station Area – "Railroad Street"

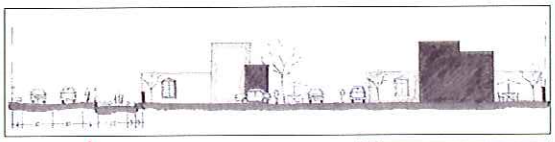




- Provides parking for station and downtown business

Bernalillo Station Area Plans

Downtown Station Area – "Acequia Street"

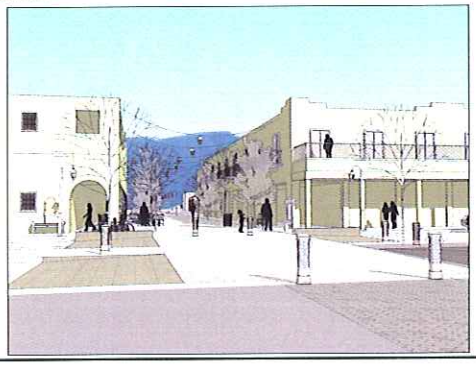


Garden



Bernalillo Station Area Plans

Alameda



Housing Types

Overview



1968 Aerial

- Compound Housing
- Courtyard Housing
- Accessory Units
- Mixed-Use Lofts
- Bernalillo Townhouses
- Plaza de los Vecinos Housing

Housing Types

Compound Housing





Traditional pattern allowing multiple households of different sizes to share a parking courtyard.

Housing Types

Compound Housing

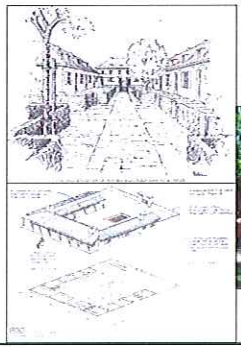
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- Ground-related houses
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  - Private yard – 12'x15' minimum
  - No vertical overlap of houses
  - Front porch or portal (8'x10' minimum) or courtyard
- No trailers or manufactured homes
- 10 DU/Acre Minimum
- On commercial streets, commercial is allowed in units facing street

Character/Miscellaneous
- Setbacks: No minimum setbacks required
- Group mailboxes should be housed in a shelter that also provides space for notices, seating, and is an entryway
- Use of Zaguans, portals, patios, shared and private courtyards, recessed windows, and thick walls is encouraged

Parking
- Shared parking courtyard and access-w ways designed for multiple uses, such as basketball and soccer
- Plantings and trees as part of courtyard design
- Provide shared carports as independent buildings (potential for enclosure as desired)
- Maximum car parking of two per unit
- Provide enclosed and lockable bike parking, minimum one per unit, preferably in a bike garage

Examples
- Rinaldi
- South of The Range

Housing Types
Courtyard Housing



U-shaped arrangement of houses around a shared, non-vehicular garden courtyard.



Housing Types
Courtyard Housing

Houses
- Ground-related
- Light on two sides of every room (not including baths, closets, utility rooms, etc.)
- Private yards (front, back, or side) – front porches and yards on courtyard
- Medium density 12-16 DU/acre
- Zero lot line making a continuous edge of courtyard

Character/Miscellaneous
- Setbacks: No minimum setbacks (0' lot line)
- Zaguans encouraged
- Well-defined separation of private and semi-public spaces with portals, mixed-height walls, planting areas, etc.
- Minimum courtyard 16' wide from porch to porch
- Courtyard open to public street

Parking
- On-street
- Off-street with shared carports
- Alley-accessed

How to Get There

Implementation
Next Steps

- Finalize and adopt Station Area Plans
- Identify the "easy" projects and "pipeline" projects
- Identify funding options
- Share with interested parties
- Pursue specific opportunities
- Stay involved, make the plan a priority





A huge thanks to...

- **You!**
- Town of Bernalillo Elected Officials and Staff
- Station Area Advisory Group
- Sandoval County Elected Officials and Staff
- Mid-Region Council of Governments
- Our Lady of Sorrows Church

Appendix J. PowerPoint Presentation: Monday, July 9, 2007

Bernalillo TOD Plan



Document Outline

- I. Planning Framework
- II. Plan Objectives
- III. Plan Recommendations
- IV. Next Steps
- V. Appendices

I. Planning Framework

- Planning For Transit-oriented Development In Bernalillo
  - A. Study Area
  - B. MRCOG TOD Planning
  - C. Bernalillo Planning Framework

I. Planning Framework

- Community Planning And Design Process
  - A. Community Outreach
  - B. Planning And Design Workshop Process

II. Plan Objectives

- Character
- Safety
- Walking & Connections
- Downtown Destination
- Housing

III. Plan Recommendations

- Proposed Circulation And Connections
- Downtown Station Area
- U.S. 550/Sandoval County Station Area
- Housing Typologies

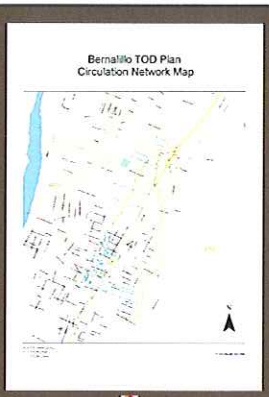
IV. Next Steps

- Project List
- Implementation Recommendations

V. Appendices

- Power Point Presentations
- Community Outreach Materials
- Market Study
- Best Practices Examples
- Existing Conditions Maps
- Resources

- Proposed Circulation And Connections



New Streets North

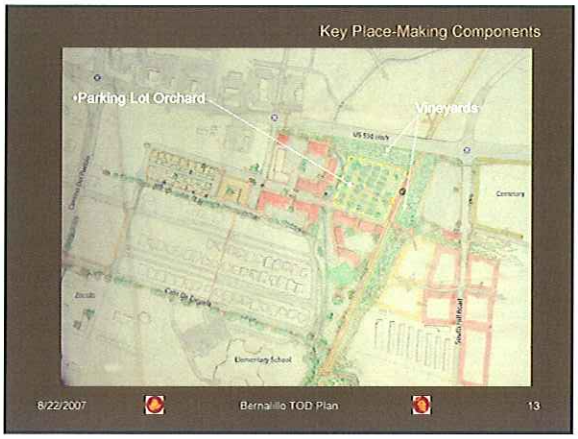


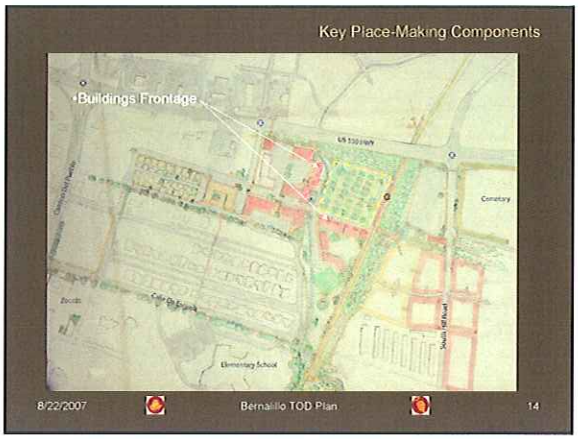
New Streets South

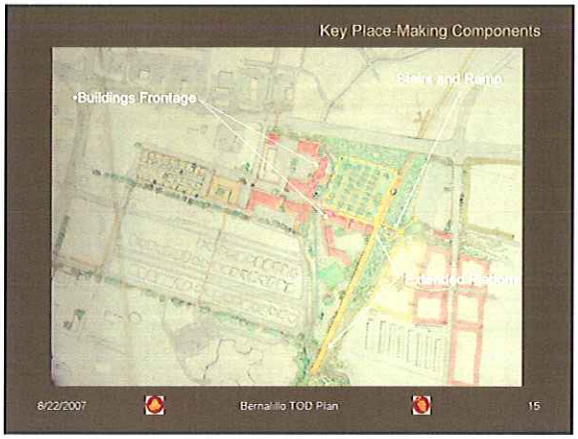


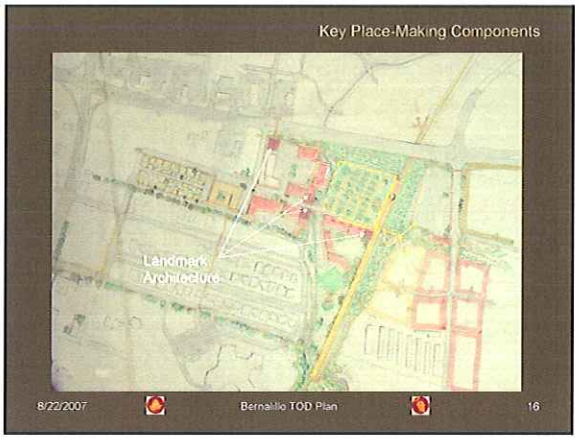
Sandoval County/ 550 Conceptual Station Area Plan

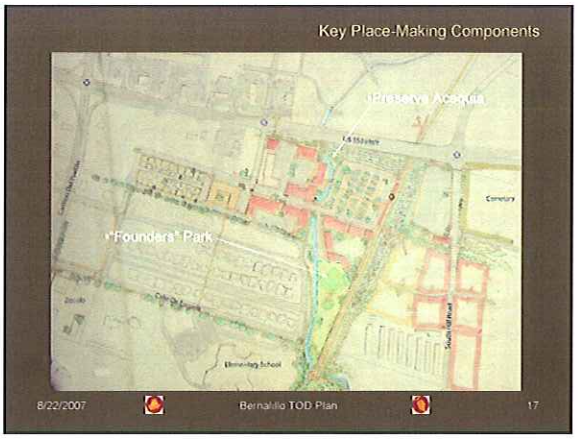


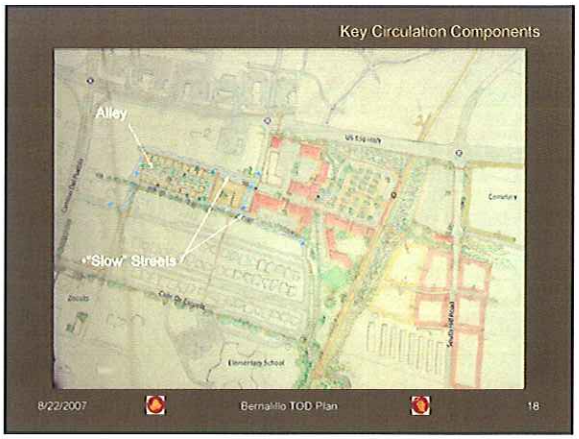

Key Place-Making Components
•Parking Lot Orchard
Vineyards
8/22/2007
Bernalillo TOD Plan
13


Key Place-Making Components
•Buildings Frontage
8/22/2007
Bernalillo TOD Plan
14


Key Place-Making Components
•Buildings Frontage
Stairs and Ramp
8/22/2007
Bernalillo TOD Plan
15

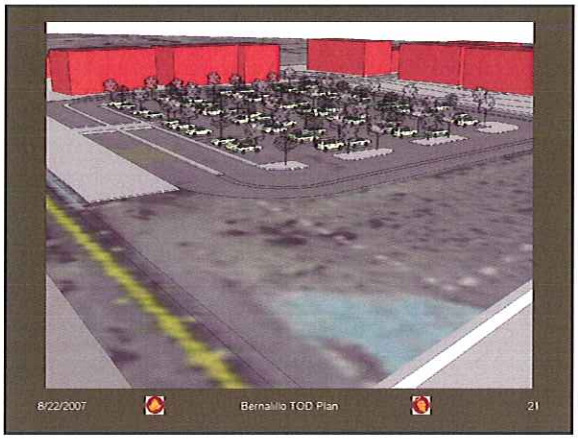

Key Place-Making Components
Landmark Architecture
8/22/2007
Bernalillo TOD Plan
16

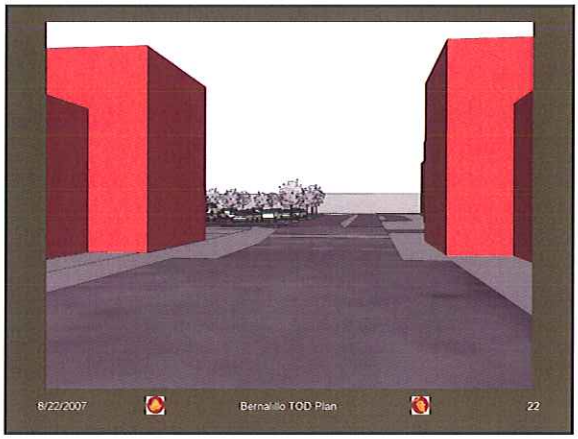

Key Place-Making Components
•Founders' Park
8/22/2007
Bernalillo TOD Plan
17

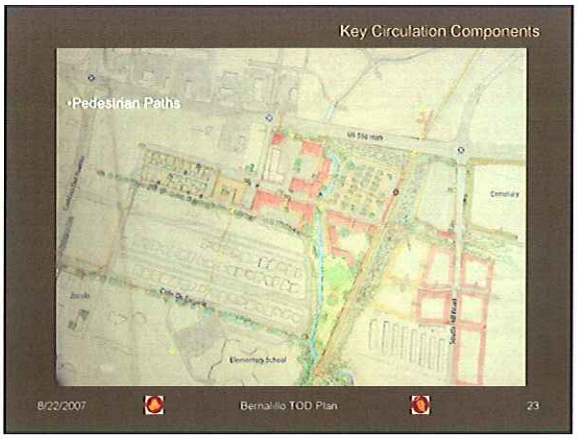

Key Circulation Components
Alley
•"Slow" Streets
8/22/2007
Bernalillo TOD Plan
18


550 Conceptual Station Area Plan
Bus & Drop Off Lane
8/22/2007
Bernalillo TOD Plan
19

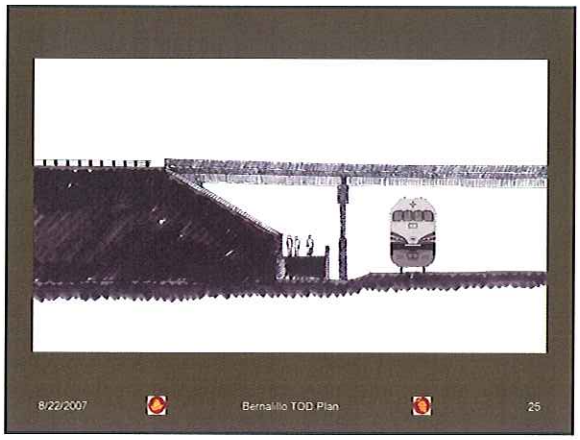

8/22/2007
Bernalillo TOD Plan
20


8/22/2007
Bernalillo TOD Plan
21


8/22/2007
Bernalillo TOD Plan
22

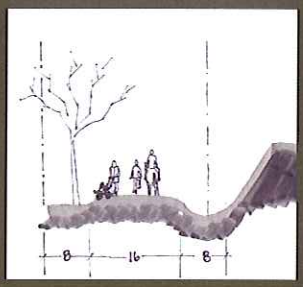

Key Circulation Components
Pedestrian Paths
8/22/2007
Bernalillo TOD Plan
23


Key Circulation Components
Pedestrian Paths
8/22/2007
Bernalillo TOD Plan
24



8/22/2007 Bernalillo TOD Plan 25

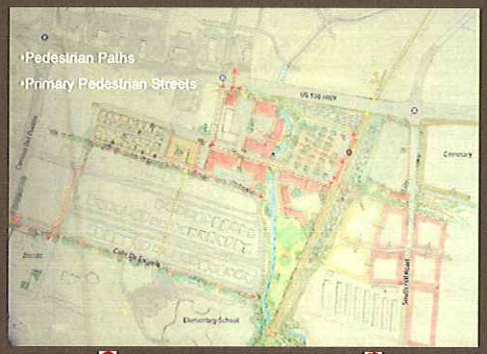
•Pedestrian Paths



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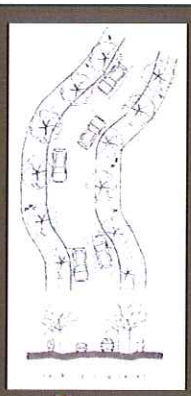
Key Circulation Components

•Pedestrian Paths
•Primary Pedestrian Streets



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•Primary Pedestrian Streets



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Key Circulation Components

•Pedestrian Paths
•Primary Pedestrian Streets
•Bike Routes



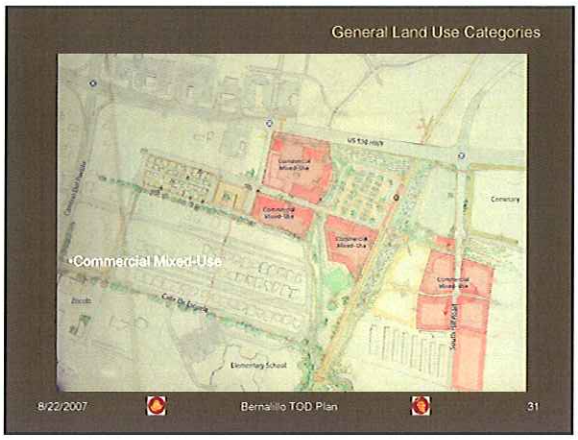
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Key Circulation Components

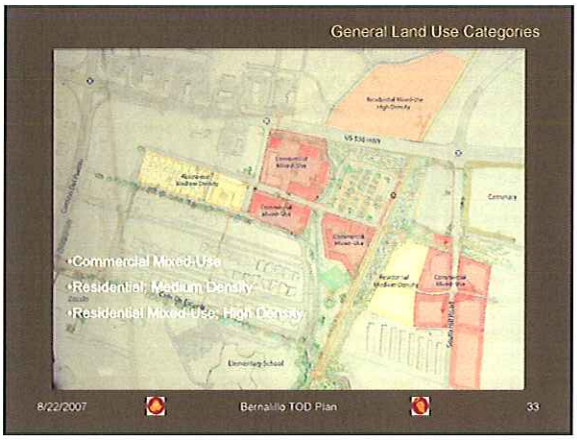
•At Grade Controlled Railroad Crossings

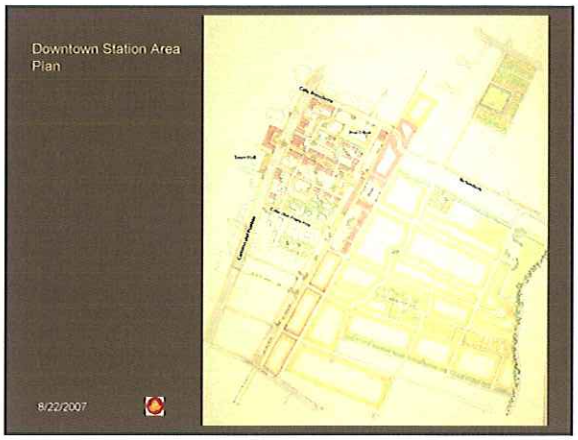


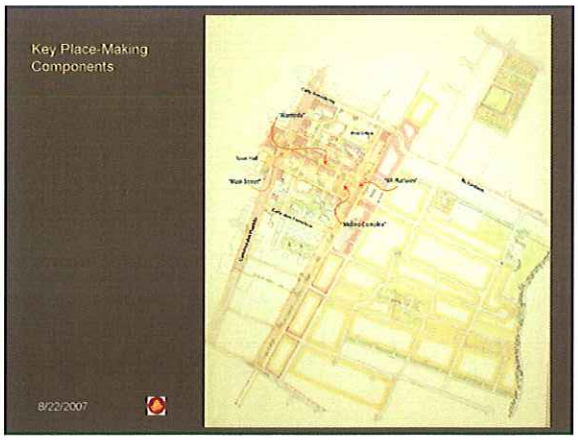
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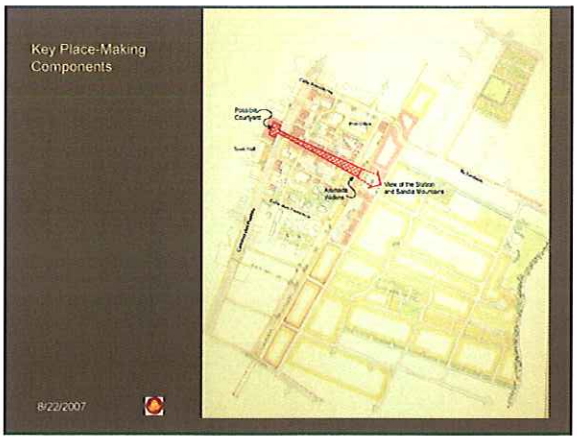

General Land Use Categories
•Commercial Mixed-Use
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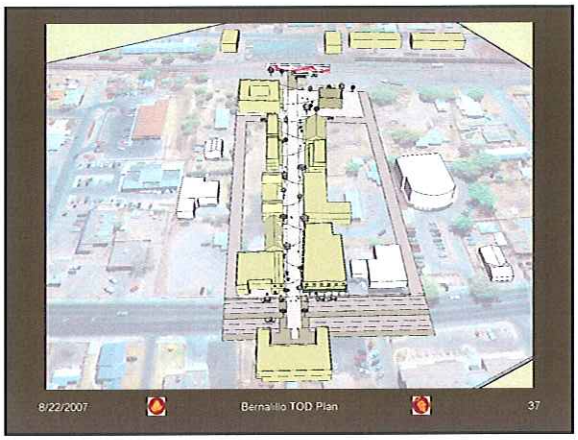

General Land Use Categories
•Commercial Mixed-Use
•Residential Medium-Density
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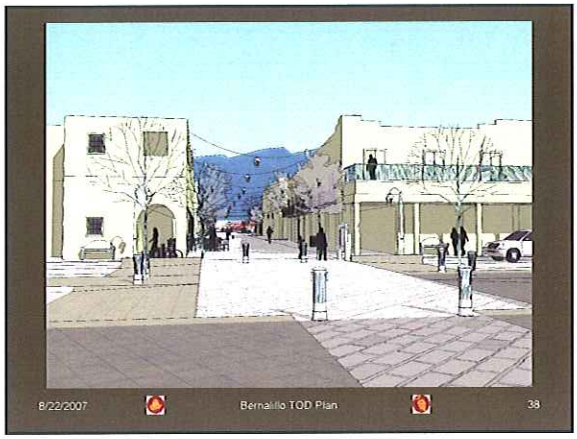

General Land Use Categories
•Commercial Mixed-Use
•Residential Medium-Density
•Residential Mixed-Use High Density
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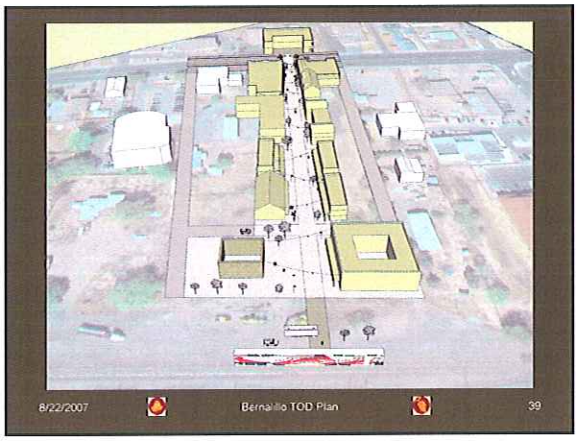

Downtown Station Area Plan
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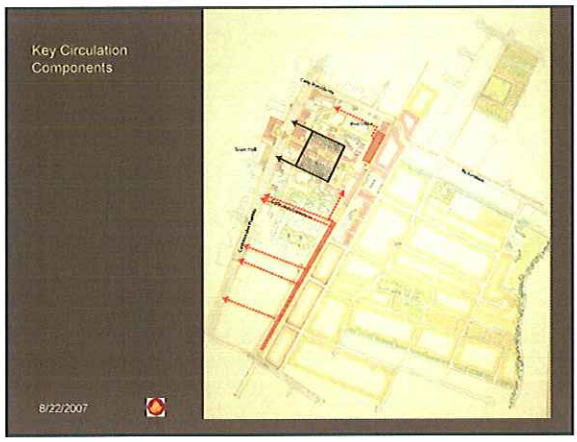

Key Place-Making Components
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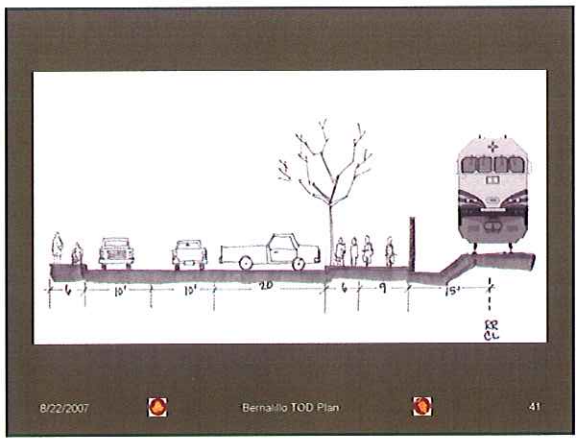

Key Place-Making Components
8/22/2007

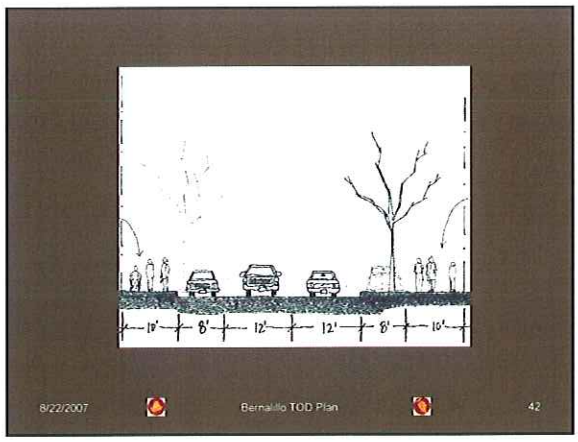

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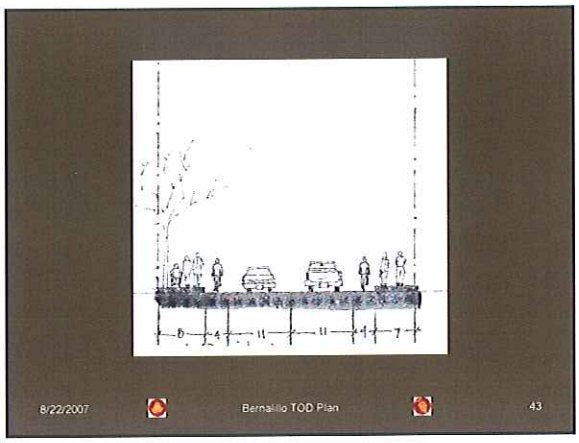

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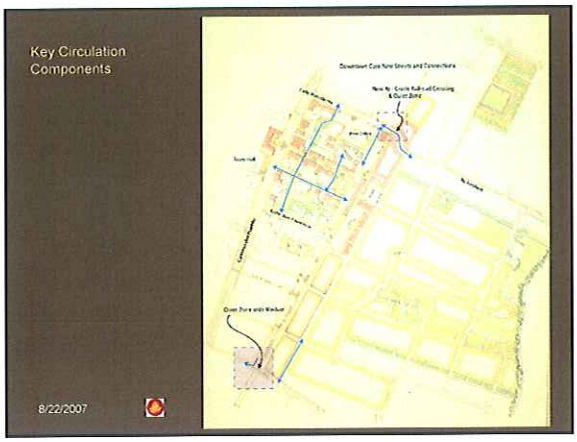

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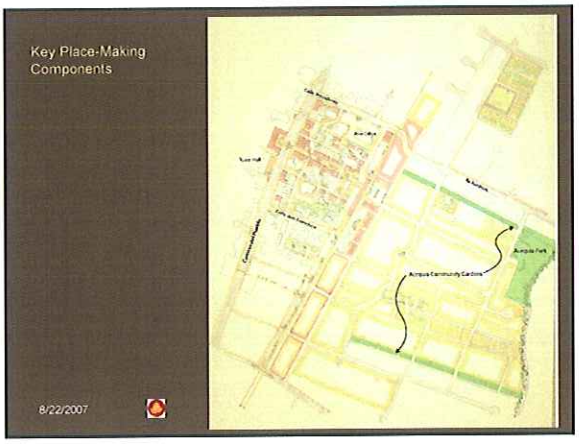

Key Circulation Components
8/22/2007

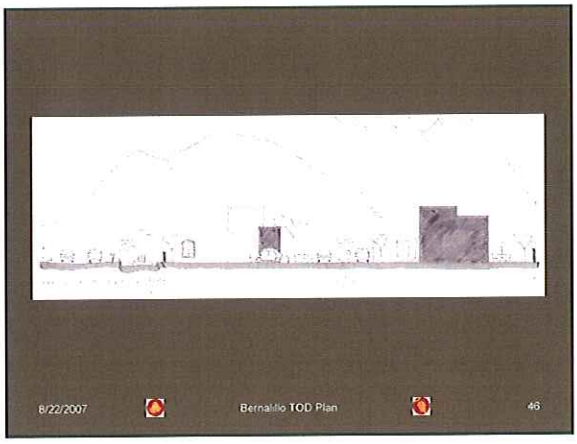

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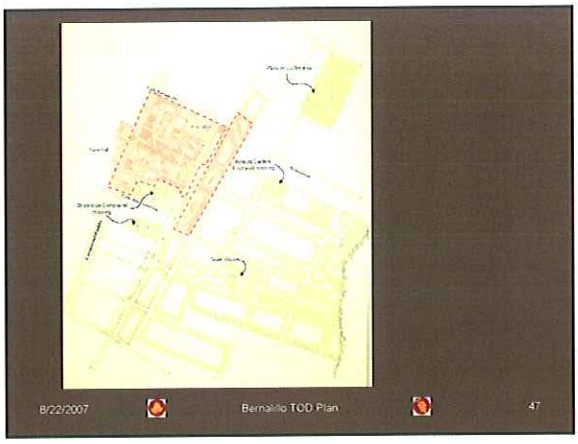

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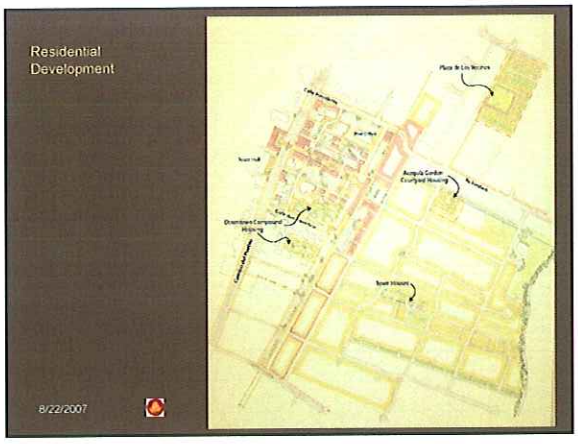

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Key Circulation Components
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Key Place-Making Components
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Residential Development
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Plaza Housing

New houses that share a neighborhood public space.



- Houses
  - Single and Duplexes (20% maximum)
  - Ground-related
  - Porches required
  - Accessory units allowed
  - 2-story maximum
  - Provide a mix of 1, 2, and 3 bedrooms
  - Minimum 8 DU/acre
- Character/Miscellaneous
  - Setbacks: No front setback required, Side 5' minimum, Back 3' minimum
  - Shared plaza or green required, with a minimum width of 24' and minimum ___% of site
- Parking
  - Side yard courtyard or alley
  - No minimum requirement

Compound Housing

Traditional pattern allowing multiple households of different sizes to share a parking courtyard.



- Houses
  - Mostly separate houses with a maximum of 50% duplexes
  - Provide a mix of house sizes: 1, 2, and 3 bedrooms
  - 1- and 2-story houses – no more than 20% 2.5-story
  - Ground-related houses
    - Front door on shared courtyard or street
  - Private yard = 12'x15' minimum
    - No vertical overlap of houses
    - Front porch or portal (8'x15' minimum or courtyard
  - No trailers or manufactured homes
  - 10 DU/Acre Minimum
  - On commercial streets, commercial is allowed in units facing street
- Character/Miscellaneous
  - Setbacks: No minimum setbacks required
  - Group mailboxes should be housed in a shelter that also provides space for notices, seating, and is art enhanced
  - Use of zaguans, portals, gates, shared entry-into courtyards required windows and brick walls is encouraged
- Parking
  - Shared parking courtyard and access ways designed for multiple uses, such as play areas and sports uses
  - Plantings and trees as part of courtyard design
  - Provide shared carports as independent buildings, potential for enclosure as desired
  - Maximum of parking of two per unit
  - Provide enclosed and lockable bike parking, minimum one per unit, preferably in a shed or garage

Courtyard Housing

U-shaped arrangement of houses around a shared, non-vehicular garden courtyard.



- Houses
  - Ground-related
  - Light on two sides of every room (not including baths, closets, utility rooms, etc.)
  - Private yards (front, back, or side) – front porches and yards on courtyard
  - Medium density 12-16 DU/acre
  - Zero lot line making a continuous edge of courtyard
- Character/Miscellaneous
  - Setbacks: No minimum setbacks (0' lot line)
  - Zaguans encouraged
  - Well-defined separation of private and semi-public spaces with portals, mixed-height walls, planting areas, etc.
  - Minimum courtyard 16' wide from porch to porch
  - Courtyard open to public street
- Parking
  - On-street
  - Off-street with shared carports
  - Alley-accessed

Accessory Units

Units constructed on existing or new single-family housing sites are the most affordable way to increase density and keep families together.



- Houses
  - Maximum size 900 sq ft
  - No trailers or manufactured units
  - Front door must face street, alley, or driveway
  - A private outdoor space of at least 15'x12' must be provided
  - May be 2nd floor unit over carport/garage
- Character/Miscellaneous
  - Setbacks: as per existing zoning
  - Compatible with existing homes
- Parking
  - Minimum of 1 sheltered, securable bike garage space

Bernalillo Townhouses

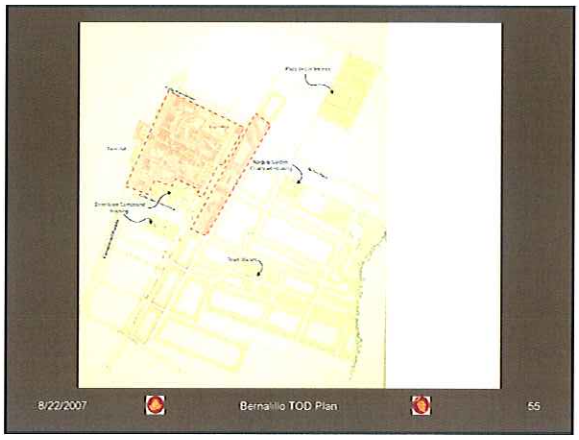
These townhouses will be sited in areas outside of the traditional core of the Town, but within walking distance of train stations. Amenities such as gardens watered by acequias, access to walking trails, and views will encouraged.



- Houses
  - 1 and 2-story with a maximum of 20% 2.5-story
  - Provide a mix of 1, 2, and 3 bedroom houses
  - Ground-related
  - No trailers
  - Maximum of 20% triplexes
  - Accessory units allowed
  - Front door facing street
  - 14 DU/acre minimum
- Character/Miscellaneous
  - Setbacks: No required front setback, No required side yard setback
  - Where possible, provide private garden spaces
  - Encourage public gathering areas/community buildings
- Parking
  - Driveways: Alley access for parking

Bernalillo TOD Plans

- Next steps


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